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SUPPLEMENT

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SUPPLEMENT TO

The Gazette of India.

No. 1.} CALCUTTA, SATURDAY, JANUARY 5, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 29th December, 1888.*—Rainfall slight in Nellore and Tanjore, and none elsewhere. More rain wanted in parts of Ganjam, Coimbatore and Salem. Standing crops generally good, but damaged by disease or excessive rain in parts of South Arcot and Tinnevelly; wet crops withering in two taluks of Coimbatore. Pasture generally sufficient, except in parts of Salem, Coimbatore, and Trichinopoly. Agricultural operations progressing. Prices rising in Ganjam and three other districts, falling in six and stationary in others. General prospects fair.

Bombay.—*For week ending 2nd January, 1889.*—Rain needed for late crops in parts of Hyderabad, Upper Sind Frontier, Nasik, Khandesh, Poona, and Ahmednagar where crops are withering. *Jowari* in parts of Bijapur, gram in parts of Belgaum, exotic cotton in four talukas of Dharwar, and late crops generally in two talukas of Satara, blighted; standing crops otherwise good, except wheat in Broach and Belgaum. Harvesting of early crops progressing in parts of Nasik, Satara, Bijapur, Belgaum and Dharwar, and sowing of late crops in parts of Shikarpur, Kanara, and Baroda. Cotton-picking continues in parts of Guzerat. Probable outturn of early crops in Kaira from five to nine and half annas, and in Kanara from six to twelve annas. Fodder scarce in parts of Broach, Khandesh, Kathiawar, and Baroda, and in five talukas of Nasik and two of Belgaum. Scarcity of drinking-water in parts of Khandesh and Baroda, and in two talukas of Nasik.

Bengal.—*For week ending 1st January, 1889.*—No rain, but fine dry weather prevails generally. Winter rice harvest is nearly over, and the outturn, as reported in previous weeks, is nowhere estimated at less than half an average crop, except in the affected tracts in the Patna Division, and in parts of the

Rajshahye Division. *Rabi* crops, so far as sown, are doing fairly well, but rain is wanted in the Patna and Chota Nagpore Divisions. Poppy and tobacco crops are promising. Sugarcane is being pressed in some districts, and is generally expected to be a good crop. Spring rice is being planted out and doing well. No further information received regarding the affected tracts in the Patna Division beyond what was reported last week. The Collector of Chumparun states that the number of labourers on relief works is increasing.

North-Western Provinces and Oudh.—*For week ending 2nd January, 1889.*—Weather clear and cold. West winds prevailing. *Rabi* crops doing well, but rain greatly needed for unirrigated lands. Supplies sufficient. Prices steady. Fodder dear in parts. Condition of cattle good.

Punjab.—*For week ending 2nd January, 1889.*—Slight rain at Peshawar. Prices are unsettled in Delhi and Peshawar, rising in Rawalpindi, and stationary in other districts. Cotton-picking over; *rabi* sowing finished. Rain much wanted at Hissar for *rabi* crops, otherwise prospects of *rabi* generally good. Stock cattle healthy. Fodder sufficient, except in Hissar, Dera Ismail Khan, and in parts of Rawalpindi.

Central Provinces.—*For week ending 2nd January, 1889.*—Weather clear. Rain has been insufficient for winter sowings in northern districts, and for wheat and linseed in Raipur. Prospects of winter crops favourable elsewhere. Cattle in fair condition. Fodder sufficient.

Burma.—*For week ending 29th December, 1888.*—No rain has fallen throughout Upper and Lower Burma during the past week. Reaping continues, and crop prospects remain generally favourable. There has been a slight rise in the price of paddy in Tharrawaddy, and a slight fall in Thayetmyo, Moulmein, and Pakôkku. In Shwegyin it is reported to have fallen more than one-third.

Assam.—*For week ending 2nd January, 1889.*—Weather cold. Slight rain in Lakhimpur. Harvesting of cold-weather rice still continues. Prospects of standing crops in general good.

Mysore and Coorg.—*For week ending 2nd January, 1889.*—Standing crops in good condition. Harvesting operations continue. Prospects of season favourable. Prices slightly fallen in Shimoga.

Coffee-picking and harvesting of rice in progress in Coorg.

Berar and Hyderabad.—*For week ending 2nd January, 1889.*—No rain. Picking of cotton and cutting of *jowari* completed in some districts. Outturn estimated from 10 to 12 annas. *Rabi* crops generally good. Wheat in ear. Gram in pod. Linseed in flower. Cattle healthy. Fodder insufficient in some districts. Prices stationary.

No report received from Hyderabad.

Central India.—*For week ending 2nd January, 1889.*—Bhopawar reports scarcity of water in parts to south and west of agency, and supply diminishing. No other changes of importance since last report.

Rajputana.—*For week ending 2nd January, 1889.*—Agricultural operations satisfactory. Standing crops good and thriving. Prospects of harvest good. Agricultural stock good. Pasturage or fodder sufficient. Prices steady generally.

Nepal.—*For week ending 27th December, 1888.*—No rain. Weather cloudy. Prospects fair in the valley of Nepal.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXVI OF 1888-89.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 10th December, 1887.		Total mean length open.	Receipts for week ending 8th December, 1888.		Total Receipts from 1st April to 10th December, 1887.		Total Receipts from 1st April to 8th December, 1888.		Total Increase in 1888-89.	Total Decrease in 1888-89.
			Total.	Per mile open.		Total.	Per mile open.	Total.	Per mile open per week.	Total.	Per mile open per week.		
			R	R		R	R	R	R	R	R	R	R
	State Lines worked by Companies.												
22nd Dec., 1888	East Indian	1,514	9,99,727	660	1,514	9,26,292	612	3,04,74,238	559	2,91,13,907	534	...	13,60,331
22nd ditto	Rajputana-Malwa (a)	1,664	3,47,630	209	1,664	3,31,000	199	1,07,27,397	178	1,22,36,216	204	15,08,819	...
22nd ditto	Sindia	75	7,864	105	75	6,199	83	3,06,777	114	2,42,828	90	...	63,949
22nd ditto	Patna-Gya	57	8,173	143	57	7,486	131	3,51,433	171	3,39,034	165	...	11,799
15th ditto	Bengal-Nagpur (b)	186	39,125	210	213	36,335	171	8,57,701	127	9,76,080	146	1,18,379	...
22nd ditto	Dildarnagar-Ghazipur	12	1,162	97	12	910	76	32,247	75	31,269	72	...	978
15th ditto	Mysore	140	8,644	62	140	10,892	78	3,57,598	71	4,14,283	82	56,685	...
15th ditto	Southern Mahratta (c)	765	59,461	78	854	68,316	80	22,16,961	86	27,05,592	88	4,88,631	...
8th ditto	Indian Midland	42	1,912	46	136	11,401	84	1,15,120	76	4,50,677	92	3,35,557	...
8th ditto	Cuddapah-Nellore	83	3,149	38	83	4,861	59	(d)31,263	30	1,72,131	58	1,40,868	...
8th ditto	Bareilly-Pilibhit	36	1,806	50	36	2,109	59	59,526	46	58,445	45	...	1,081
8th ditto	Lucknow-Sitapur-Sihramau	105	4,730	45	105	4,992	48	1,36,460	36	1,73,389	46	36,929	...
	TOTAL	4,679	14,83,383	317	4,889	14,10,793	289	4,56,66,721	275	4,69,14,451	268	12,47,730	...
	State Lines worked by Government.												
15th Dec., 1888	North-Western (e)	2,433	4,40,671	181	2,415	5,27,953	219	1,39,76,550	172	1,74,90,849	201	35,14,299	...
15th ditto	Wardha Coal	45	16,164	359	45	21,707	483	4,53,827	278	5,45,440	337	91,613	...
15th ditto	Bengal Central	125	11,735	94	125	11,840	95	4,68,485	104	4,99,810	111	31,325	...
15th ditto	Eastern Bengal Railways (f)	645	2,30,963	358	673	2,33,960	348	66,54,611	287	73,86,957	305	7,32,346	...
22nd ditto	Nalhati	27	2,004	74	27	1,799	66	61,248	62	68,797	70	7,549	...
22nd ditto	Tirhoot	259	37,593	145	273	30,855	113	11,60,566	129	11,15,362	118	...	45,204
15th ditto	Burma	333	53,325	160	441	55,290	125	19,72,834	165	20,09,969	143	37,135	...
15th ditto	Jorhat	28	800	29	31	1,228	40	37,594	38	42,577	43	4,983	...
8th ditto	Cherra-Companyganj	7	130	17	7	214	29	9,164	34	5,629	21	...	3,535
	TOTAL	3,902	7,93,385	203	4,037	8,84,846	219	2,47,94,879	185	2,91,65,390	204	43,70,511	...
	Lines worked by Guaranteed Companies.												
15th Dec., 1888	Madras	831	1,36,014	164	840	1,57,464	187	56,52,379	187	58,37,270	193	1,84,891	...
8th ditto	South Indian	654	93,330	143	654	90,673	139	35,45,009	149	38,00,203	161	2,55,194	...
15th ditto	Great Indian Peninsula	1,504	7,46,751	497	1,504	7,65,864	509	2,65,74,721	488	2,74,02,557	507	8,27,836	...
22nd ditto	Bombay, Baroda and Central India	461	2,38,011	516	461	2,51,000	544	81,68,881	488	83,08,915	501	1,40,034	...
8th ditto	Oudh and Rohilkhand	693	1,36,696	197	692	1,22,432	177	43,79,692	177	45,96,671	185	2,16,979	...
	TOTAL	4,143	13,50,802	326	4,151	13,87,433	334	4,83,26,682	322	4,99,45,616	334	16,24,934	...
GRAND TOTAL (GUARANTEED AND STATE)		2,724	36,27,570	285	13,077	36,83,072	282	11,87,82,282	264	12,60,25,457	269	72,43,175	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	6,19,69,576	138	6,84,12,760	146	...	...
NET RECEIPTS		...	...	...	...	...	...	5,68,12,706	126	5,76,12,697	123	7,99,991	...
	Assisted Companies.												
15th Dec., 1888	Bengal and North-Western	376	47,103	125	376	36,410	97	13,75,111	101	15,76,422	116	2,01,311	...
22nd ditto	Tarakeshwar	22	4,342	195	22	4,120	185	1,81,489	227	1,86,721	233	5,232	...
8th ditto	Rohilkhand-Kumaun	67	5,150	77	67	4,236	63	2,33,230	97	2,54,562	106	21,332	...
15th ditto	Dibru-Sadiya	78	6,924	89	78	7,581	97	2,91,549	103	3,06,493	109	14,944	...
	TOTAL	543	63,519	117	543	52,347	96	20,81,379	106	23,24,198	119	2,42,819	...
	Native States.												
15th Dec., 1888	The Nizam's Guaranteed Company	208	40,527	195	310	32,345	104	10,88,649	144	11,37,458	108	48,809	...
22nd ditto	The Gaekwar's	59	3,241	55	59	2,820	48	1,07,632	50	91,435	43	...	16,197
22nd ditto	The Gaekwar's Mehsana-Vadnagar	21	751	36	21	700	33	25,241	33	30,015	40	4,774	...
15th ditto	Bhavnagar-Gondal-Junagarh-Porbandar	193	19,060	99	209	21,369	102	6,76,026	97	6,98,865	97	22,839	...
15th ditto	Morvi	68	2,480	36	68	3,059	45	98,346	40	1,17,946	48	19,600	...
22nd ditto	Jodhpore	124	7,043	57	124	5,500	44	2,30,969	51	2,34,212	52	3,243	...
	TOTAL	673	73,102	109	791	65,793	83	22,26,863	91	23,09,931	84	83,068	...

(a) Includes the Cawnpore-Achnera State Railway.
(b) Includes the Katni-Umaria State Railway.
(c) Includes the Bellary-Kistna State Railway.
(d) Total receipts from 15th September to 10th December, 1888.
(e) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(f) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.

M. C. BRACKENBURY, *Major, R.E.*,
Under-Secretary.

CALCUTTA,
The 3rd January, 1889.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1888.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu. (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	11 8	10 10	14 2	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	14 9	14 9
Tavoy	...	...	...	...	8 13	8 4	10 8	9 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	16 1	16 1
Moulmein and Amherst	9 0	9 0	...	...	7 14	7 14	8 11	8 11	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	20 15	20 15
Pegu (deltaic)—																										
Pegu	...	...	...	...	8 10	8 10	9 3	9 5	...	...	...	...	...	...	...	...	12 2	12 2	...	...	...	...	160 0	160 0	17 0	16 0
Rangoon	11 2	11 2	...	...	10 6	10 6	11 2	11 2	...	...	...	...	...	...	...	...	13 0	15 0	*	§	...	...	250 0	250 0	19 7	16 10
Thongwa	...	...	...	...	9 1	9 13	9 12	12 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	...	17 13	17 13
Bassein	...	...	...	...	9 11	10 0	11 4	11 4	...	...	...	...	...	...	...	...	9 14	10 3	...	...	...	...	216 15	245 5	16 4	16 4
Pegu (inland)—																										
Shwaygyin	...	...	...	...	7 4	7 8	8 5	7 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	11 5
Tharawadi	...	...	...	...	10 0	10 0	13 5	13 5	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	535 11	535 11	14 8	14 8
Henzada	...	...	...	...	8 15	8 15	11 2	10 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	183 8	183 8	39 7	41 12
Prome	8 2	8 2	...	...	7 7	10 5	9 13	11 7	...	...	...	...	...	...	...	...	10 6	10 6	21 12	21 12	9 5	9 5	167 9	167 9	14 0	14 0
Toungoo	...	...	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	54 0	54 0	14 1	14 1
Thayetmyo	7 7	7 7	...	...	9 5	10 0	10 10	12 0	...	...	...	...	...	...	...	...	10 11	10 12	37 8	28 3	...	...	245 0	245 0	11 3	11 3
Upper Burma—																										
Mandalay	7 12	8 12	...	...	8 13	9 12	9 5	10 5	...	...	...	...	...	...	...	...	7 13	9 0	12 4	...	...	...	160 0	160 0	16 4	17 0
Arakan—																										
Sandoway	...	...	...	...	16 0	16 0	18 0	18 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	10 6	10 0	11 2	11 2	...	...	...	...	...	...	...	...	5 0	5 0	...	...	...	...	225 0	225 0	24 0	30 0
Akyab	...	...	...	...	8 0	8 0	9 8	9 8	...	...	...	...	...	...	...	...	10 0	12 0	...	...	8 0	8 0	160 0	160 0	18 0	20 0
Assam—																										
Surma—																										
Sylhet	10 0	10 0	...	...	12 11	12 11	21 7	21 7	...	...	...	...	...	...	...	...	11 8	12 12	...	...	11 12	11 12	108 0	108 0	10 0	9 8
Cachar	7 12	8 0	...	...	12 0	11 8	17 8	20 0	...	...	...	...	...	...	...	...	11 12	10 0	...	...	10 10	10 10	80 0	80 0	9 12	10 0
Khási and Jaintiá Hills	...	...	...	...	7 0	7 8	11 0	10 0	...	...	...	...	...	...	...	...	10 0	10 0	16 0	16 0	7 8	8 0	100 0	100 0	8 0	8 0
Garo Hills	8 0	8 0	...	...	6 0	6 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	9 0	9 0	160 0	160 0	8 0	8 0
Brahmaputra—																										
Goalpara	16 0	20 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	10 0	10 0	80 0	80 0	9 0	9 0
Kámrúp	10 0	10 0	...	...	8 0	8 0	18 0	20 0	...	...	...	...	...	...	...	...	10 0	11 4	...	...	11 4	11 4	160 0	160 0	10 0	10 0
Darrang	6 8	6 8	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	11 0	...	...	9 0	9 0	150 0	150 0	8 0	8 0
Nowgong	8 0	8 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	9 0	9 0	120 0	120 0	8 0	8 0
Sibsagar	...	...	...	...	6 8	6 8	20 0	19 0	...	...	...	...	...	...	...	...	12 0	11 0	...	...	10 0	10 0	160 0	140 0	8 0	8 0
Lakhimpur	7 8	7 8	...	...	8 0	7 8	14 [illegible]	[illegible]	...	...	...	...	...	...	...	...	10 0	10 0	10 0	10 0	8 0	8 0	160 0	160 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	10 0	12 0	13 5	16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	8 0	8 0	...	...	10 0	10 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	12 0	12 0	...	...	9 0	9 0
Nágá Hills	...	...	...	...	...	8 0	9 0	10 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	4 0	4 0	100 0	90 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	12 5	11 0	14 9	12 5	...	...	...	...	...	...	...	...	10 10	11 0	...	...	10 10	12 5	120 0	120 0	10 0*a*	10 10
Noakholly	...	...	...	...	16 0	13 0	18 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	8 0*b*	8 0
Chittagong	10 8	10 8	...	...	11 0	11 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	9 0	10 0	110 0	110 0	9 0*c*	9 0
Tipperah	12 8	11 8	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	14 4	14 4	...	...	8 0	8 0	...	...	8 0	8 0
Dacca	15 0	15 0	20 0	20 0	13 0	13 0	15 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	17 0	17 0	120 0	120 0	9 8*d*	9 8
Mymensingh	10 0	10 0	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	13 0	13 0	...	...	9 11*e*	9 8
Deltaic—																										
Koolna	...	...	...	...	13 4	16 0	16 0	18 0	...	...	...	...	...	...	...	...	16 0	13 0	...	...	...	...	160 0	160 0	9 0*f*	9 0
24-Pergunnahs	12 0	12 0	14 0	16 0	8 0	8 0	16 0	15 0	...	...	...	...	...	...	10 8	12 0	15 0	14 0	...	...	17 0	16 0	100 0	100 0	10 0*g*	10 4
Midnapore	14 0	13 5	40 0	40 0	14 0	12 0	16 0	14 0	...	...	...	...	...	...	...	...	14 0	13 0	...	...	14 0	14 0	120 0	120 0	10 8*h*	10 8
Howrah	‡	‡	...	...	12 0	12 8	20 0	16 8	...	...	...	...	...	...	...	...	15 4	13 8	...	...	12 8	12 8	100 0	100 0	10 9	10 10
Calcutta	12 3	11 8	16 4	14 3	10 0	9 10	15 0	13 14	12 4	12 4	12 0	14 8	...	...	17 11	20 6	14 14	13 14	15 8	14 2	15 15	15 14	94 10	92 4	10 10	10 10
Hooghly	13 0	13 0	...	...	10 0	10 0	13 0	...	...	...	...	...	...	...	...	...	13 0	13 0	...	...	13 0	13 0	120 0	120 0	9 0*i*	9 0
Nuddea (Kishnaghur)	13 5½	12 5	‡	16 0	12 5	12 5	18 5	16 12	...	...	...	...	...	...	...	...	15 10	15 4	...	...	17 12	17 12	...	...	9 2*j*	9 2
Jessore	11 0	10 0	...	...	10 0	12 0	16 0	18 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	20 0	100 0	100 0	10 0*k*	9 2
Furreedpore	18 0	20 0	32 0	32 0	12 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	...	...	120 0	120 0	9 0	9 0
Central—																										
Baskoora	12 0	12 0	14 0	16 0	14 8	14 8	18 2	20 0	...	...	...	...	...	...	...	...	14 0	14 0	22 0	24 0	19 0	19 0	320 0	320 0	10 0*l*	10 0
Burdwan	11 0	11 8	§	§	12 12	13 8	18 0	16 8	...	...	...	...	...	...	...	...	14 12	14 8	§	§	18 0	20 0	107 0	120 0	10 7½*l*	10 10¾‡
Beerbhoom	11 4	11 0	...	...	12 0	12 4	16 8	15 0	...	...	...	...	...	...	...	...	14 4	14 4	...	...	9 0	9 0	160 0	160 0	10 0*m*	10 0
Moorshedabad	12 12	12 12	...	...	14 0	14 0	16 0	16 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	19 0	19 0	200 0	200 0	10 10*n*	10 10
Sonthal Pergunnahs	11 8	11 0	...	...	12 8	13 0	19 0	16 0	...	...	...	...	...	...	...	...	14 0	14 0	20 0	19 0	17 0	17 0	200 0	200 0	8 8	8 8
Pubna	15 0	16 0	...	...	7 8	7 8	15 0	18 0	...	...	...	...	...	...	...	...	12 0	15 0	...	...	21 0	18 0	200 0	200 0	10 0	10 0
Bogra	12 0	13 8	...	...	15 0	13 8	19 8	18 12	...	...	...	...	...	...	...	...	29 12	12 0	...	...	...	...	90 0	90 0	8 0	9 0
Rajshahye	15 12	15 12	26 4	24 0	12 12	12 0	16 8	15 15	...	...	...	...	...	...	...	...	13 8	13 8	...	...	11 8	12 3	240 0	240 0	9 12*o*	9 12
Maldah	14 8	14 0	...	...	12 0	12 0	16 8	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	9 8	9 8
Northern—																										
Rungpore	15 0	15 0	...	...	13 0	13 0	17 12	17 12	...	...	...	...	...	...	...	...	15 3	15 3	...	...	7 7	7 7	120 0	120 0	9 6*p*	9 6
Dinagepore	12 0	12 0	12 8	14 8	15 8	14 0	19 3	16 12	...	...	...	...	...	...	...	...	10 8	12 12	...	...	9 8	9 8	160 0	160 0	10 0	10 0
Jalpaiguri	10 0	10 0	16 0	16 0	11 0	11 0	16 0	15 0	...	...	...	...	...	...	...	...	11 0	10 0	...	...	9 0	11 0	128 0	128 0	9 0*q*	9 0
Darjeeling	10 0	10 0	10 0	10 0	5 0	5 0	11 0	12 0	...	...	...	...	14 0	14 0	...	...	10 0	10 0	20 0	20 0	8 0	8 0	120 0	120 0	... *r*	...
Orissa—																										
Pooree	10 8	10 8	...	...	11 13	10 8	17 1	15 12	...	...	...	...	...	...	...	...	13 2	14 7	...	...	13 2	13 2	80 0	80 0	11 13	11 13
Cuttack	11 13	11 13	...	...	11 13	10 8	21 0	18 6	...	...	...	...	...	...	...	...	17 1	17 1	...	...	17 11	17 1	80 0	80 0	11 0	11 0
Balasore	13 0	12 0	13 0	13 0	12 0	12 0	22 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	12 0	12 0	140 0	140 0	9 8*s*	9 8
Chota-Nagpur—																										
Singbhoom	10 0	11 0	20 0	20 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	12 0	14 0	...	...	15 0	16 0	260 0	260 0	7 0	7 0
Manbhoom	10 8	10 0	...	...	12 0	13 0	21 0	20 0	...	...	...	...	...	...	...	...	13 5	13 5	25 0	24 0	16 8	18 0	280 0	280 0	9 2*t*	9 2
Lohardugga	12 0	11 8	‡	‡	13 0	14 0	17 0	17 8	...	...	...	...	‡	36 0	...	...	14 8	12 0	‡	19 8	16 8	‡	140 0	140 0	8 8	8 8
Hazáribagh	12 0	12 0	12 0	12 0	8 0	7 0	17 0	16 0	¶	¶	¶	¶	26 0	23 0	¶	¶	14 0	14 0	20 0	18 0	15 0	16 0	320 0	320 0	8 0	8 0

* None in market. ‡ Not available. § No sale. ¶ Not procurable.

a In sub-divisions retail prices of salt per rupee are:—Patuakhali 8 sers and Perozepore 9 sers.
b At Panchgachia in Fenny sub-division retail price of salt 8 sers per rupee.
c At Cox's Bazar retail price of salt 8 sers per rupee.
d In sub-divisions retail prices of salt per rupee are:—Manickgunge 9 sers, Moonshigunge 8-14 sers, and Naraingunge 10 sers.
e In sub-divisions retail prices of salt per rupee are:—Kishoregunge, Jamalpore and Sherpore 8 sers, Attea 10 sers, and Netrokona 9 sers.
f In sub-divisions retail prices of salt per rupee are:—Sathkhira 9-13 sers and Bogirhat 8 seers.
g In sub-divisions retail prices of salt per rupee are:—Baraset and Bassirhat 9 sers, Diamond Harbour (Kalpihat) 8 sers and Dum-Dum 10 sers.
h In sub-divisions retail prices of salt per rupee are:—Contai 10 sers, Tumlook 8 sers, and Ghattal 11-4 sers.
i At Jehanabad retail price of salt 10-7 sers per rupee.
j In sub-divisions retail prices of salt per rupee are:—Kooshtea, Chooadanga and Ranaghat 10 sers, Meherpore 10-8 sers.
k In sub-divisions retail prices of salt per rupee are:—Jhenidah 9 sers, Magoora 10 sers, Narail 7½ sers, and Bongong 10 sers.
l In sub-divisions retail prices of salt per rupee are:—Culna 10 sers, Cutwa 10·6 sers, and Raneegunge 11 sers.
m At Rampore Haut retail price of salt 10-8 sers per rupee.
n In sub-divisions retail prices of salt per rupee are:—Laibagh 9 sers, Kandi, and Jungipore 10 sers.
o In sub-divisions retail price of salt per rupee are:—Natore 9-12 sers and Nowgong 8 sers.
p In sub-divisions retail prices of salt per rupee are:—Gaibanda 7-8 sers, Nilphamari 10 sers, and Kurigram 9 sers.
q Retail price of salt at Fallacotta in Alipore sub-division 8 sers per rupee.
r At Silliguri retail price of salt 8 sers per rupee.
s At Bhudruck retail price of salt 9 sers per rupee.
t At Govindpore retail price of salt 9 sers per rupee.

RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1888—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum. Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu. Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi. Past fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar or Thur Cajan Pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	15 4	13 10	[illegible] 13	16 12	12 9	11 9	16 12	14 11	16 12	...	...	...	...	...	...	...	17 13	16 12	17 0	16 4	17 13	18 1	168 0	157 0	9 15u	9 15
Gya	13 8	13 8	15 4	15 0	9 8	10 0	14 0	12 0	...	...	...	...	...	...	15 4	15 0	16 0	15 0	...	...	18 0	17 0	200 0	200 0	0 0	9 0
Patna	16 8	16 0	[illegible] 0	18 0	12 0	12 0	16 8	15 6	...	...	...	...	23 0	24 0	13 0	...	19 0	18 0	21 0	20 8	20 8	22 0	160 0	170 0	0 12	10 0
Shahabad	14 8	14 8	18 0	19 0	10 8	10 8	14 13	14 8	19 0	18 8	...	...	...	20 0	...	...	17 8	18 8	...	...	13 8	13 0	160 0	160 0	10 0y	10 0
Behar, north—																										
Purneah	13 0	13 0	...	...	13 0	13 0	16 0	15 0	...	...	...	...	...	22 0	...	...	13 0	13 0	...	...	16 0	16 0	120 0	120 0	9 0	8 0
Bhágalpur	15 7	15 12	13 10	16 6	11 6	11 6	15 2	13 14	...	...	...	...	...	...	...	...	16 0	16 11	17 10	16 6	16 0	17 0	176 8	151 8	10 1	10 0
Durbhunga	13 4	12 8	19 0	18 4	12 4	11 0	16 6	14 8	...	17 8	...	...	22 0	20 8	16 8	...	16 8	15 8	19 12	16 12	20 4	17 8	160 0	160 0	11 0w	10 0
Mozufferpore	12 8	12 0	...	16 8	10 0	10 0	14 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	19 0	19 0	20 0	20 0	160 0	160 0	10 0x	10 0
Sarun	14 0	14 0	16 8	16 8	8 8	8 8	12 0	12 0	...	...	...	...	22 0	22 8	15 0	15 0	16 8	16 4	19 4	19 4	19 8	19 8	160 0	160 0	9 14	10 4
Chumparun	14 0	13 0	17 0	20 0	9 0	9 0	17 0	16 0	...	...	...	...	25 0	25 0	...	...	16 0	16 0	21 0	21 0	22 0	22 0	160 0	160 0	10 0y	10 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	12 8	12 8	17 0	16 0	8 0	8 0	12 8	12 0	18 0	18 0	15 0	16 0	16 0	16 0	14 0	14 0	16 0	16 0	16 0	16 0	17 0	16 0	100 0	100 0	9 8	9 8
Benares	13 13	13 0	17 1	16 0	11 6	10 5	15 11½	13 9	17 5½	16 13	16 13	17 5	17 5½	18 2	13 12	13 12	16 13	16 0	19 8	19 0	17 9½	17 5½	120 0	120 0	10 11	10 11
Ghazipur	14 3	14 3	18 0	18 0	7 2	7 2	11 9	11 9	21 14	18 0	15 7	15 7	20 9	20 9	15 7	15 7	17 6	17 6	18 0	18 0	17 6	17 6	154 8	154 8	9 10½	9 10
Jaunpur	13 0	13 0	17 0	17 0	7 0	7 0	14 0	14 0	...	...	...	...	19 0	19 0	...	...	21 0	21 0	...	...	18 0	18 0	140 0	140 0	9 0	9 0
Allahabad	12 8	12 0	17 0	16 0	8 0	8 0	13 8	12 0	22 0	...	16 0	16 0	...	...	...	...	16 4	16 0	16 0	...	14 0	14 0	130 0	120 0	10 0	10 0
Central—																										
Bánda	16 8	15 0	17 0	16 0	8 0	8 0	12 8	12 8	22 0	...	18 0	...	...	...	...	...	17 8	16 0	...	...	12 8	12 8	160 0	160 0	9 8	9 8
Fatehpur	13 8	13 4	16 0	15 0	12 0	11 0	13 0	12 0	19 0	...	16 8	...	...	...	...	...	15 8	15 0	...	...	19 12	19 4	160 0	160 0	10 0	10 0
Hamírpur	15 9	16 0	19 8	17 4	8 0	8 0	12 0	12 0	20 8	...	19 0	17 4	...	...	...	...	18 6	16 8	...	...	...	...	140 0	140 0	10 8	10 4
Jalaun	15 0	15 0	17 0	17 0	9 0	9 0	10 0	10 0	20 0	17 0	17 0	17 0	...	...	16 0	16 0	17 0	17 0	18 0	18 0	17 0	17 0	140 0	140 0	11 0	11 0
Cawnpore	15 0	15 0	18 0	18 0	9 0	9 0	13 0	13 0	21 0	21 0	19 0	19 0	20 0	20 0	18 8	18 8	17 12	17 12	21 0	21 0	21 0	21 0	130 0	130 0	12 0	12 0
Etáwah	15 4	14 8	19 6	18 8	6 4	6 0	12 4	11 8	19 0	16 0	18 4	16 4	16 8	18 0	14 4	15 0	20 4	19 8	20 0	20 0	22 8	21 0	120 0	120 0	11 0	11 0
Farukhabad	14 8	13 4	18 8	18 0	6 8	7 0	10 0	10 8	...	...	16 0	15 8	...	...	23 0	23 0	19 8	19 8	19 0	18 12	20 0	20 0	140 0	140 0	10 12	11 0
Mainpuri	15 2	14 10	18 6	18 12	4 12	4 8	14 0	9 8	16 8	...	17 0	16 12	...	...	...	...	16 0	13 8	19 12	19 8	16 0	16 8	160 0	160 0	10 6	11 2
Etah	16 0	14 12	20 12	19 0	8 8	8 4	13 12	13 0	18 12	...	17 8	17 8	...	...	16 0	16 0	24 0	24 0	22 0	21 0	16 8	15 8	120 0	120 0	11 4	11 0
Western—																										
Lalitpur	13 10	13 8	17 8	17 0	9 8	9 12	11 0	11 0	16 8	15 0	13 0	13 0	20 0	20 0	16 0	15 0	16 0	16 0	18 0	16 0	10 0	10 12	160 0	160 0	9 4	9 0
Jhánsi	14 2	13 12	19 0	19 0	7 8	7 8	11 8	11 8	...	...	15 0½	14 8	...	...	...	...	16 13	16 2	17 12	17 0	...	...	180 0	180 0	10 8	10 8
Agra	13 8	13 4	19 8	20 8	5 0	5 0	9 0	9 8	17 8	16 0	16 0	16 0	...	...	17 0	17 0	21 8	21 0	20 0	19 8	14 0	14 0	100 0	100 0	12 0	12 0
Muttra	14 0	14 0	21 0	21 0	7 8	7 8	11 8	11 8	20 0	20 0	17 0	17 0	...	...	12 0	12 0	22 0	22 0	21 0	21 0	23 0	23 0	120 0	120 0	11 8	11 8
Aligarh	14 8	14 2	21 4	21 4	5 8	5 8	11 8	10 4	22 0	17 2½	17 4	17 0	...	...	14 0	14 0	23 0	23 0	22 8	22 13	26 0	26 0	130 0	140 0	12 0	12 0
Bulandshahr	15 8	15 4	20 8	21 0	7 0	7 0	11 0	11 0	24 0	23 0	18 0	18 0	...	...	16 0	16 0	23 0	23 0	21 0	21 0	17 0	17 0	140 0	140 0	11 0	11 4
Meerut	15 0	14 4	20 8	20 8	6 0	6 0	13 0	12 0	18 8	21 0	17 0	17 8	14 0	14 0	14 0	14 0	21 9	21 8	18 8	19 0	21 0	21 0	100 0	95 0	11 4	11 4
Sub-montane—																										
Ballia	14 4	14 5	18 0	18 10	9 8	9 4	14 4	12 5	20 8	18 0	...	...	...	...	15 0	19 4	18 0	18 0	18 0	19 4	19 4	19 4	100 0	100 0	10 4	10 4
Azamgarh	13 4	12 8	15 14	15 8	10 5	10 5	...	...	...	...	...	...	...	...	...	...	16 8	...	20 10	19 3	13 4	13 4	177 8	177 8	9 13	9 13
Gorakhpur	13 8	13 0½	18 0	18 0	9 0	9 0	14 6½	14 14	...	...	...	...	21 9½	21 9½	19 13	19 13	17 1½	16 9½	19 13	19 13	20 11	19 5½	140 0	140 0	10 3	10 0
Basti	15 4	15 4	19 0	19 0	...	...	26 0	26 0	...	...	...	...	...	...	...	...	18 0	18 0	21 0	21 0	19 0	25 0	140 0	140 0	9 8	9 0
Sháhjahánpur	15 8	16 0	21 0	20 8	8 8	8 8	15 8	15 8	19 0	...	19 0	20 0	28 0	28 0	22 0	22 0	18 0	17 8	23 0	23 0	20 8	20 8	160 0	160 0	11 0	11 0
Budaun	15 4	15 0	18 8	18 0	6 0	6 0	14 8	9 8	...	...	17 8	18 0	...	...	...	...	18 8	18 0	20 0	19 4	20 8	20 0	192 0	192 0	11 4	11 4
Pilibhit	14 0	13 12	20 0	20 0	13 12	12 8	15 0	15 0	20 0	20 0	17 8	...	...	...	...	...	17 8	18 12	22 8	22 8	21 4	21 4	160 0	160 0	10 8	10 8
Bareilly	14 1	14 1	18 2	18 2	6 4	6 4	13 2	13 12	19 6	18 12	16 14	18 12	23 2	23 12	18 2	18 12	18 2	18 2	21 4	20 0	19 11	19 6	150 0	150 0	10 10	10 10
Moradabad	15 13	15 8	22 8	21 8	10 8	10 8	15 4	15 4	21 8	21 8	19 4	20 8	...	...	16 4	16 4	19 8	20 8	23 0	23 0	23 8	23 2	165 0	165 0	11 8	11 8
Tarái	17 8	17 8	27 8	27 8	9 8	8 12	15 0	15 0	25 0	27 8	20 0	20 0	...	...	30 0	30 0	17 8	18 2	26 4	27 8	22 8	22 8	100 0	100 0	10 0	10 0
Bijnor	15 12	15 12	21 6	21 10	7 14	7 14	13 8	13 8	...	...	18 0	18 0	...	...	...	...	20 4	19 2	...	22 8	...	...	135 0	135 0	11 0	11 0
Muzaffarnagar	15 6	14 13	23 2	22 0	6 9	6 9	12 10	12 9	22 0	22 0	17 10	17 10	17 10	17 10	16 8	16 8	22 8	21 8	22 0	22 0	14 5	14 5	132 0	132 0	11 4	11 4
Saháranpur	15 1	15 1	21 8	21 8	8 9½	8 9½	11 13	11 13	22 9	22 9	19 5½	19 5½	32 4	32 4	21 8	21 8	21 8†	21 8†	21 8	21 8	16 2†	16 2†	129 0	129 0	11 4½	11 4½
Dehra Dún	14 0	14 0	21 0	21 0	6 8	6 8	11 0	11 0	20 0	20 0	14 0	14 0	20 0	20 0	...	...	19 0	19 0	20 0	20 0	16 0	16 0	160 0	160 0	10 0	9 8
Kumaun	14 0	14 0	16 0	16 0	12 0	12 0	13 0	13 0	...	...	...	...	20 0	20 0	24 0	24 0	12 0†	12 0†	20 0	22 0	9 8‡	9 8‡	160 0	160 0	8 0	8 0
Garhwal	13 8	11 8	17 0	15 0	6 12	7 0	12 8	12 6	...	...	...	...	23 8	19 0	...	...	10 8	10 0	...	...	8 8	9 8	180 0	180 0	8 0	8 0
Oudh—																										
Southern—																										
Partabgarh	15 0	14 8	19 8	20 0	13 8	12 8	15 8	15 0	19 8	20 0	18 0	17 0	20 0	...	...	...	18 0	19 0	14 0	...	14 2	13 8	...	200 0	10 0	9 8
Sultánpur	14 8	14 8	19 0	19 0	9 0	9 0	15 8	15 8	19 0	16 0	16 0	16 0	40 0	40 0	20 0	20 0	20 0	20 8	16 0	16 0	20 8	20 8	160 0	160 0	10 8	10 8
Rae-Bareli	15 0	15 0	19 0	20 0	7 0	7 0	14 0	14 0	17 0	21 0	20 0	18 0	20 0	22 0	16 0	16 0	19 0	19 8	16 0	...	22 0	22 0	160 0	160 0	10 0	10 0
Unao	15 0	15 0	17 0	18 0	9 0	9 0	13 8	13 8	17 0	17 0	18 0	18 0	20 0	20 0	15 0	15 0	18 0	18 0	22 0	22 0	14 8	14 8	160 0	160 0	11 0	11 0
Lucknow	14 9	14 4	18 10	17 12	6 0	6 0	13 4	13 4	18 10	19 8	18 10	19 0	22 0	22 4	18 0	18 0	17 2	17 4	20 12	19 12	20 12	20 0	130 0	130 0	10 6	10 8
Hardoi	16 8	16 2	19 0	19 0	7 0	7 0	15 8	15 4	18 0	...	18 8	20 0	32 0	...	25 0	...	19 0	19 0	22 0	22 0	14 0	14 0	140 0	130 0	10 8	10 0
Northern—																										
Fyzabad	13 8	13 0	18 4	17 0	9 0	9 0	13 0	13 0	18 0	...	15 0	12 8	20 0	...	17 0	17 0	18 0	18 0	19 12	19 0	20 0	20 0	100 0	100 0	10 0	10 0
Barabanki	13 14	14 0	18 0	18 0	10 0	10 0	12 0	12 0	18 8	18 0	18 0	18 0	24 0	24 0	14 12	14 12	16 8	17 0	19 8	20 0	19 8	20 0	120 0	120 0	10 0	10 0
Gonda	14 8	14 8	18 4	18 4	11 12	12 4	13 0	14 0	19 8	19 8	18 8	17 8	22 0	20 0	14 0	16 0	19 12	19 12	22 8	23 8	20 0	20 0	200 0	200 0	10 12	10 12
Bahraich	14 8	14 8	22 0	22 0	12 0	12 0	14 8	14 8	24 0	22 0	18 0	16 0	32 0	32 0	14 0	14 0	21 0	22 0	25 0	25 0	22 0	22 0	130 0	140 0	10 0	10 0
Sitapur	16 12	16 4	22 8	22 0	8 0	8 0	14 0	14 0	24 0	...	21 8	21 0	29 0	...	24 0	23 0	22 0	21 0	27 0	24 0	23 0	22 0	160 0	160 0	10 8	10 8
Kheri	17 0	16 8	20 0	19 0	8 0	8 0	16 0	15 0	29 0	27 0	25 0	16 0	18 0	22 0	14 0	20 0	18 0	19 0	29 0	27 0	22 8	23 0	140 0	140 0	10 8	10 0
Rajputana—																										
Eastern—																										
Partábgarh	15 0	13 12	20 0	15 0	6 4	5 10	7 8	7 6	...	...	10 0	...	...	...	...	...	17 8	16 9	17 8	16 14	16 4	...	...	...	14 0	15 5
Bánswára	15 0	13 2	15 0	15 0	6 4	4 6	8 2	6 14	7 8	...	...	...	...	...	...	...	15 0	13 12*	18 12	18 2	8 2	...	...	...	10 0	9 6
Meywar (Oodeypore)	10 8¾	9 13¼	14 1	12 8	7 0½	7 0½	7 13	7 13	9 6	9 6	10 15	10 2½	Nil	Nil	9 6	9 12¼	14 1	12 14¼	13 4½	11 11½	9 12½	9 12¼	160 0	160 0	10 8¾	10 8¾
Sirohi	11 0	10 8	15 0	14 0	6 0	6 0	7 0	7 0	13 0	13 0	14 0	13 0	...	...	19 0	19 0	14 8	14 0	14 8	12 0	10 0	10 0	160 0	160 0	12 0	12 0
Erinpura	12 3	11 7	15 4	14 15	...	...	8 0	8 12	14 6	15 0	13 12	14 0	...	...	...	...	16 11	15 14	...	...	...	...	240 0	208 0	12 0	12 0
Ajmere	12 0	11 8	16 0	15 8	3 0	3 0	8 0	8 0	17 0	14 0	14 0	14 0	...	...	...	...	18 0	17 0	16 0	15 0	...	...	80 0	80 0	12 0	12 0
Abu	10 10	10 0	14 0	13 12	6 4	6 0	7 4	7 4	...	...	12 0	13 0	...	...	...	...	14 0	13 8	...	...	10 0	9 8	...	...	11 0	11 0
Kishengarh	14 0	12 12	17 12	16 0	9 0	9 0	10 0	10 0	17 8	16 0	14 4	14 0	...	...	...	...	18 0	16 12	16 0	15 0	...	...	...	...	13 0	13 0
Boondee	16 0	14 8	19 0	19 0	7 8	9 0	9 0	9 8	19 8	18 0	...	...	...	...	...	...	19 0	18 0	19 8	...	...	...	160 0	160 0	11 8	11 0
Kotah	15 0	14 8	14 0	14 0	7 0	7 0	8 0	9 0	18 0	16 0	12 0	10 0	...	...	...	...	17 0	16 0	16 0	14 0	11 0	11 0	240 0	240 0	10 0	10 0
Jhalláwar	13 2	12 2½	11 15	10 15	7 5½	7 5½	9 6	9 6	15 4	...	11 9	10 5	...	...	11 1	11 1	14 13	12 15	16 5	14 6	7 13½	7 13½	175 0	175 0	10 3	10 3
Tonk	14 1	13 13	20 6	19 12	8 10	8 8	9 13	9 8	20 12	18 4	18 5	18 0	...	...	...	...	21 11	20 8	19 9	...	...	...	100 0	100 0	11 10	11 12
Jeypore	14 0	14 4	20 0	19 12	4 12	4 12	8 0	8 0	17 8	17 0	16 0	16 4	...	...	13 0	13 0	18-8 to 20 0	15-0 to 19 8	20 0	19 8	21 0	21 0	115 0	120 0	12 0	12 0
Kerauli	16 4	15 10	21 14	21 14	10 0	10 0	12 8	11 4	18 12	20 0	18 2	18 2	...	...	11 12	13 12	21 14	21 14	...	...	25 0	25 0	200 0	200 0	11 4	10 15
Dholpur	14 6	14 1	22 4	21 12	10 2	10 2	13 8	12 10	20 7	18 0	18 9	18 0	...	...	13 8	13 8	22 1	21 11	...	...	25 12	25 14	90 0	90 0	11 4	11 4
Bhartpur	14 14	14 14	21 14	21 4	7 12	7 12	9 8	9 8	22 0	21 12	16 4	18 8	...	...	11 12	11 0	23 0	22 4	20 4	20 0	22 2	22 0	180 0	220 0	11 8	11 8
Alwar	16 12	16 5	22 10	22 7	8 0	8 0	10 0	10 0	25 9	22 2	18 6	18 8	...	...	14 8	14 8	23 2	22 12	22 14	20 13	31 0	31 0	200 0	200 0	12 12	12 12
Deoli Cantonment	13 9	12 12	18 4	16 2½	4 0	4 0	7 0	9 0	14 0	13 8	15 8	14 10	...	...	...	...	18 7½	16 14½	...	...	...	...	230 0	230 0	11 4	11 4
Nasirabad Cantonment	13 5¼	13 0	17 12½	17 0	7 0	7 0	8 0	8 0	15 9½	15 0	14 7	14 0	...	...	12 0	12 0	18 8¾	17 9	15 14	16 0	11 15¼	11 8	90 0	90 0	12 4	12 4
Hilly Tracts of Meywar	10 8	10 0	16 0	13 0	...	...	8 0	7 8	...	...	...	...	...	...	...	...	12 0	12 0	17 0	15 0	...	...	§	§	9 0	9 0
Balmer	10 9	9 6	...	...	5 0	5 0	6 8	6 8	...	...	12 3	12 3	...	...	...	...	9 12	9 12	...	...	...	...	260 0	260 0	13 0	13 0
Anádra	11 6	11 0	15 0	15 0	6 0	6 0	8 0	8 0	...	...	14 0	13 8	...	...	...	...	15 0	14 8	14 5½	14 0	10 12	10 12	...	...	12 0	12 0
Shahpura	12 12	12 4	15 12	15 0	7 0	7 0	9 4	9 8	13 8	12 0	11 8	11 0	...	...	...	...	16 0	16 0	14 12	14 8	...	...	160 0	160 0	11 12	11 8
Western—																										
Jodhpur	11 9	11 4	15 0	13 12	6 4	6 4	8 2	7 8	12 8	13 12	11 14	12 8	...	...	...	...	16 4	15 0	11 4	12 8	...	...	...	...	13 7	13 12
Jaisulmer	9 12	9 12	...	...	7 10	7 6	9 4	8 12	12 4	10 6	10 6	9 10	...	...	...	...	9 12	9 6	...	...	...	...	...	...	21 0	21 0
Bikanir	11 8	11 3¾	...	...	3 2	3 2	6 11	6 11	...	...	12 8	13 1	...	...	...	...	16 0	16 5¼	...	...	8 0	8 0	100 0	100 0	13 4	13 4
Central India—																										
Indore	13 8	12 8	13 0	13 0	7 8	7 8	10 0	9 0	16 8	15 0	15 8	14 0	*	...	*	...	16 0	16 0	22 0	18 0	14 12	14 2	120 0	120 0	10 4	10 4
Nimach Cantonment	12 4	11 14½	19 3	18 2	7 0	7 0	9 0	9 0	17 4½	16 0	15 0	14 1	...	...	...	...	18 2	17 4	18 6½	16 12	11 0	11 0	180 0	180 0	12 0	12 0
Baghelkhand (Satna)	16 12	15 12	21 8	21 4	8 0	8 0	15 0	15 0	18 0	...	16 8	...	*	...	*	...	18 0	17 0	*	...	20 8	20 0	160 0	160 0	10 8	10 8
Goona	14 8	14 8	15 0	...	7 12	7 12	8 0	8 0	*	...	*	...	*	...	*	...	17 0	17 0	17 8	18 0	11 8	12 0	200 0	200 0	10 0	10 0
Gwalior	11 12	11 7	16 5	16 1	7 12	7 10	8 6	8 7	14 2	13 10	13 12	13 10	*	...	9 1	9 1	17 1	16 15	14 8	14 8	19 4	19 0	126 14	126 14	10 0	10 0

* No sale. † For unhusked grain. ‡ For husked grain. § Six pies per bundle. ¶ Eight pies per bundle.

u In sub-divisions retail prices of salt per rupee are :—Beguserai 9-4 sers, and Jamui 9 sers.
x At Hajipore and Sitamarhi retail price of salt 10 sers per rupee.
z In sub-divisions retail prices of salt per rupee are :—Buxar 10-4 sers, Bhaboua 9-8 sers, and Sasseram 10 sers.
y At Bettiah retail price of salt 10 sers per rupee.
w In sub-divisions retail prices of salt per rupee are :—Madhubani 9 sers, and Tajpore 10-8 sers.

RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1888—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Karun, Italian Millet (*setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	16 0	16 0	21 0	21 0	...	...	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0
Rohtak	15 0	15 0	21 0	21 0	...	...	8 0	8 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12 8	12 8
Ferozepore	15 0	15 0	21 0	21 0	...	...	9 0	9 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12 0	12 0
Montgomery	16 0	16 0	22 0	22 0	...	...	12 0	12 0	...	...	18 0	18 0	24 0	24 0	14 0	14 0	23 0	23 0	23 0	23 0	9 0	9 0	80 0	80 0	9 0	9 0
Central—																										
Gurgaon	16 0	16 0	22 0	22 0	...	...	12 0	12 0	...	...	18 0	18 0	24 0	24 0	14 0	14 0	23 0	23 0	23 0	23 0	9 0	9 0	80 0	80 0	9 0	9 0
Delhi	15 0	15 0	20 0	20 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	57 0	57 0	11 8	11 8
Karnál	15 0	15 0	21 0	21 0	...	...	12 0	12 0	...	...	16 0	16 0	24 0	24 0	14 0	14 0	24 0	24 0	24 0	24 0	9 0	9 0	97 1	97 1	11 10	11 10
Lahore	16 0	16 0	22 0	22 0	...	...	12 0	12 0	...	...	18 0	18 0	24 0	24 0	14 0	14 0	23 0	23 0	23 0	23 0	9 0	9 0	80 0	80 0	11 8	11 8
Sub-montane—																										
Umbala	16 0	16 0	24 0	24 0	...	...	12 0	12 0	...	...	16 0	16 0	24 0	24 0	14 0	14 0	23 0	23 0	23 0	23 0	9 0	9 0	80 0	80 0	9 10	9 10
Ludhiana	15 0	15 0	22 0	22 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	60 13	60 13	11 2	11 2
Ludhiana	15 0	15 0	20 0	20 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	87 0	87 0	11 6	11 6
Jullundur	15 0	15 0	20 0	20 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	106 8	106 8	12 12	12 12
Ferozepore	15 0	15 0	22 0	22 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 10	9 10	106 0	106 0	10 8	10 8
Lodiana	14 0	14 0	20 0	20 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	95 0	95 0	12 0	12 0
Sirsa	16 0	16 0	22 0	22 0	...	...	12 0	12 0	...	...	18 0	18 0	24 0	24 0	14 0	14 0	23 0	23 0	23 0	23 0	9 0	9 0	120 0	120 0	12 12	12 12
Hissar	16 0	16 0	22 0	22 0	...	...	12 0	12 0	...	...	18 0	18 0	24 0	24 0	14 0	14 0	23 0	23 0	23 0	23 0	9 0	9 0	90 0	90 0	13 5	13 5
Rohtak	15 0	15 0	20 0	20 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	80 0	80 0	10 13½	10 13½
Delhi	15 0	15 0	20 0	20 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	80 0	80 0	13 8	13 8
D. I. Khan	14 0	14 0	20 0	20 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	160 0	160 0	11 2	11 2
Bannu	13 0	13 0	20 0	20 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	150 0	150 0	10 8	10 8
D. G. Khan	14 0	14 0	20 0	20 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	100 0	100 0	10 0	10 0
Multan	15 0	15 0	21 0	21 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	123 0	123 0	9 13	9 13
Trans-Indus—																										
Shahpur	16 0	16 0	24 0	24 0	...	...	12 0	12 0	...	...	18 0	18 0	24 0	24 0	14 0	14 0	23 0	23 0	23 0	23 0	9 0	9 0	160 0	160 0	9 2	9 2
Bannu	15 0	15 0	20 0	20 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	140 0	140 0	8 8	8 8
Dera Ismail Khan	15 0	15 0	20 0	20 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	200 0	200 0	8 12	8 12
Kohat	15 0	15 0	20 0	20 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	120 0	120 0	9 0	9 0
Peshawar	14 0	14 0	20 0	20 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	256 0	256 0	9 0	9 0
Kohat	13 0	13 0	20 0	20 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	200 0	200 0	9 10	9 10
Bannu	14 0	14 0	20 0	20 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	192 0	192 0	8 0	8 0
Dera Ismail Khan	14 0	14 0	20 0	20 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	190 0	190 0	8 0	8 0
Peshawar	14 0	14 0	20 0	20 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	400 0	400 0	9 0	9 0
Kohat	13 0	13 0	20 0	20 0	...	...	11 0	11 0	...	...	16 0	16 0	22 0	22 0	14 0	14 0	22 0	22 0	22 0	22 0	9 0	9 0	150 0	150 0	10 12	10 12
Sind and Baluchistan—																										
Karachi	11 8	11 8	18 0	18 0	...	...	10 0	10 0	...	...	15 0	15 0	20 0	20 0	12 0	12 0	20 0	20 0	20 0	20 0	8 0	8 0	100 0	100 0	40 0	40 0
Hyderabad (Sind)	11 8	11 8	18 0	18 0	...	...	10 0	10 0	...	...	15 0	15 0	20 0	20 0	12 0	12 0	20 0	20 0	20 0	20 0	8 0	8 0	120 0	120 0	10 13	10 13
Shikarpur	12 0	12 0	18 0	18 0	...	...	10 0	10 0	...	...	15 0	15 0	20 0	20 0	12 0	12 0	20 0	20 0	20 0	20 0	8 0	8 0	160 0	160 0	10 0	10 0
Upper Sind Frontier (Dadu)	11 8	11 8	18 0	18 0	...	...	10 0	10 0	...	...	15 0	15 0	20 0	20 0	12 0	12 0	20 0	20 0	20 0	20 0	8 0	8 0	80 0	80 0	9 0	9 0
Kurrachee	11 8	11 8	18 0	18 0	...	...	10 0	10 0	...	...	15 0	15 0	20 0	20 0	12 0	12 0	20 0	20 0	20 0	20 0	8 0	8 0	320 0	320 0	9 2	9 2
Hyderabad (Sind)	11 8	11 8	18 0	18 0	...	...	10 0	10 0	...	...	15 0	15 0	20 0	20 0	12 0	12 0	20 0	20 0	20 0	20 0	8 0	8 0	160 0	160 0	9 13	9 13
Shikarpur	11 8	11 8	18 0	18 0	...	...	10 0	10 0	...	...	15 0	15 0	20 0	20 0	12 0	12 0	20 0	20 0	20 0	20 0	8 0	8 0	100 0	100 0	9 10	9 10
Upper Sind Frontier (Dadu)	11 8	11 8	18 0	18 0	...	...	10 0	10 0	...	...	15 0	15 0	20 0	20 0	12 0	12 0	20 0	20 0	20 0	20 0	8 0	8 0	123 0	123 0	9 10	9 10
Bombay—																										
Konkan—																										
Karwar	10 0½	10 0½	...	...	7 0	7 0	12 0	12 0	18 0	18 0	16 0	16 0	24 0	24 0	12 0	12 0	23 0	23 0	23 0	23 0	9 0	9 0	213 5	213 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	9 2	10 0	10 5	10 5	15 5	14 2	11 5	12 4	15 2	15 2	12 4	12 4	18 0	18 0	18 0	18 0	9 4	9 4	135 0	135 0	10 5½	10 5½
Colába (Alibág)	...	...	...	...	...	...	11 4	11 4	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	90 0	90 0	...	...
Bombay	8 15	9 10	17 0	17 0	6 3	6 3	9 13	9 11	16 10	13 10	12 1	12 2	15 14	15 14	10 1	10 1	13 0	13 0	13 0	13 0	7 3	7 3	67 1	67 1	9 3	9 3
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 7	9 7	12 0	12 0	11 4	11 4	...	...	12 4	12 4	16 0	16 0	16 0	16 0	6 7	6 7	71 2	71 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	15 0	15 0	...	...	10 0	10 0	11 0	11 0	23 0	23 0	23 0	23 0	31 0	31 0	12 0	12 0	23 0	23 0	23 0	23 0	9 0	9 0	80 0	80 0	9 0	9 0
Belgaum	15 0	15 0	...	...	11 0	11 0	11 8	11 8	21 0	20 0	18 0	18 0	27 0	27 0	11 8	11 8	18 0	18 0	18 0	18 0	9 0	9 0	67 0	67 0	11 8	11 8
Satara	10 11	10 11	13 0	13 0	8 3	8 3	10 0	10 0	13 5	13 5	12 5	12 5	16 5	16 5	11 10	11 10	12 5	12 5	12 5	12 5	9 1	9 1	97 1	97 1	11 10	11 10
Sholápur	13 9	12 11	17 6	15 15	8 1	7 9	9 7	9 7	19 13	16 13	16 8	16 8	...	...	11 8	11 8	16 8	16 8	16 8	16 8	9 0	9 0	80 0	80 0	11 8	11 8
Bijápur	13 5	13 5	10 4	10 4	7 3	7 3	9 15	9 15	17 14	16 1	16 3	14 5	...	...	9 10	9 10	14 5	14 5	14 5	14 5	9 10	9 10	80 0	80 0	9 10	9 10
Poona (City)	10 6	10 6	10 3	10 3	8 9	8 9	9 13	9 13	14 2	13 1	12 10	11 8	16 0	16 0	11 2	11 2	16 0	16 0	16 0	16 0	10 2	10 2	60 13	60 13	11 2	11 2
Khandesh—																										
Ahmednagar	12 8	12 8	...	...	8 0	8 0	9 1	9 1	14 0	13 12	12 8	12 8	...	...	11 6	11 6	18 0	18 0	18 0	18 0	11 3	11 3	87 0	87 0	11 6	11 6
Násik	14 8	14 8	...	...	9 6	9 0	10 8	10 8	...	14 6	14 6	14 6	18 3	18 3	12 12	12 12	15 3	15 3	15 3	15 3	11 4	11 4	106 8	106 8	12 12	12 12
Khandesh (Dhulia)	13 12	13 12	...	...	7 8	7 8	9 6	9 6	17 3	13 9	13 9	13 9	...	...	9 10	9 10	17 3	17 3	17 3	17 3	9 10	9 10	106 0	106 0	10 8	10 8
Gujerat—																										
Surat	12 0	10 0	11 0	10 0	6 0	6 0	8 0	8 0	12 0	12 0	12 0	12 0	31 0	31 0	12 0	12 0	18 0	18 0	18 0	18 0	8 0	8 0	120 0	120 0	12 0	12 0
Broach	10 8	10 8	...	...	8 0	8 0	9 8	9 8	15 2	14 2	12 5	12 5	26 5	26 5	12 6	12 6	18 0	18 0	18 0	18 0	9 0	9 0	120 0	120 0	12 6	12 6
Kaira	10 0	10 0	16 0	16 0	6 11	6 11	9 6	9 6	14 0	13 0	12 0	12 0	...	...	13 5	13 5	16 0	16 0	16 0	16 0	9 2	9 2	90 0	90 0	13 5	13 5
Baroda Camp (Sadar Bazar)	8 9	8 9	13 2½	12 12	6 4½	6 4½	6 15	6 15	...	12 8	12 8	12 8	16 13	16 13	10 13½	10 13½	13 0	13 0	13 0	13 0	9 2	9 2	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	10 8	10 8	12 8	12 9	6 0	6 0	8 0	8 0	13 0	12 8	12 8	12 8	13 11	13 11	13 8	13 8	16 0	16 0	16 0	16 0	10 0	10 0	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	9 0	8 7	...	15 0	8 0	7 5	9 9	9 7	13 4	13 7	13 1	13 2	...	16 0	11 2	11 2	16 0	16 0	16 0	16 0	9 4	9 4	160 0	160 0	11 2	11 2
Deesa Cantonment	11 8	11 0	12 0	12 0	7 0	6 0	7 13	7 8	10 8	10 31	13 0	12 8	...	...	10 8	10 8	10 6	10 6	10 6	10 6	9 0	9 0	150 0	150 0	10 12	10 12
Kathiawar—																										
Rájkot	11 0	11 0	...	...	6 8	6 8	7 8	7 8	11 12	11 12	11 0	11 0	21 5	20 3	40 0	40 0	40 0	40 0	40 0	40 0	8 0	8 0	100 0	100 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	13 8	13 8	...	...	7 8	7 8	11 7	10 8	13 8	13 8	12 1	12 2	...	...	10 13	10 13	16 0	16 0	16 0	16 0	11 0	11 0	120 0	120 0	10 13	10 13
Khandwa-Asirgarh Cant.	13 0	12 12	...	...	9 0	9 0	11 0	11 0	14 10	14 10	11 4	11 4	...	...	10 0	10 0	11 6	11 6	11 6	11 6	10 0	10 0	160 0	160 0	10 0	10 0
Hoshangabad	13 8	13 0	...	...	6 0	6 0	10 0	10 0	17 7	14 0	...	...	...	...	...	...	12 0	12 0	12 0	12 0	8 0	8 0	80 0	80 0	9 0	9 0
Betúl	13 9	13 9	...	...	8 0	9 9	10 0	10 0	17 7	17 7	14 0	14 0	31 0	31 0	11 6	11 6	13 5	13 5	13 5	13 5	11 6	11 6	320 0	320 0	11 6	11 6
Chhindwára	14 0	16 4	...	...	8 0	8 0	11 7	11 7	20 9	24 0	18 0	18 0	27 0	27 0	11 8	11 8	18 0	18 0	18 0	18 0	11 4	11 4	160 0	160 0	11 4	11 4
Nágpur	16 4	16 4	...	...	8 2	8 5	12 3	12 3	19 6	18 12	12 5	12 5	16 8	16 8	11 8	11 8	13 5	13 5	13 5	13 5	11 4	11 4	119 0	119 0	13 5	13 5
Wardha	17 2	17 2	...	...	8 0	8 0	11 7	10 14	20 0	20 0	12 8	12 8	...	...	14 5	14 5	16 0	16 0	16 0	16 0	13 5	13 5	124 0	124 0	13 5	13 5
Central—																										
Narsinghpur	13 8	13 8	...	...	9 12	9 12	11 8	11 8	...	...	...	...	...	...	...	...	13 10	13 10	13 10	13 10	9 8	9 8	160 0	160 0	9 2	9 2
Saugor	14 13	14 3	...	...	7 15	6 15	8 10	7 15	...	...	...	...	...	...	...	...	9 8	9 8	9 8	9 8	10 11	10 11	140 0	140 0	...	...
Damoh	17 2	17 12	...	...	10 0	10 0	12 1	11 7	16 8	16 0	...	...	...	...	...	...	10 11	10 11	10 11	10 11	11 0	11 0	200 0	200 0	8 12	8 12
Jubbulpore	13 0	13 0	...	...	7 0	7 4	9 4	9 4	...	...	...	...	...	...	...	...	10 0	10 0	10 0	10 0	11 0	11 0	120 0	120 0	9 0	9 0
Mandla	18 0	17 8	...	...	9 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	10 15	10 15	10 15	10 15	12 0	12 0	256 0	256 0	9 0	9 0
Seoni	14 15	14 7	...	...	10 3	10 3	13 9	14 7	...	...	...	...	...	...	...	...	12 8	12 8	12 8	12 8	13 0	13 0	200 0	200 0	9 10	9 10
Balaghát	18 6	19 11	...	...	13 12	13 12	17 14	17 14	...	...	...	...	...	...	...	...	13 12	13 12	13 12	13 12	10 0	10 0	192 0	192 0	8 0	8 0
Bhandára	18 8	18 8	...	...	...	...	16 4	15 0	...	...	...	...	...	...	...	...	10 6	10 6	10 6	10 6	9 0	9 0	190 0	190 0	8 0	8 0
Chanda	18 10	16 3	...	...	...	...	14 7	14 7	21 5	20 3	...	...	...	...	...	...	10 6	10 6	10 6	10 6	9 0	9 0	400 0	400 0	9 0	9 0
Eastern—																										
Bilaspur	16 11	16 11	...	...	9 0	9 0	13 8	13 8	...	...	...	...	...	...	...	...	10 14	10 14	10 14	10 14	11 3	11 3	64 0	64 0	7 1	7 2
Raipur	19 11	18 10	...	...	10 4	10 4	15 15	15 15	...	...	...	...	...	...	...	...	12 12	12 12	12 12	12 12	16 0	16 0	80 0	80 0	8 0	8 0
Sambalpur	14 0	14 0	...	...	12 4	12 4	17 8	14 0	...	...	...	...	...	...	...	...	13 8	13 8	13 8	13 8	10 0	10 0	160 0	160 0	8 12	8 12
Berar—																										
Buldana	16 0	16 0	...	...	8 0	8 0	10 0	10 0	17 0	17 0	17 0	17 0	27 0	27 0	11 8	11 8	19 0	18 0	18 0	18 0	12 0	12 0	†	†	9 0	9 0
Básim	16 1	16 12	...	...	7 8	7 8	8 8	8 8	16 0	16 0	17 7	17 7	15 0	15 0	11 8	11 8	19 14	19 14	19 14	19 14	12 0	12 0	†	†	9 8	9 8
Akola	15 0	15 0	...	...	7 0	7 0	8 5	8 5	15 0	15 0	10 0	10 0	15 0	15 0	11 8	11 8	17 0	17 0	17 0	17 0	15 0	15 0	†	†	10 0	10 0
Ellichpur	14 4	14 4	8 0	8 0	7 0	7 0	8 6	8 6	16 0	16 0	14 12	14 12	16 0	16 0	11 8	11 8	16 0	16 0	16 0	16 0	15 0	15 0	†	†	9 4	9 4
Amráoti	15 0	14 6	...	...	8 0	7 10	10 0	10 0	16 0	16 0	12 4	12 4	16 0	16 0	11 8	11 8	16 0	16 0	16 0	16 0	13 4	13 4	†	†	9 0	9 0
Wun	15 0	13 0	...	...	9 0	7 0	10 0	10 0	14 0	14 0	10 8	10 8	16 0	16 0	11 8	11 8	16 0	16 0	16 0	16 0	13 2	13 2	†	†	9 0	9 0
Nizam's Territories—																										
Secunderabad	12 11	11 1	...	...	7 2	6 12	10 3	9 13	17 12	17 12	15 8	15 8	17 12	14 7	8 0	8 0	13 0	13 0	13 0	13 0	10 0	10 0	130 0	130 0	8 12	8 12
Bolárum	11 8	11 9	...	...	7 1	8 5	8 5	8 5	15 2	15 2	15 2	15 2	...	...	9 0	9 0	11 15	11 15	11 15	11 15	12 4	12 4	116 14	116 14	9 0	9 0
Chadarghat	10 0	10 0	...	...	7 0	8 0	8 8	8 8	18 0	18 0	14 0	14 0	...	...	13 0	13 0	13 8	13 8	13 8	13 8	16 0	16 0	120 0	120 0	9 8	9 12

* Not procurable.

† Firewood is sold by head-load, cart-load, and bullock-load.

RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1888—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Cholai, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thér Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malaba	8 5	8 5	...	...	12 10	12 10	13 6	13 6	*	*	*	*	20 6	20 6	12 0	12 0	12 0	12 0	...	...	13 0	13 0	136 2	136 2	11 11	11 11
S. Canara	8 2	8 2	...	...	12 10	11 14	13 13	13 13	*	*	*	*	21 13	21 13	...	...	10 0	10 0	...	...	15 8	15 8	126 6	126 6	13 5	13 5
South, central—																										
Coimbatore	9 13	9 13	...	...	12 10	12 10	13 10	13 10	22 3	22 3	25 6	22 5	26 3	26 3	...	...	10 0	10 0	...	...	15 0	15 0	133 10	133 10	11 3	11 3
Nilgiris	8 8	8 8	...	...	9 10	9 10	10 6	10 6	20 13	20 13	16 13	15 6	19 6	19 6	...	...	13 0	13 0	...	...	16 0	16 0	161 13	161 13	9 3	9 3
Salem	10 3	10 3	...	...	12 3	12 3	13 3	13 3	24 10	24 10	22 2	22 2	29 2	29 2	...	...	12 0	12 0	...	...	18 0	18 0	186 10	186 10	13 8	13 8
Central—																										
Bellary	13 0	13 0	...	...	11 3	10 11	13 0	12 6	30 14	27 13	*	19 11	37 13	36 14	...	...	14 0	14 0	...	...	14 0	14 0	97 3	97 3	11 14	11 14
Anantapur	11 8	11 8	...	...	12 5	12 5	14 0	14 0	32 8	32 8	*	27 5	34 0	34 0	...	...	13 0	13 0	...	...	15 0	15 0	155 8	145 13	11 5	11 5
Cuddapah	12 2	12 2	...	...	12 6	11 2	14 2	12 14	23 11	19 13	26 2	29 11	33 0	*	...	...	12 0	10 0	...	...	12 0	12 0	140 0	140 0	12 10	12 10
Kurnool	11 6	10 3	...	...	11 6	10 11	12 3	11 13	21 14	22 10	21 5	21 5	*	*	...	...	11 8	11 8	...	...	12 10*	12 10*	124 10	124 10	11 14	11 14
East Coast, north—																										
Ganjam	8 2	10 5	...	...	12 3	10 8	13 0	11 6	*	*	*	*	20 8	20 8	...	...	12 0	12 0	...	...	13 0	13 0	104 6	104 6	11 3	11 3
Vizagapatam	11 0	10 0	...	...	9 0	8 6	10 3	9 0	16 3	17 13	18 3	17 13	16 3	16 3	...	...	10 0	10 0	...	...	15 8	15 8	116 10	116 10	11 11	11 11
Godávari	10 13	9 14	...	...	12 14	11 14	14 0	13 0	23 0	19 3	25 8	17 10	21 13	21 13	...	...	10 0	10 0	...	...	15 0	15 0	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	8 14	...	...	13 2	12 10	14 0	13 3	22 2	17 14	*	16 6	17 14	17 14	...	...	13 0	13 0	...	...	16 0	16 0	170 2	157 14	13 3	12 10
Nellore	9 14	9 14	...	...	12 14	12 14	14 0	14 0	23 0	22 2	*	24 10	21 13	21 13	...	...	10 0	10 0	...	...	18 0	16 0	93 5	93 5	11 11	11 11
East Coast, south—																										
Madras	10 10	10 10	...	...	11 10	11 5	13 3	12 11	*	*	*	*	26 2	25 14	...	...	12 0	12 0	...	...	...	...	89 14	89 14	12 0	11 5
Chingleput	*	*	...	...	13 2	13 8	14 11	15 2	*	*	*	*	24 11	24 11	...	...	12 0	12 0	...	...	...	...	122 8	122 8	11 3	10 14
N. Arcot	8 14	8 14	...	...	13 2	14 3	14 2	14 2	*	*	*	*	34 3	32 8	...	...	12 0	12 0	...	...	...	...	194 6	194 6	12 5	10 5
S. Arcot	8 3	8 10	...	...	13 8	13 14	14 0	14 14	20 3	*	26 14	27 11	26 3	27 13	...	...	12 0	12 0	...	...	...	...	209 0	209 0	10 13	10 13
Tanjore	8 2	8 2	...	...	12 8	13 11	15 8	15 8	*	*	28 5	29 0	29 6	27 14	...	...	12 0	12 0	...	...	...	...	166 3	166 3	12 14	12 14
Trichinopoly	8 10	8 5	...	...	11 8	11 8	12 0	12 0	22 6	22 3	22 3	23 10	23 10	23 10	...	...	12 0	12 0	...	...	...	...	143 6	143 6	12 10	12 10
Southern—																										
Tinnevelly	9 14	9 14	...	...	11 2	11 2	12 0	12 13	*	*	*	*	*	*	...	...	12 0	12 0	...	...	...	...	52 8	52 8	14 13	14 13
Madura	8 10	8 10	...	...	11 13	12 3	12 5	12 11	22 11	24 5	23 8	23 8	24 13	24 13	...	...	12 0	12 0	...	...	...	...	131 3	131 3	13 5	13 10
Mysore—																										
Mysore	10 8	10 8	10 0	10 0	10 0	10 0	11 0	11 0	30 0	30 0	21 0	21 0	28 0	28 0	...	...	12 0	12 0	...	...	13 0	13 0	81 0	81 0	8 0	8 0
Bangalore	10 0	10 0	10 8	10 8	9 8	9 8	10 8	10 8	21 0	21 0	...	...	32 0	32 0	...	...	12 0	12 0	...	...	15 8	15 8	84 0	84 0	10 0	10 0
Kolar	10 0	10 0	9 4	10 0	10 4	12 0	13 0	13 0	26 0	28 0	...	...	36 0	36 0	...	...	12 0	12 0	...	...	15 0	15 0	144 0	144 0	8 8	8 8
Tumkur	11 0	11 0	10 8	11 0	11 0	12 0	12 8	12 8	...	...	...	...	39 0	39 0	...	...	12 0	12 0	...	...	16 0	16 0	340 0	340 0	9 8	9 8
Hassan	...	...	10 0	11 0	12 0	12 0	13 0	13 0	...	...	...	...	43 0	43 0	...	...	12 0	12 0	...	...	12 0	12 0	96 0	96 0	7 0	7 0
Kadur	10 0	10 0	11 0	11 0	16 0	16 0	14 0	14 0	...	...	...	...	40 0	40 0	...	...	10 0	10 0	...	...	10 0	10 0	320 0	320 0	8 0	8 0
Shimoga	10 8	11 9	...	...	10 8	12 10	14 11	15 13	52 8	31 8	...	...	48 0	48 0	...	...	...	...	...	...	...	...	480 0	480 0	8 6	7 6
Chitaldrug	12 0	12 0	14 0	14 0	10 0	10 0	12 8	12 0	48 0	48 0	32 0	32 0	55 0	55 0	...	...	12 0	12 0	...	...	18 0	16 0	320 0	320 0	8 0	8 0
Coorg—																										
Coorg	9 0	8 8	8 0	7 8	13 8	11 0	16 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	5 9	5 9	110 0	110 0	8 0	8 8
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

A. U. FANSHAWE,
Offg. Secretary to the Government of India.

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SUPPLEMENT TO

The Gazette of India.

No. 2.} CALCUTTA, SATURDAY, JANUARY 12, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SEPARATE REVENUE.

Post Office.

General matters.

ANNUAL REPORT ON THE POST OFFICE OF INDIA FOR THE YEAR 1887-88.

No. 185, dated Calcutta, the 10th January, 1889.

RESOLUTION—By the Government of India, Department of Finance and Commerce.

Read—

The Annual Report on the Post Office of India for the year 1887-88.

RESOLUTION.—The year 1887-88 has been one of general progress in postal business, and the Report for that year, which was received in print on 15th December, illustrates how closely the work of the Post Office touches, at many points, the commercial life of the country. In Burma a marked advance has been made in placing the postal administration on a proper footing.

2. The new contract with the Peninsular and Oriental Steam Navigation Company for the mail service between the United Kingdom and India and China came into force from the beginning of February 1888. A saving of £95,000 has been effected in the total cost of this service, of which India will receive its appropriate share, probably about £18,000, and the contribution required to make up the deficiency in the cost of the European mail service was reduced from £68,000, the sum paid in the two preceding years, to £65,000 for 1887-88.

3. There was an increase of 14 millions in the number of articles issued for delivery. Newspapers and parcels have not actually fallen off in number, but show a tendency towards decrease; letters maintain their ordinary rate of increase, while postcards are constantly gaining a more important place in the correspondence of the country. The greatest increase was in the number of book-packets, but this, no doubt, was connected, to some extent, with the improper use of the value-payable post described in paragraph 42 of the Report. Nearly five million letters were registered, so that in seven years, since the registration fee was reduced, the number has nearly doubled, notwithstanding the fact that the progress of the money order system constantly tends to lessen the practice of sending remittances by registered letters, which formerly was one of the main reasons for the use of registration.

4. The funds of the District Post have been spent of late years largely on rural delivery, and the propriety of this policy, which has been approved in the past, can hardly be questioned when these funds are derived from cesses. It is clearly right that the provision of postal services for the agricultural population should be one of the objects on which money directly contributed by them should be spent.

5. More than 5½ million money orders were issued during the year, and the constant growth of the popularity of this branch of postal business is attended with evidence that the system is being used for the legitimate purpose of a Post Office money order system. The average value of each money order was R21-7-9, the lowest figure yet reached, and it is stated that more than half the money orders issued were for sums not in excess of R10. In the North-Western Provinces nearly 18 lakhs of revenue were paid by means of the special Revenue money orders, while in the Lower Provinces, to the whole of which the system was extended for the first time during the year, 2½ lakhs of revenue were paid by these orders. The Rent money order system has also commanded a large measure of success during the year, the first year of its general adoption, in the North-Western Provinces, and is to be introduced into the Lower Provinces. The reduction in the rates for telegraphic money orders led to an increase of business, and has evidently been appreciated in Burma. There was an increase in the sale of British Postal Notes, and it may be hoped that the measures now proposed to be taken will lead to a larger demand for them.

6. The business of the Post Office Savings Bank shows a considerable increase, but the amount at present invested in Government securities bears a very small proportion to the total balance at the credit of depositors' accounts.

7. As regards general matters, it is satisfactory to find that the result of calling public attention last year to the insecure and careless way of sending newspapers and packets through the post has been an improvement in this respect, and the whole section of the Report dealing with the work of Dead Letter Offices has been read with interest. The complaints regarding defective gum on postage stamps have received the attention of Government, and it is hoped that the representations made on the subject will lead to the removal of the defect in future supplies. The matter is one in which a good deal of public inconvenience in a small way has been caused.

8. The revenue and expenditure of the Post Office stand as under:—

	1886-87.	1887-88.
	R	R
Revenue	1,15,43,070	1,21,41,962
Expenditure	1,35,02,920	1,37,52,017
Deficit	19,59,850	16,10,055

To this deficit should be added indirect expenditure connected with the Post Office which appears in the Finance and Revenue Accounts under other heads, while the charge on account of District Post establishments which is met from local cesses and contributions by Local Governments has to be excluded. The financial position, therefore, of the Post Office may be shown as follows, and it will be seen that the deficit has been reduced by a lakh and three quarters:—

	1886-87.	1887-88.
	R	R
Deficit according to statement XI of the Report (purely postal transactions including exchange)	19,59,850	16,10,055
Add—Indirect expenditure	6,52,417	8,24,929
	26,12,267	24,34,984
Deduct—District post charges	11,09,172	11,09,819
Resulting deficit	15,03,095	13,25,165

This deficit includes the cost of maintaining the Post Office Savings Banks, but with regard to service postage it has to be said that there are good reasons why ordinary postage rates should not be charged on official correspondence in India, while the matter is not important financially, as no real question of revenue is involved. From a departmental point of view, however, it is natural and reasonable that full credit should be claimed for the services rendered to Government, if the results of the administration of the Post Office are to be compared on equal terms with the results of Post Office administration elsewhere.

9. The thanks of Government are due to Sir F. R. Hogg for the continued success of his administration of the Post Office, to Mr. Hynes, Deputy Postmaster General, Burma, and to the other officers whose special services have been brought to notice in paragraph 60 of the Report.

ORDER.—Ordered, that a copy of the foregoing Resolution be communicated to the Director General of the Post Office of India.

Ordered, also, that the Report and the Resolution be published in the *Gazette of India*.

A. U. FANSHAWE,
Offg. Secy. to the Govt. of India.

ANNUAL REPORT

ON

THE POST OFFICE OF INDIA

FOR THE YEAR

1887-88.

No. 6492, dated 27th November 1888.

From—A. U. FANSHAWE, ESQ., *Offg. Director General of the Post Office of India,*
To—*The Secretary to the Government of India, Department of Finance and Commerce.*

I have the honour to submit the Annual Report on the Post Office of India for the official year 1887-88.

Principal events, Inland Post.

2. The year was one of steady progress, on the whole, in all branches of Post Office business, and was specially marked by a large development of postal communications, chiefly in connection with Burma. As regards steam services,* the contract with the Asiatic Steam Navigation Company for the Port Blair service was renewed for five years with effect from the 1st January 1888, and the British India Steam Navigation Company doubled its steamers between Calcutta and Rangoon and the Coromandel coast and Rangoon. Arrangements have been made with the Company for the conveyance of mails by these subsidiary steamers with effect from the 1st February 1888, previous to which date the mails were carried free as a temporary measure, with the result that a regular semi-weekly mail service has been established between Calcutta and Rangoon, and a regular weekly mail service between Madras, the ports of the Northern Circars and Burma. In Burma itself there has been a marked advance in the postal administration with the more complete establishment of civil control over the upper portion of the province, though mail lines have still in some parts to be managed by the civil officers, and there were ten mail robberies during the year. In Bengal and the North-West Provinces the revenue and rent money order schemes made substantial progress, and a system of extending the hours of business at post offices was introduced with success, and is now being generally adopted. It may be mentioned as a special event that towards the close of the year a Field Post Office was organized for the Sikkim expedition, and a special mail line was opened through the Teesta Valley and across the Sikkim frontier.

Principal events, Foreign Post.

3. The principal events of the year, affecting the external relations of the Post Office, were shortly as follows:—The new contract with the Peninsular and Oriental Company came into force from the beginning of February 1888, and the first steamer under the new contract reached Bombay on the 20th February. The change in mail arrangements, to which it has given rise, will more properly fall within the scope of next year's report, but it may be mentioned that the most important of these will probably be the introduction of sea-sorting between Aden and Bombay, instead of between Port Said and Bombay. A saving of £95,000

* A list of the principal steam services is given in a schedule at the end of the Report.

has been effected on the total cost of the India and China mail services, of which India will obtain its proportionate share, and the contract time between London and Bombay has been reduced from 17 days 15 hours 45 minutes to 16 days 16 hours. A reduction in the transit rates charged by France and Italy for the conveyance of the overland mails by special train service between Calais and Brindisi was negotiated during the year by the British Post Office, and came into force from the 1st January 1888, but will not lead to any change in the present postage rates from India to the United Kingdom, as, even after making allowance for India's share of the saving in the subsidy to the Peninsular and Oriental Company, there will be a serious deficiency on the overland mail service to be made good. It was stated in last year's report that the rates of postage between India and Ceylon by what is known as the land route and by Indian mail packets, had been reduced to ordinary inland rates. This change was introduced in Ceylon from 1st January 1887, but in India from the beginning of the official year now under report. As a small matter, a direct exchange of mails was arranged between part of Burma and Chiengmai in Siam in recognition of an informal exchange that had grown up, the ordinary route for correspondence for Siam being *viâ* Singapore. Under the head of the foreign parcel post there were no changes, but it may be mentioned that the entire parcel mail for the United Kingdom from India and Aden, consisting of 788 parcels of the aggregate declared value of £2,466-10-10, was lost in the wreck of the *Tasmania* off the coast of Corsica on the 17th April 1887. Some of the parcel boxes were subsequently got up from the wreck, and the parcels that had not been ruined by the sea-water were delivered, but 450 parcels were never recovered. The money-order exchange that had been established between India and Labuan in October 1885 was discontinued at the request of the Government of that Island.

Working of the P. and O. Contract.

4. For the first ten months of the year the old contract with the Peninsular and Oriental Company remained in force, according to which the outward mail steamer was due in Bombay on Tuesday of each week; and it was only for the last six mails of the year that a Monday arrival was obligatory under the new contract. But on no less than 44 occasions the steamer actually reached Bombay on Monday or earlier, and the Peninsular and Oriental Company has to be thanked for providing a substantially better service than required by the terms of their contract. Further details as to the working of the contract will be gathered from the following extract from the report of the Post Master General, Bombay:—

"The contract steamers of the Peninsular and Oriental Company arrived in Bombay behind contract time on four occasions. The *S.S. Nizam*, due on the 14th June 1887, did not arrive until Thursday, the 16th June, at 8-30 A.M., the delay being 1 day 20 hours 30 minutes. The vessel encountered a severe cyclone between Aden and Bombay and had to lie to out of the range of the cyclone. The same steamer was 3 hours 59 minutes behind contract time on the 29th November 1887, the delay on this occasion being due to the fact that the *S.S. Pekin* bringing the parcel mails from London was late. The *S.S. Mongolia*, due on Tuesday, the 24th January 1888, was 9 hours and 50 minutes behind contract time, owing to the detention of the steamer at Brindisi on account of the late arrival there of the mail train. The *S.S. Siam*, due on Monday the 5th March at 12 noon under the new contract, did not arrive until 4 P.M. the same day, this again being due to the late arrival of the mail train at Brindisi. On the other hand, the mail steamers arrived 37 times on Monday, although not due until Tuesday, except for the last six weeks of the year, six times on Sunday and once on Saturday. The average time occupied by the mails between London and Bombay was 16 days 15 hours outwards and 16 days 18 hours homewards.

It may be added here that the sum actually contributed by the Post Office during the year towards the annual deficiency that has to be made up by the United Kingdom and India was £65,000, as compared with £68,000 the sum paid in each of the two preceding years. This reduction is due to the fact that the new contract with the P. and O. Company, with the reduced subsidy, was in force for

the last two months of the year. The full reduction on account of the saving in the Company's subsidy will have effect from next year.

Charge of Post Office.

5. The administration of the department throughout the year under report was in the hands of Mr. Hogg, now Sir F. R. Hogg, K.C.IE., the permanent Director General of the Post Office.

Section I.—Post Offices, Letter Boxes and Village Postmen.

Post Office receptacles and rural delivery.

6. Appendix I, of which an abstract is given in the margin, contains comparative statistics for the last two years regarding the number of post offices, letter boxes and village postmen. There has been a material increase on the whole, though less than during some years of late. The number of post offices has increased by 166, of which 17 were new offices of some little importance in Burma, while the rest were chiefly branch or village offices in the charge of schoolmasters, or other persons not regular servants of the post office. There is now a keen perception abroad in many parts of the country of the advantages of village post offices, and applications for their establishment are constantly received from the villagers themselves, many of which are the genuine expression of their wishes, although in some cases the local schoolmaster may be the moving spirit in the matter, with a view to obtain incidentally an addition to his own income. A special check on the revenue of these offices, even after they have been made permanent, has been in force for some years past, and it hardly ever happens that an office opened experimentally fails to pay its way. The chief increases in the number of these branch offices were as follows: 39 in Bombay, 33 in Bengal, 26 in the North-Western Provinces and in the Central Provinces, and 21 in Madras. As regards placing letter boxes much remains to be done, and in many parts of the country facilities for posting letters have not yet been extended to the rural population, the difficulty being to provide the agency for clearing letter boxes without a material addition to Post Office expenditure. In the same way there is still ample room for the further extension of rural delivery, if the necessary funds were available. In Madras and the North-Western Provinces the work of village postmen has received special attention during the year, and it is in this direction that the more immediate development of the Post Office is now required. It may be added, however, that during the last ten years the number of village postmen has been doubled.

	Number at the close of 1886-87.	Number at the close of 1887-88.	Increase.
Post Offices	7,097	7,263	166
Letter Boxes	9,386	9,704	318
Village Postmen	4,455	4,725	270

Section II.—Postal Lines.

Postal communications.

7. Appendix II contains statistics according to postal circles regarding the length of lines over which mails are conveyed by the various agencies used by the Post Office for this purpose. There has been an increase under every head as the marginal abstract will show, for which the extension of

Year.	Railway.	Mail cart, horse, and camel lines.	Runners or boats.	Steamer service, sea and river.	Total.
	Miles.	Miles.	Miles.	Miles.	Miles.
1886-87	12,710	3,933	35,729	11,683	64,055
1887-88	14,043	3,963	36,471	12,483	66,960
Increase	1,333	30	742	800	2,905

postal communications in Burma is chiefly responsible. The increase in the railway mileage was due to the opening of a number of new sections of railway in various parts of the country, or to the utilization for the conveyance of mails of sections previously opened. The most important of these were the sections of the Southern Mahratta Railway from Dharwar to Belgaum, and from Koregaon to Belgaum, and the Portuguese Guaranteed Railway to Marmagoa in the Bombay Presidency; the line from Rindli to Quetta in Baluchistan; the section from Chaunra to Jhansi of the Indian Midland Railway in the North-Western Provinces; the section from Malakwal to Bhakkar of the North-Western Railway in the Punjab, and the sections from Guntakul to Nundyal of the Bellary-Kistna Railway, and from Nellore to Tirupati of the Cuddapah-Nellore Railway in Madras. This increase in the railway mileage led to the closing of the Satara to Belgaum section of the old Poona and Belgaum tonga service, and to the discontinuance of the horse post between Rindli and Quetta, but the introduction of horse services on the marginally-named lines in Burma more than counterbalances this, and accounts for the total increase under the second head in the abstract. The large increase under "Runners or boats" is also due chiefly to new lines in Burma, and the same thing is true of the increase under steamer mileage. Most of the steamer lines in Burma which have contributed to the increased mileage under this head, are not subsidized lines, but convey mails free of cost through the courtesy of the Irrawaddy Flotilla Company to which they belong.

Shwebo to Kyankinyang.
Shwebo to Tantabin.
Thabeit Kyno to Bernardmyo Moguk.
Mandalay to Maymyo.
Shwebo to Ngabintha.
Ngabintha to Yeu.
Alon to Myinmu.
Toungdwingyi to Natmauk.
Ynathit to Toungdwingyi.
Soon to Salin.

Section III.—Correspondence and Parcels.

General Results.

8. The estimated number of articles of all kinds including parcels that were issued for delivery during the year was 14 millions in excess of the number issued during the previous year. Statistics according to postal circles will be found in Appendix III, and a summary of the general results is given in the margin. The increase in all classes of correspondence, taken together, was common to every part of the Empire with the single exception of the postal circle comprising Sind and Baluchistan. In this circle a decrease on the whole of 7½ per cent. is shown, and has been attributed to the completion during the year of various parts of the Sind-Pishin section of the North-Western Railway and the consequent diminution of the railway construction staff in Baluchistan. On the other hand, there was an extraordinary increase of 29½ per cent. in the correspondence and parcels for Burma, which was chiefly due to the large number of troops in the country in August 1887, when the first week's enumeration of articles was made. The results, however, of the second week's enumeration made in February 1888, when most of the troops had been withdrawn, furnish evidence that, apart from this special cause of increase, a material development of correspondence is to be expected in Burma. Newspapers show an increase of one per cent. only. For several years after the introduction, in 1881, of the quarter-anna

Year.	Letters including Post-cards.	Newspapers.	Parcels.	Book and Pattern Packets.	Total.
	No.	No.	No.	No.	No.
1886-87 .	225,811,265	21,606,697	1,579,904	5,751,878	254,749,744
1887-88 .	238,692,376	21,832,775	1,621,418	6,739,658	268,886,227
Increase .	12,881,111	226,078	41,514	987,780	14,136,483
Percentage of increase.	5·70	1·05	2·63	17·17	5·55

postage rate for light newspapers the percentage of increase in the number of newspapers posted was very marked, but last year it fell suddenly, and during the year now under report it has diminished to one per cent. The discontinuance of two papers which had a very large circulation in Bengal is the immediate reason for this. The increase in the parcel traffic of the Post Office is also becoming more and more attenuated. Last year it stood at 7 per cent. and has now fallen to 2½ per cent. There was an actual decrease in the number of ordinary parcels and of insured parcels, and the increase of 2½ per cent., on the whole, was entirely due to an expansion of the value-payable parcel business. Book and pattern packets go on increasing in number, and in no other class of correspondence has the proportion of increase been so consistently high of late years. There was an increase of nearly a million in the total number of packets during the year, and the highest percentage of increase was under the head of value payable unregistered books.

Post-cards, paid, unpaid and registered letters.

9. Further details regarding letters and post-cards will be found in the table given in the margin. Nearly 76 million post-cards were issued for delivery during the year, being an increase of eight millions or 11·95 per cent. over the number of the previous year. Since post-cards were first introduced in 1881-82, the yearly increase has been regularly from eight to ten millions, and the proportion of post-cards to letters is already much higher in India than in the United Kingdom. At the same time there has been an increase of 3·16 per cent. in the number of letters on which postage was prepaid, which was about the normal rate of increase in letters before the introduction of post-cards. There has also been an increase of nearly two per cent. in the number of unpaid letters, though the tendency of late years has been generally towards a decrease, partly owing to the growing use of post-cards and embossed envelopes, and partly to the increasing confidence of the Native public in the Post Office. The total number of letters on which postage is not prepaid is still very large, and, notwithstanding the tendency already referred to, has for the last seven years never been much below 28 millions except in 1884-85. The proportion of such letters to the letters on which postage is prepaid varies very much, as might be expected, in different parts of the Empire, and stands highest in the provinces which have a large emigrant population or are still backward. In Behar and Oudh the unpaid letters are nearly half as many as the paid letters, while in Burma they are in the proportion of two-thirds to the paid letters. The percentage of increase in the number of registered letters is less than last year but about the same as in 1885-86. The registration fee was reduced from 4 annas to 2 annas in August 1881, and the reduction was followed by an increase of 19 per cent. in the registration work of 1881-82 over the results of the previous year. Since then the percentage of increase has varied between 9 and 5 per cent., and the total number of registered letters has now, after seven years, nearly reached five millions as compared with a total of two millions seven hundred thousand in the year preceding the reduction of the fee.

Year.	Post-cards.	Letters paid.	Letters unpaid.	Letters registered.	Total.
	No.	No.	No.	No.	No.
1886-87 .	67,756,098	125,871,580	27,562,688	4,620,899	225,811,265
1887-88 .	75,855 590	129,853,689	28,098,537	4,884,560	238,692,376
Increase .	8,099 492	3,982,109	535,849	263,661	12,881,111
Percentage of increase.	11·95	3·16	1·94	5·71	5·70

10. The figures given in Appendix III include the foreign correspondence received in India for delivery, and a special table is given below showing separately the amount of correspondence in both directions between India and the United

Kingdom, and between India and foreign countries. It will be seen that there has been an increase of about 4½ per cent. in the letters and post-cards received from and sent to the United Kingdom, and that the totals on each side curiously approximate each other. In 1886-87 there was an unusual increase of 20 per cent. in the number of book packets received from the United Kingdom, and now a decrease of 6 per cent. has to be recorded, but the figures are still largely in excess of those of 1885-86. Enormous numbers of trade circulars are sent from the United Kingdom as book packets, and the discontinuance of this practice by a few firms, or the sudden resort to India as a new field for advertising, is sufficient to make a material difference in the figures under this head. As regards foreign correspondence with other countries, a very marked increase is shewn under every head in both directions. This is due to the fact that the statistics on which these returns are founded are only recorded at intervals of three years. The figures in the report for 1886-87 were those of May 1885, while the present figures are those of November 1887.

	Class.	Estimated aggregate number.		Percentage of		Remarks.
		1886-87.	1887-88.	Increase.	Decrease.	
Despatched from India to the United Kingdom.	Letters including post-cards	3,099,565	3,238,779	4·49		These figures are based on the monthly accounts between India and the United Kingdom.
	Newspapers	394,232	380,087	...	3·58	
	Books, &c.	744,372	718,081	...	3·53	
Received in India from the United Kingdom.	Letters including post-cards	2,991,707	3,127,302	4·53		
	Newspapers	2,725,925	2,779,875	1·97		
	Books, &c.	2,526,043	2,373,043	...	6·05	
Grand total of all correspondence exchanged with United Kingdom.	Letters including post-cards	6,091,272	6,366,081	4·51		
	Newspapers	3,120,157	3,159,962	1·27		
	Books, &c.	3,270,415	3,091,124	...	5·48	
Despatched from India to Foreign Countries other than United Kingdom.	Letters including post-cards	715,390	1,227,641	71·60		The corresponding figures shown in the report for the year 1886-87 were based on statistics taken according to Union rules in May 1885, the figures now given are calculated from similar statistics taken in November 1887.
	Other articles	293,867	397,861	35·38		
Received in India from Foreign Countries other than United Kingdom.	Letters including post-cards	744,244	1,344,639	80·67		
	Other articles	558,117	1,055,292	89·08		
Grand total of Correspondence exchanged with Foreign Countries other than United Kingdom.	Letters including post-cards	1,459,634	2,572,280	76·22		
	Other articles	851,984	1,453,153	70·56		

Note.—The heavy increase under Foreign Countries is partly due to the fact that there is a long interval between last and present statistics, but it is also caused in part by the inclusion for the first time of correspondence conveyed by non-contract steamers in the East.

Foreign Parcels.

11. The parcels received from the United Kingdom and abroad are also included in the total number of parcels issued for delivery as shown in Appendix III, and a summary of the transactions for the year as regards this class of parcels is given in the table at the end of this paragraph, while the increase, on the whole, in comparison with the results of former years will be seen from the figures in the margin. The parcel post with the British Post Office continues to increase in popularity, the total number of parcels sent and received showing an advance of more than 10,000 over the figures for the previous year. The limit of weight for parcels exchanged direct with the British Post Office is 11lb, but the majority of the parcels are very light. The average weight of parcels received in India was rather over two pounds, and of parcels sent from India not quite two pounds. A reduction in the present rate of charge, 1s. per pound in the United Kingdom and 8 annas per pound in India, is under negotiation and will probably lead to increased traffic. Side by side with the parcel exchange with the British Post Office the old parcel

Year.	Number of parcels.
1873-74	21,923
1874-75	25,563
1875-76	35,819
1876-77	45,357
1877-78	59,183
1878-79	69,763
1879-80	73,211
1880-81	80,257
1881-82	88,840
1882-83	88,684
1883-84	98,296
1884-85	110,590
1885-86	133,054
1886-87	141,453
1887-88	158,792

agreement with the Peninsular and Oriental Steam Navigation Company has hitherto been allowed to remain in force, the limit of weight in this case being 50lb. Very few parcels are now sent from India by the special P. and O. agency, but a very large number are received by it from the United Kingdom. The average weight of these parcels is shown to have been rather less than six pounds, and the reason why this agency is still used, in preference to the British Post Office, for light parcels from the United Kingdom, is that the advantages of insurance and of sending parcels unpaid are available when the P. and O. Company is the carrier on its own account. In addition to this, under a special arrangement made by the Indian Post Office some years ago, parcels of books are carried by the Company at the reduced rate of six pence per pound, and these book parcels have very largely increased in number during the year. The agents of a patent medicine sent out during the year an enormous number of book parcels containing thousands of notices in English and various vernaculars of the country to the address of postal officials all over India in the hope that the notices might be distributed by postmen; no less than three thousand of these book parcels arrived at Bombay by one mail in November 1887. This accounts for the fact that, although the total number of parcels received through the P. and O. agency is larger than last year, the revenue under this head has fallen off. Special statistics recorded at Bombay shew that out of the total number of 45,592 parcels received in Bombay by the P. and O. agency, 29,682 were book parcels, and that 10,038 were parcels not exceeding 11lb in weight; of which number 7,724 were either insured or forwarded without the charges having been prepaid. Only 5,872 were parcels exceeding 11lb in weight.

Parcel Exchanges.	Total Number of Parcels.		Average weight of each Parcel.		Net Revenue of the Indian Post Office.*	
	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.
	No.	No.	lbs. oz.	lbs. oz.	R	R
With United Kingdom. (1st—through London Post Office.)						
To India	47,905	53,623	2 3·82	2 4·50	38,580	44,390
From India	38,352	43,555	1 15·70	1 15·08	28,271	32,294
Total	86,257	97,178	2 1·99	2 2·07	66,851	76,684
(2nd—through P. and O. Company.)						
To India	41,133	45,916	5 15·45	4 14·34	66,968	59,626
From India	1,920	1,875	15 12·60	15 13·33	10,392	10,120
Total	43,053	47,791	6 6·46	5 5·20	77,360	69,746
With Continent of Europe.						
To India	2,475	2,623	5 14·24	5 14·76	4,152	4,482
From India	3,702	3,878	3 15·63	3 11·86	4,660	4,601
Total	6,177	6,501	4 11·90	4 9·94	8,812	9,083
With other Countries.						
To India	2,536	2,908	1 14·14	1 15·75	432	540
From India	3,430	4,414	2 12·01	2 11·19	4,905	5,464
Total	5,966	7,322	2 6·11	2 6·64	5,337	6,004
GRAND TOTAL	141,453	158,792	3 8·83	3 3·30	1,58,360	1,61,517

* Net revenue is calculated after deduction of customs duty and sums due to the Peninsular and Oriental Company and London Post Office.

Delivery work of year.

12. The figures given in paragraph 8 of this report show the total number of letters, post-cards, newspapers, packets, and parcels received by the Post Office for delivery, as calculated from the results of an actual enumeration of articles made for a week in February and for a week in August. But in order to ascertain the entire delivery work of the year, it is necessary to add to the figures of that paragraph the number of money orders issued during the year,

which is the actual number as ascertained from the money order accounts. The entire delivery work of the year can then be judged from the figures below:—

Sent out for delivery (including 5,512,395 money orders) .	274,398,622
Received back undelivered	8,614,274
Balance actually delivered	265,784,348
Sent to Dead Letter Offices	2,866,545
	268,650,893

These figures show that the proportion of articles delivered to the whole number sent out for delivery was 96·86 per cent. which is about the usual average.

Returned letters, &c.

13. As shown above, the number of letters, post-cards and other articles, exclusive, of course, of money orders, that reached the various Dead Letter Offices was 2,866,545 or 104,343 less than the number which they had to deal with in the preceding year. The distribution of this work between the Dead Letter Offices and the disposal of the work will be found in Appendix IV, while a summary of the general results is given in the statement at the end of this paragraph. The decrease in the total number—and the tendency of late years has been constantly towards a decrease—is due in part, no doubt, to the spread of education, and more directly and more largely to the growing use by Natives of India of post-cards and embossed envelopes, which at any rate provide sufficient space for a legible address, and are gradually leading in many parts of the country to the extinction of the old native letter folded up into a narrow slip of paper with the address running round both sides of it. Of the total number of articles, 309,935 were successfully disposed of by being redirected and so delivered to the persons for whom they were intended, 1,578,715 were returned to the senders, and 707,362 were unreturnable. As in the preceding year, there were eleven Dead Letter Offices, but, with effect from the 1st January 1888, the Dead Letter Office, Rangoon, which had previously only disposed of letters and other articles addressed in Burmese, was constituted a regular Dead Letter Office for the disposal of all returned articles from the post offices of the province of Burma.

			Number.		Percentage.	
			1886-87.	1887-88.	1886-87.	1887-88.
Total number of articles received in Dead Letter Offices			3,865,132	3,780,074		
	1886-87.	1887-88.				
DEDUCT—						
Articles issued by Dead Letter Offices for delivery to the addressees or senders and received back again as undeliverable . . .	203,298	191,845				
Articles transferred to other Dead Letter Offices . . .	1,011,309	992,217	1,214,607	1,184,062		
Net receipts to be disposed of by the Dead Letter Offices			2,650,525	2,596,012	100	100
Articles disposed of by the Dead Letter Offices less the proportion of articles returned undeliverable. — Disposed of by redirection to addressees. .			409,180	309,935	15·44	11·94
Articles disposed of by the Dead Letter Offices less the proportion of articles returned undeliverable. — Disposed of by return to senders . .			1,532,528	1,578,715	57·82	60·81
Articles undisposable			708,817	707,362	26·74	27·25

Insecure manner of closing packets.

14. Special attention was directed in last year's report to the remarks of the Postmaster General, Bombay, on the careless and insecure manner in which certain classes of newspapers and packets from the United Kingdom were sent through the post by the public, and the following extract from his report for the year now under review will again be found of interest:—

"In my last year's report I purposely drew attention to the want of care which unnecessarily consigned many newspapers and packets to an untimely grave in the Dead Letter Office. The matter was specially referred to in the Annual Report on the operations of the Post Office, attracted general attention in the public press, and at the express wish of the Government of India was made the subject of a postal notice, which was distributed throughout India to all European residents in March 1888. A number of references have since been received from all parts of India, and though no change could have been expected before the close of the official year under report, it may be stated that an undoubted improvement has now (August 1888) been found as the result of the public attention that has been directed to the matter. For the first time during the year under report actual statistics of the newspapers and packets received in the Foreign Mail without covers or wrappers have been recorded, and it was found that there were 6,158 cases of the kind from 1st April 1887 to 31st March 1888. Although there is no doubt that greater care can be taken, of which we already have evidence, it must be remembered that after all the percentage of such articles that suffer in transit is very small out of the enormous mass of newspapers and packets sent out to India. This part of the mail alone from Brindisi is estimated to amount to 80,000 or 100,000 articles by each mail steamer."

The same want of care on the part of the public in India is frequently remarked, and is the reason why many packets for the loss of which the Post Office is blamed find their only possible destination in a Dead Letter Office. The Postmaster General of the North-Western Provinces mentions particularly the number of photographs noticed by him during the year in the Dead Letter Office of those provinces owing to their having become detached from their coverings, or to the label bearing the address having disappeared from the packet. So long as carelessness remains a human failing, its effects must, of course, be reflected in the annals of the Post Office, which enters into the daily life of persons of all classes and all ages. But something, perhaps, may be done in the way of minimizing the results of this carelessness by constantly inviting public attention to the lessons to be learnt in our Dead Letter Offices. It would be something, for instance, if the senders of photographs among the educated classes would realize that, by the simple expedient of writing their name and address on the back of the photographs, they can ensure that they shall receive their packets back, should the Post Office be unable, for any reason, to deliver them to the persons for whom they were intended.

Letters without addresses, &c.

15. An instance of still greater carelessness on the part of the public is to be found in the fact that every year large numbers of letters reach the various Dead Letter Offices with no addresses whatever upon them. This point was also referred to last year, and the Postmaster General, Bombay, has had special statistics recorded regarding the letters of this kind that reached the Bombay Dead Letter Office. He writes as follows on the subject:—

"In my last year's report, I also referred to the number of letters which reached the Bombay Dead Letter Office without addresses. Statistics have also been recorded regarding these letters, and it was found that no less than 3,414 letters with absolutely no address of any kind found their way into the Dead Letter Office during the year. Only one or two of these envelopes with blank faces contained English letters, the writers in these cases being ladies. The great bulk of them held Gujarathi and Marathi correspondence, the Gujarathi letters being in the proportion of three to one to the Marathi letters. Most of the Gujarathi letters contained railway receipts, accounts and business communications, and appeared to have been posted in a hurry, frequently at railway stations; and it is a curious fact that the shrewd Gujarathi should be so careless about his business correspondence."

Statistics have not been kept in other postal circles, but the Postmaster General, Bengal, estimates that some 3,000 letters and postcards with absolutely no address were received in the Calcutta Dead Letter Office during the year, and there is no doubt that at the other nine Dead Letter Offices a very large aggregate of similar letters had to be dealt with. Carelessness of this nature is not, of course, peculiar to India. Similar results, though less in proportion to the number of letters passing through the post, are familiar to the Post Offices of other countries, and it is stated in the Postmaster General's 34th Report on the British Post Office that more than 25,000 letters without any address had to be disposed of during the official year 1887-88 by the Dead Letter Offices in the United Kingdom. The number of letters, however, passing through the British Post Office is nine times as great as the number dealt with in India.

Valuables and other articles found in returned letters.

16. The valuable property found during the year was rather less in amount than in the previous year. In the Madras Dead Letter Office it amounted to R12,250, and in the Bengal Dead Letter Office to R20,673, the greater part of which consisted of cheques, currency notes, and bills of exchange. In the Bombay Dead Letter Office property of the value of R1,46,057-3-1 was taken out of letters that had to be opened, and is described as under :—

"The Dead Letter Office had to deal with valuable securities and other property of the total value of R1,46,057-3-1 found in articles which were opened in the course of its business as compared with the property of the total value of R1,86,727-2-11 dealt with in the preceding year. Of the value of R1,46,057-3-1 cheques and hundies were the principal items, their value being R1,38,523-2-9 and the balance was made up as below :—

	R	a.	p.
Bills of exchange	5,307	10	6
Currency notes	425	0	0
Postage labels	92	8	11
Coins, &c.	1,708	12	11
	7,534	0	4

Of the total, property of the value of R1,37,386-15-6 was disposed of during the year, leaving a balance of R8,670-3-7 principally under the head of cheques and hundies as undisposed of at the close of the year."

It may be added, as an illustration of a curious and childish practice on the part of a class of Marwari traders, that a number of very heavy letters, which had been refused because postage was due upon them, were found, on being opened in the Bombay Dead Letter Office, to contain old pieces of iron or brickbats. These had been sent from Bombay itself or from places in the Bombay Presidency to the address of Marwaris in Bikanir and Marwar, and enquiries made in Rajputana and Bombay showed that it is a custom with certain Marwari traders to send letters of this kind to members of their firm who, having gone on leave to their homes, fail to return at the proper time. The intention of the senders is apparently that the absentee should pay the postage, and in this way be fined for his absence from work, and so reminded of the necessity for his return, but as the persons addressed almost invariably refuse to pay the postage, the practice can hardly be efficacious even in the way intended.

Sale of postage stamps.

17. The sales of post-cards, postage stamps and embossed envelopes are shown according to postal circles in Appendix V, while similar information regarding the sales of service post-cards, service postage stamps, and soldiers' embossed envelopes, is given in Appendix VI. A statement compiled from these appendices to show the total sales of each class of post-card, stamp or envelope, is given

on the next page, and it will be understood that the figures represent the quantities obtained from the treasuries by postmasters and stamp-vendors for retail to the public. The inland ¼-anna post-card maintains its great popularity, the sales during the year showing an increase of more than 7½ millions over the sales of 1886-87. Nearly two millions of the increase belong to the Bombay circle, and one million to each of the circles of Bengal, Madras, and the Punjab, and it may be noted that the total sales in the Bombay circle of the ¼-anna post-card were 4½ millions in advance of the sales in any other circle. The small ½-anna envelope, which is sold for the denominated value of the stamp, also continues to be in great demand, the number sold during the year being nearly two millions in excess of the number sold during the previous year. This envelope like the ¼-anna post-card is more used in the Bombay circle than elsewhere; the total number sold there was more than 3 millions in excess of the number sold in the Madras circle, which stands second. There was an increase in the sales of postage stamps of all denominations, with the exception of the 4-anna and 6-anna stamps, and the net result of the sales of ordinary post-cards, embossed envelopes, and postage stamps, was an increase of R4,89,300 in the revenue realized over the sales of last year. In the sales of service post-cards and stamps there was an increase under every head, though it will be noted that the value of soldiers' special envelopes sold during the year was slightly less than in 1886-87.

Special results of year's sales.

18. The year's sales, however, have shown that no great demand can be expected for embossed envelopes when a special charge is made on account of the cost of material and manufacture in addition to the denominated value of the stamp. In May 1886, square envelopes with embossed stamps of ½-anna and 1-anna were offered to the public, and during the year closing with March 1887 a fairly large number of both descriptions were sold or obtained for sale by postmasters and stamp-vendors. But the returns of the year ending with March 1888 show a decrease of 216,322 in the sales of the square ½-anna envelopes, and of more than 50,000 in the sale of the square 1-anna envelopes. A registration envelope of a small size was introduced in May 1886, and of this class of envelope 38,280 more have been sold during the year under report than were sold during 1886-87. A registration envelope of a larger size was introduced in November 1886, and 4,622 more of these have also been sold during the year under report, but they were only available for four months of the preceding year. The total number, however, of both kinds only amounted to 212,838, while the number of registered letters sent through the post was 4,884,560. It is a remarkable fact that embossed envelopes seem to command a sale in Madras that they command nowhere else. Out of the total of 199,816 small registration envelopes sold during the year, no less than 68,700, or rather more than a third, were sold in Madras; out of the total of 55,848 square 1-anna envelopes sold during the year, 10,648 were sold in Madras; while even of the ordinary 1-anna envelopes 40,224 were sold there, when the highest number sold in any other circle was 26,920. As regards the square ½-anna envelopes, the sales in the North-Western Provinces, in the Punjab, and in Madras, were about the same, and in each case largely in excess of the sales either in Bengal or Bombay. In connection with the sale of postage stamps, it may be mentioned that 1-anna revenue or receipt stamps of the aggregate value of R1,41,036 were sold during the year through the agency of the Post Office, and that in Burma postmasters sold on behalf of Government general stamps of the total value of R10,477. A number of complaints were received at the end of the year regarding the deficiency of gum on certain classes of postage stamps, and the matter has been specially represented to the manufacturers through the Secretary of State.

Postage Labels.

	Ordinary Postage Labels.	½-anna Post-cards.	1-anna Inland reply Post-cards.	1½-anna Foreign Post-cards.	3-anna Foreign reply Post-cards.	½-anna Envelopes.	½-anna Envelopes, square.	1-anna Envelopes.	1-anna Envelopes, square.	2-anna Registration Envelopes, A size.	2-anna Registration Envelopes, B size.	1½-anna Envelopes.	½-anna Labels.	9-pie Labels.	1-anna Labels	1½-anna Labels.	2-anna Labels.	3-anna Labels.	4-anna Labels.	4½-anna Labels.	6-anna Labels.	8-anna Labels.	12-anna Labels.	1-rupee Labels.	Gross Value.
		R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
1886-87.	Value of each kind of stamps sold	7,27,248	1,69,10	8,181	609	17,35,001	20,294	8,371	7,927	21,875	1,40	79,032	11,71,217	18,452	3,80,771	26,47	1,49,264	1,16,086	6,29,707	1,17,943	73,652	5,10,221	582	10,18,210	72,91,621 (a)
	Proportion of each to whole value of stamps sold	9·97	2·3	·11	·01	23·80	·28	·12	·11	·30	·0	1·08	16·06	·25	5·22	·36	6·16	1·59	8·64	1·62	1·01	7·00	·01	13·96	100
1887-88.	Value of each kind of stamps sold	8,45,815	1,69,58	8,835	456	17,97,051	11,104	8,187	4,036	26,928	2,162	77,592	12,12,911	22,312	4,02,959	29,256	1,62,898	1,38,080	5,88,471	1,87,026	65,54	5,67,340	1,635	11,50,764	77,78,959 (c)
	Proportion of each to whole value of stamps sold in previous year	11·60	2·32	·12	·01	24·65	·15	·11	·05	·37	·0	1·06	16·63	·31	5·53	·40	6·35	1·87	8·07	2·56	·90	7·78	·02	15·78	106·68

* Includes R5, value of 8-pie labels. † Includes R5, value of 6-anna and 8-pie labels.

	Service Postage Labels.	1-anna Post-cards.	9-pie Soldiers' Envelopes.	½-anna Labels.	1-anna Labels.	2-anna Labels.	4-anna Labels.	8-anna Labels.	Gross Value.
		R	R	R	R	R	R	R	R
1886-87.	Value of each kind of stamps sold	15,012	5,192	3,27,674	9,46,588	1,37,490	1,59,526	1,49,764	17,41,246 (b)
	Proportion of each to whole value of stamps sold	·86	·30	18·82	54·36	7·90	9·16	8·60	100
1887-88.	Value of each kind of stamps sold	15,264	4,577	3,33,371	9,80,602	1,45,673	1,71,026	1,52,753	18,03,266 (d)
	Proportion of each to whole value of stamps sold in previous year	·87	·26	19·15	56·32	8·37	9·82	8·77	103·56

(a) A difference of R1·13 occurs between the gross value shown in this statement and that exhibited in Appendix V. R8·1 of this difference is accounted for by the application of wholesale rates of sale in this statement, while the retail rates at which the sales in some cases were effected, appear in Appendix V. The balance of the difference or R2·9 is due to a deficiency in the Minbu Treasury, which subsequently was adjusted in cash.
(b) The difference of one rupee between the figures in this statement and those given in Appendix VI is due to a short credit in the Pyinmana Treasury.
(c) This is exclusive of R9,800, the value of stamps sold in Burma, of which the different denominations sold have not been stated.
(d) This is exclusive of R:08 the value of stamps sold in Burma, of which the different denominations sold have not been stated.

Proportion of Post Office revenue derived from stamps.

19. Below is given the usual table showing the proportion in which postal revenue is derived from postage stamps, whether ordinary or service, including, of course, post-cards and embossed envelopes, and from cash payments. There is no very material variation from the figures of last year :—

	1874-75	1875-76	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84	1884-85	1885-86.	1886-87	1887-88.
	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Total Postage revenue . .	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Cash . . .	31·23	30·97	30·71	29·33	26·62	24·86	28·74	35·17	36·24	35·64	35·07	24·86	24·98	25·02
Proportion derived from Ordinary Stamps . .	52·08	52·37	52·29	53·87	57·30	58·76	55·91	49·25	47·76	48·46	49·12	59·24	59·48	59·72
Proportion derived from Service Stamps	16·69	16·66	17·00	16·80	16·08	16·38	15·35	15·58	16·00	15·90	15·81	15·90	15·54	15·26

Section IV.—District Post.

Scope and management of District Post.

20. The District Post funds are derived from a cess supplemented by grants from provincial revenues in some provinces, and in the Madras and Bombay Presidencies consist entirely of provincial grants. The original object of the District Post was to provide postal communications between the head-quarters of districts and revenue and police stations in the interior, but with the extension of the Imperial Post this has gradually been modified, and for many years past a large portion of the District Post income has been spent on improving the rural delivery of the country, except in Bengal where the Zemindari Dâk fund has still to be spent, in accordance with the terms of the Act under which it is raised, on postal establishments required for police purposes. There are now 2,632 postmen in all paid from District Post funds, the great majority of whom are village postmen or rural messengers, with, in many cases, very extensive beats; and by their agency postal facilities are brought, to some extent, to the backward parts of the country, though there is still much to be done in this direction. The extension of the Imperial Post is limited to cases in which there is reason to believe that the correspondence to be brought into existence by new lines or new village postmen will cover their cost; but as District Post lines and postmen prove remunerative they can be transferred to the Imperial establishment, and in this way funds are set free for a still further advance of rural delivery. The District Post thus acts as a pioneer, in some measure, of the Imperial Post. That this falls within the legitimate scope of the District Post has been recognized by Government for some time past, but during the year under report a view has been expressed by the Madras Government that the provincial grant in that Presidency, where rural delivery is probably more backward, as was stated last year, than in any part of India, should be limited to the original objects of the District Post, and should not be used for rural delivery. The matter, however, is still, it is understood, under consideration. The management of the District Post funds is practically everywhere in the hands of the heads of postal circles, though some small sums are still administered by district officers. During the year under report the postal lines in the Upper Sind Frontier district were, at the request of the Commissioner, Sind, transferred from the control of the Deputy Commissioner to that of the Deputy Post-Master General.

Postage Labels.

Ordinary Postage Labels.	½-anna Post-cards.	½-anna Inland reply Post-cards.	½-anna Foreign Post-cards.	2-anna Foreign reply Post-cards.	½-anna Envelopes.	½-anna Envelopes, square.	1-anna Envelopes.	1-anna Envelopes, square.	2-anna Registration Envelopes, A size.	2-anna Registration Envelopes, B size.	4½-anna Envelopes.	9-pie Labels.	½-anna Labels.	1-anna Labels	1½-anna Labels.	2-anna Labels.	3-anna Labels.	4-anna Labels.	4½-anna Labels.	6-anna Labels.	8-anna Labels.	12-anna Labels.	1-rupee Labels.	Gross Value.
	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
1886-87. Value of each kind of stamps sold	7,27,248	1,69,10	8,181	609	17,35,001	20,294	8,371	7,927	21,875	1,40	79,032	18,452	3,80,771	26,477	1,49,264	1,16,086	6,29,707	1,17,943	73,652	5,10,221	582	10,18,210	72,91,621 (a)
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1887-88. Value of each kind of stamps sold	8,45,815	1,69,58	8,835	456	17,97,051	11,104	8,187	4,038	26,928	2,162	77,592	22,312	4,02,959	29,256	1,62,898	1,38,080	5,88,471	1,87,026	65,54	5,67,340	1,635	11,50,764	77,78,959 (c)
1887-88. Proportion of each to whole value of stamps sold in previous year	11·60	2·32	·12	·01	24·65	·15	·11	·05	·37	·0	1·06	·31	5·53	·40	6·35	1·87	8·07	2·56	·90	7·78	·02	15·78	106·68

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1887-88. Proportion of each to whole value of stamps sold in previous year	·87	·26	19·15	56·32	8·37	9·82	8·77	103·56

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	1874-75	1875-76	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84	1884-85	1885-86.	1886-87	1887-88.
	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Total Postage revenue	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Cash	31·23	30·97	30·71	29·33	26·62	24·86	28·74	35·17	36·24	35·64	35·07	24·86	24·98	25·02
Proportion derived from Ordinary Stamps	52·08	52·37	52·29	53·87	57·30	58·76	55·91	49·25	47·76	48·46	49·12	59·24	59·48	59·72
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Section IV.—District Post.

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District Post.

Postal Circles.		Number of District Post Offices and Receiving Offices.	Number of District Post Village Postmen and Postmen.	Number of District Post Letter-boxes.	Distance in miles of District Post Lines.	Local Cess.	Grant from Imperial or Provincial Revenue.	Expenditure.	Articles received from Imperial or Provincial Posts for delivery by the District Post.	Articles posted in the District Post for despatch to the Imperial or District Post.	Articles returned by the District Post to the Imperial Post undelivered.	Percentage of those returned on the total number received for delivery by the District Post.
		No.	No.	No.	miles.	R	R	R	No.	No.	No.	
Bengal	1886-87	171	13	250	7,326	2,08,732(a)	...	2,05,718(a)	1,126,764	972,845	42,309	3·75
	1887-88	176	16	257	7,338	2,07,198(a)	2,14,197(a)	2,14,718	1,219,938	1,120,794	41,760	3·42
Madras	1886-87	73	852	641	3,100	...	...	1,15,858	2,090,051	689,447	93,418	4·47
	1887-88	82	829	795	3,109	...	1,15,858	1,14,854	2,244,789	882,056	109,002	4·86
Bombay	1886-87	37	462	395	94	...	85,812	86,912	1,138,721	373,554	54,186	4·76
	1887-88	4	495	412	88	...	85,812	86,551	1,203,948	397,500	54,930	4·56
North-Western Provinces	1886-87	268	449	112	6,502	1,49,091	...	1,46,535	2,035,769	1,378,768	77,999	3·83
	1887-88	295	477	128	6,498	1,49,141	45,500	1,46,717	2,009,161	1,350,446	74,591	3·71
Punjab	1886-87	24	366	42	4,412	16,174	...	1,09,644(b)	927,687	411,084	45,734	4·93
	1887-88	24	306	43	4,362	9,400	45,000	98,232(b)	936,702	437,368	44,822	4·79
Burma	1886-87	119	83	278	2,949	77,000	...	66,543	212,221	157,810	13,999	6·60
	1887-88	111	97	291	3,480	74,000	12,327	68,833	216,596	173,942	11,860	5·48
Central Provinces	1886-87	73	77	61	3,318(c)	56,408	...	68,378	297,301	233,383	30,280	10·18
	1887-88	75	78	75	3,388(c)	60,580	11,123	72,861	341,703	277,079	29,066	8·51
Oudh	1886-87	49	239	103	1,424	36,000	...	35,220	795,139	278,391	29,653	3·73
	1887-88	39	211	95	1,412	36,000	...	33,369	776,474	262,979	28,598	3·68
Rajputana	1886-87	7	10	4	162	880	...	4,329	60,540	28,152	2,532	4·18
	1887-88	7	10	4	162	833	3,550	4,184	62,906	38,994	2,376	3·78
Assam	1886-87	58	51	22	1,233(c)	35,833	...	31,596	203,484	155,048	15,444	7·59
	1887-88	57	52	19	1,242(c)	36,397	...	34,223	225,194	175,404	15,631	6·94
Behar	1886-87	91	...	52	3,264	92,035	...	94,899	570,102	394,692	51,516	9·04
	1887-88	90	...	41	3,272	1,05,792	...	99,928	588,078	582,396	51,420	8·74
Eastern Bengal	1886-87	25	1	17	1,497	48,521(d)	...	56,080(d)	276,042	275,772	11,142	4·04
	1887-88	23	1	14	1,497	55,493(d)	...	54,755(d)	186,600	189,030	6,918	3·71
Sind	1886-87	...	...	...	176	...	...	3,408	...	...	...	...
	1887-88	...	...	...	191	...	3,408(f)	3,571(f)	...	...	...	...
Total	1886-87	995	2,603	1,977	35,457	7,20,674	2,65,955	10,23,980	9,733,821	5,348,946	468,212	4·81
	1887-88	983	2,632	2,174	36,039	7,34,834	2,64,774	10,32,275	10,012,089	5,887,988	470,983	4·70

(a) Includes contributions from Tributary Mehals, Chota Nagpur, Orissa and Khond.
(b) Includes the amount of annual subsidy for the Dera Ismail Khan and Chichawatni hill cart line.
(c) These are dry season distances: during the rains these lines are increased in length.
(d) Includes contributions from Frontier Police Fund, R3,036 in 1886-87 and R2,928 in 1887-88, contributions by the Maharajah of Agartala, R288 in 1886-87 and the same amount in 1887-88, and contributions from Chittagong Hill Tracts R189 in 1887-88.
(e) Includes lines paid from the revenues of Feudatory States, 642 miles in length, in 1886-87, and 664 miles in length in 1887-88.
(f) Grant made available from Bombay District Post Funds.

General results of year.

21. On the opposite page is given a comparative statement showing, for the last two years, the income, expenditure, establishment, and operations of the District Post. The total income amounted to R9,99,608, and the total expenditure to R10,32,275, but this income and expenditure does not, as it has been usual to point out, correspond with the receipts and charges under this head as shown in the Finance and Revenue Accounts. There was a decrease of 12 in the total number of District Post offices, which was due to the reduction of the number of these offices in the Bombay circle from 37 to 4. This is merely the result of a change in classification. A number of village postmen in the Bombay circle, who were originally stationary at the villages where they were posted, had previously been classified as village officers, but are now shown as village postmen. There was an increase of 29 in the total number of postmen and village postmen mainly due to the inclusion of these men; of 197 in the number of letter-boxes cleared by village postmen which was due to the placing of new boxes in Madras and Burma, and of 582 miles in the length of postal lines which occurred chiefly in Burma. In the number of articles, including money orders, received for delivery or posted for despatch, there was an increase of 817,310, and the percentage of articles returned as undeliverable, fell from 4·81 to 4·70. The largest extension of the District Post was in the Central Provinces, where 24 post offices were taken over to the Imperial establishment, and the funds set free utilized for extending postal facilities in the interior of districts.

Rural delivery as judged by District Post returns.

22. The delivery work of district village postmen will be found in detail according to postal circles, in Appendix VII. The number of money orders delivered or paid by them was more than 50,000 in excess of the number delivered or paid in 1886-87, and the chief increase occurred in the North-West Provinces and Oudh where it was, no doubt, connected with the special revenue and rent money order systems. In the number of packets and newspapers there was a decrease on the whole, but in the Bombay circle a very marked increase of 27,667 over the figures of the previous year was recorded. Both in this circle and in the Bengal and Madras circles the proportion of packets and newspapers to the number of letters delivered in the interior of districts stands very high, and it has been noticed in Bombay that there are few villages of any size, regularly served by postmen, which do not receive some newspaper or periodical publication, while trade circulars and advertisements are frequently posted to the address of village accountants, schoolmasters and others as a class. The total number of articles of all kinds delivered by district postmen was 278,268 in excess of the number delivered in the previous year, but it has to be remembered, both as regards this relatively small increase, and as the probable reason why the number of packets and newspapers has fallen off, that the most successful district postmen, whose work would go to swell the returns most, are those who are taken over to the Imperial establishment.

Section V.—Money-Orders.

Inland Money-Orders: General results.

23. The money-order business of the Post Office continues to increase in popularity, and there is probably still much room for the further development of the system in the interior of districts. The total number of money-order offices at the close of the year was 7,422, as compared with 7,214 at the end of the previous year, and the payment of orders by village postmen at the houses of payees was extended during the year in a number of circles. The number of orders actually issued was in excess of five and a half million, representing

an aggregate value of more than 11¾ crores of rupees, and a commission of nearly 15 lakhs. In the margin is given the usual table showing the yearly progress of the money-order business since it was taken over by the Post Office in 1880, from which it will be seen that the increase in the number of money-orders issued was 14·34 per cent., as compared with the results of the previous year, while the increase in the commission was 11·70 per cent. Year by year with the increase in business the average value of each money-order has declined, and the results of the present year are in accordance with previous experience. The average value is now ₹21-7·9 as compared with ₹22-2-7 last year, while more than half the entire money-order work is in connection with orders not exceeding ₹10 in amount.

Inland Money-Orders.	Total number of Money-Orders issued.	Total value of Money-Orders issued.	Commission realised.
	No.	₹	₹
During the last quarter of the year 1879-80, being the commencement of the business . . .	232,639	72,48,208	84,901
During the year 1880-81 . . .	1,604,174	4,57,08,580	5,35,976
" " " 1881-82 . . .	2,157,796	5,73,32,027	6,79,073
" " " 1882-83 . . .	2,565,904	6,46,84,183	7,70,958
" " " 1883-84 . . .	3,034,894	7,31,24,179	8,84,925
" " " 1884-85 . . .	3,550,257	8,20,88,559	10,06,226
" " " 1885-86 . . .	4,163,078	9,38,27,375	11,63,830
" " " 1886-87 . . .	4,821,117	10,68,49,151	13,37,820
" " " 1887-88 . . .	**5,512,395**	**11,84,43,573**	**14,94,381**
Percentage of increase over the year 1886-87	14·34	10·85	11·70

Incidence of Money-order work according to provinces.

24. The following statement shows the distribution of the money-order business according to postal circles. About a third of the entire business was transacted in the Lower Provinces of Bengal, and Calcutta alone was responsible for a very large and important share of this, as the following extract from the report of the Postmaster General, Bengal, will show:—

"Of the total number of money-orders issued in this circle, 368,248 or 28 per cent. were issued by the Calcutta General Post Office and its sub-offices, the aggregate value of the money-orders being ₹64,46,107 or nearly 28 per cent. of the total value of the money-orders issued in the circle. The money-orders paid by the General Post Office and its sub-offices were 619,613 for ₹1,14,86,893, or more than 45 per cent. of the total number and more than 46 per cent. of the total value of the money-orders paid in the circle. As has been noticed in previous years, the money-orders paid in Calcutta far exceed those issued, in both number and total value, owing to the very large number of V. P. money-orders paid to merchants and tradesmen in Calcutta. Of the 619,613 money-orders paid by the General Post Office and its sub-offices, about 374,000 or more than 60 per cent. were V. P. money-orders."

Postal Circles.	Issues during 1887-88.			Payments during 1887-88.			Percentage to the whole.
	Number of applications.	Value of applications.		Number of money-orders.	Value of money-orders.		
		₹	a.		₹	a.	
Bengal	1,308,997	2,27,82,915	12	1,356,574	2,44,74,571	14	19·97
North-Western Provinces . .	740,207	1,43,85,397	1	941,699	1,97,49,511	2	14·42
Bombay	554,008	1,28,81,434	0	650,155	1,48,97,625	10	11·74
Madras	672,151	1,30,34,204	3	697,059	1,44,32,586	12	11·60
Punjab	432,865	91 82,888	0	455,473	1,27,51,590	8	9·27
Behar	356,533	64,67,723	9	422,652	74,12,228	14	5·87
Burma	284,064	1,04,89,456	0	50,994	22,16,744	11	5·37
Eastern Bengal . . .	**251,463**	**60,12,264**	**4**	**253,665**	**52,87,377**	**11**	**4·77**
Central Provinces . . .	**246,588**	**67,00,814**	**5**	**102,182**	**28,66,985**	**1**	**4·04**
Oudh	**138,396**	**27,20,805**	**8**	**339,273**	**62,90,521**	**2**	**3·81**
Rajputana	**106,773**	**27,45,287**	**11**	**95,156**	**35,22,956**	**13**	**2·65**
Assam	172,277	39,81,939	13	62,377	18,22,033	5	2·45
Sind	138,417	40,23,399	12	44,521	14,11,093	2	2·30
Central India	109,656	30,35,042	13	29,527	10,79,594	11	1·74
Total for 1887-88 .	**5,512,395**	**11,84,43,572**	**11**	**5,501,307**	**11,82,15,421**	**4**	**100**
Total for 1886-87 .	4,821,117	10,68,49,151	4	4,805,821	10,64,90,622	5	
Increase .	691,278	1,15,94,421	7	695,486	1,17,24,798	15	

Note.—The figures relating to the Madras postal circle include transactions with the Native State of Mysore; the figures relating to the Bombay postal circle include transactions with the Portuguese Settlements of Goa and Daman; the figures relating to the Punjab postal circle include transactions with the Native States of Patiala, Nabha, Jhind, Chamba and Faridkot; and the figures relating to the Central India postal circle include transactions with the Native State of Gwalior.

Revenue Money-order system.

25. The special adaptation of the money-order system as an authorized means of remitting revenue to tashils was extended last year to the whole of the North-Western Provinces and Oudh with the exception of the Kumaon district, and the year now under report is, therefore, the second year during which the adapted system has had a full trial in those provinces. The year's results show that there has been a steadily increasing resort to this means of paying revenue; the number of revenue orders increased from 57,888 to 87,076, and the amount of revenue remitted from ₹10,87,093 to ₹17,94,356; while the Post Office received ₹24,912 as commission as compared with ₹15,284 in the preceding year. In the Lower Provinces of Bengal the system was also in force throughout the year, and met with a large measure of success. The Postmaster General of those Provinces writes as under on the subject:—

"The system for the payment of land revenue and cesses by a special form of money-order, which was first introduced experimentally in the ten districts of the Burdwan and Dacca Revenue Divisions, was from the 1st May 1887 extended to the whole of the Lower Provinces of Bengal, the restrictions still being maintained that no revenue money-order should be issued for more than ₹50 and that the system should only apply to estates the annual land revenue of which did not exceed ₹50. Notwithstanding these restrictions 51,611 revenue money-orders were issued during the year, the total value of the money-orders being ₹2,44,230. As no difficulties were experienced in working the rules, and the usefulness and popularity of the system were established by numerous applications for its extension, as well as by the rapid increase in the number of orders, the Lieutenant-Governor was pleased at the close of the past year to withdraw the restrictions mentioned above, and to authorise the application of the system from the beginning of the current year to all remittances of land revenue irrespective of the amount annually due from the estate. From the same date also, the system has been extended to remittances of zemindari dâk-cess as well as to remittances of land revenue, road-cess, and public works cess to which it previously applied. One of the principal features of the revenue money-order system is, that all payments of revenue orders by the Post Office to the Collectorate are made by book transfer, so that there is no handling of cash by the subordinates of either office, and the risk of fraud and embezzlement is reduced to a minimum. The Government expressed a wish during the year that a somewhat similar system of book transfer should be adopted for the payment of all other remittances by money-order in favour of District Officers and District Boards, and a special set of rules has been prepared and approved to give effect to this wish without adopting the somewhat elaborate procedure considered necessary for remittances of land revenue on account of the stringency of the sunset law. Under the rules for miscellaneous remittances in favour of District Officers and District Boards, any Government dues and sums payable to District Boards may be remitted by money-order, and all the money-orders received in one day by each Sudder Post Office on account of such remittances will be paid by a single Treasury Voucher, the amount of which will be debited in one sum against the Post Office. These rules will take effect from the 1st July 1888."

The further extension of the system is being carried out, but for the Madras and Bombay Presidencies it does not offer the same advantages as for other parts of India, as the revenue there is generally paid by the ryots to the headman of the village and sent into the nearest tahsil by village servants.

Special Rent Money-orders.

26. It was stated in last year's report that a further step had been taken in the North-Western Provinces and Oudh to render the money-order system useful to the agricultural population by providing a special form of order for the remittances of small sums due on account of rent by tenants to land-owners. The results of the year under report are the first complete year's results available, and they show that 30,165 rent money-orders were issued, representing an aggregate sum of ₹3,55,283. The Postmaster General, North-Western Provinces, reports that some little opposition to the use of these orders has been manifested by land-owners, but there is sufficient evidence to show that the scheme meets a want, and its more complete adoption may safely be left to the growing recognition of its advantages, by tenants, and the general good sense of the land-owners. It has already been arranged that the system should be introduced into the Lower Provinces of Bengal.

Money-order business with Native States, &c.

27. The money-order transactions with the Native States of India and with the Portuguese Possessions are shewn in the statement below:—

State or Settlement.	Issues.		Payments.	
	Number.	Value.	Number.	Value.
		₹		₹
Gwalior	24,474	6,19,989	9,615	3,03,373
Patiala	6,401	1,73,504	9,441	2,87,390
Portuguese Settlements	5,215	1,93,433	1,812	56,925
Mysore	3,132	73,908	3,068	98,034
Jhind	1,234	60,609	2,298	72,708
Nabha	1,288	45,043	1,952	60,022
Chamba	704	21,890	144	5,600
Faridkot	1,121	19,706	222	5,841
Total	43,569	12,08,082	28,552	8,89,893

Note.—These figures are included in the general statement of inland Money-orders.

On the whole there has been an increase of 34 per cent. in the number of orders exchanged and of 25 per cent. in their value. The business with Gwalior is much larger than the business with any other State, and the issues on Portuguese India represent the remittances to their homes made by a large class of Goanese who are in employment in British India, chiefly as domestic servants.

Telegraphic Money-orders.

28. In January 1887 revised rules for the telegraphic money-order business came into operation, the main features of which were that the telegraph charge was reduced from ₹2 to ₹1 in all cases, while the Post Office agreed to make no charge on account of commission on orders not exceeding ₹10, and only to take the ordinary fee for commission on orders in excess of that sum. This reduction in charges has led to a very large increase in business, the total number of telegraphic orders having risen from 18,540 in 1886-87 to 45,417 during the year under report. More than half of these orders were sent from Burma, notwithstanding the introduction during the year of a semi-weekly service between that province and the continent of India, and the great majority of these were for payment in the Madras Presidency. It is noted by the Postmaster General, Bombay, as an instance of the new development of telegraphic money-order caused by the cheaper rates, that orders of the aggregate value of ₹5,000 were paid during the year at a small office in Cutch where there had never been any telegraphic money-order work before. The whole of these orders were also sent from Burma. Details are given in the table below:—

Names of Postal Circles.	Issues.			Payments.		
	Number of money-orders.	Value of money-orders.	Commission realized.	Number of money-orders.	Value of money-orders.	
		₹ a.	₹ a.		₹ a.	
Assam	1,480	1,28,548 10	1,324 0	844	1,33,962 8	
Behar	928	1,18,404 3	1,209 10	1,402	1,01,627 0	
Bengal	4,085	3,98,697 9	4,089 14	6,112	6,01,116 0	
Bombay	1,839	1,95,413 0	1,991 0	3,448	3,57,815 0	
Burma	23,958	19,53,295 13	19,979 10	4,370	4,88,654 0	
Central India	406	50,125 0	530 12	261	31,320 0	
Central Provinces	773	65,869 0	679 0	1,085	1,09,404 0	
Eastern Bengal	699	1,10,071 0	1,116 12	1,550	1,38,432 0	
Madras	5,370	5,01,616 2	5,159 0	14,545	11,10,902 0	
N.-W. Provinces	1,841	1,98,086 14	2,040 14	4,416	3,79,711 0	
Oudh	315	42,768 10	437 8	1,670	1,14,996 0	
Punjab	1,725	1,45,430 0	1,487 0	3,953	4,01,135 0	
Rajputana	202	19,312 0	199 4	387	38,396 0	
Sind	1,796	2,09,370 15	2,129 0	832	92,165 0	
Total	45,417	41,37,008 12	42,373 4	44,875	40,99,635 8	
Total for 1886-87	18,540	14,07,684 6	19,515 12	18,406	13,97,552 3	
Increase	26,877	27,29,324 6	22,857 8	26,469	27,02,083 5	

Use of Telegraphic Money-order system for purposes of fraud.

29. There were four cases of fraud by false personation in connection with the telegraph money-order system as compared with eleven last year, and it may be hoped, therefore, that the constant vigilance, that is now being everywhere exercised in making payments of such orders, is tending to put a stop to these cases. But the readiness with which travellers in this country confide particulars regarding their life and movements to chance acquaintances, and the credulity with which new-comers at a place are accepted as being what they give themselves out, are favourable conditions for the commission of frauds of this description. Of the four cases, one occurred at Sharigh in Baluchistan, and in this a postal signaller was implicated in the fraud; one at Cawnpore, one at Mandalay, and one at Kolhapur in the Bombay Presidency. In the Cawnpore case a sum of ₹200 was obtained from a baniya in Bombay by a swindler, who had assumed the name of the remitter's brother who was at the time actually in Calcutta. The swindler asked that the money should be telegraphed to him in the care of a well known firm of Marwaris at Cawnpore, and he was identified by one of the members of the firm, who, as it turned out afterwards, only knew the man as having come to his shop on various occasions under his assumed name, and as having been in company with a relative of his own. The case at Kolhapur is a further instance of the difficulties with which postal officials have to contend in ascertaining whether persons for whom telegraphic money-orders are received are really known to residents of the place, and is described as follows by the Postmaster-General, Bombay:

"A man called Hari Ganesh Cholkar telegraphed from Kolhapur in the name of Balwant Ganesh Phadke to a brother of the person whom he personated asking for ₹50. The brother, who is a schoolmaster at Gwalior, could not send so large a sum, but remitted ₹15 by telegram a day or two after he received the request. The swindler was acquainted with Balwant Ganesh Phadke, who was residing at the time at Jamkhandi in the southern Mahratta Country at no great distance from Kolhapur, and had, before sending the telegram asking for money, given out that he had been robbed on his way to Kolhapur and had received assistance and sympathy from the Chief of Inchal Karanji, at whose bungalow at Kolhapur he was staying. The money-order from Gwalior came to Balwant Ganesh Phadke in the care of the Telegraph Master. Enquiries were made from the latter, who said that he knew nothing about the payee beyond the fact that he had sent several telegrams in that name. The payee was then sent for and told his story, but the postmaster declined to pay the money without further reference and sent to the bungalow of the Chief of Inchal Karanji. Information was there obtained that the man was Balwant Ganesh and had been assisted by the Chief, but was then putting up at a temple of Ganpati in the city. Enquiries were then made at the temple, and as it was found that the man was also known there as Balwant Ganesh Phadke, the money was paid to him. Subsequently a letter was received by the Telegraph Master from the real Balwant Ganesh Phadke, and the case was at once placed in the hands of the police. The swindler who was still in Kolhapur was arrested and sentenced to two years' rigorous imprisonment for cheating by personation."

Foreign Money-orders in Sterling.

30. Foreign money-orders on the United Kingdom and Colonies, and on European countries and Egypt, are issued in sterling, payment being made in India by remitters at rates of exchange which are fixed from time to time by the Post Office. The most important, of course, of the sterling money-order exchanges is the exchange with the United Kingdom, and the results of the year show an increase in the number of transactions, although the total value of the remittances from India was less than last year. The falling off in money-order business with New South Wales, never of much importance, is attributed, as were similar results last year, "to the cessation of subscriptions from India for tickets in race lotteries;" and the following remarks by the Postmaster General, Bombay, as to the increase in the money-orders received from Italy will be found of interest: "Almost the whole of these were remittances made by Natives of India, at Massowah to payees in Bombay, the remittances being sent through Italy. The actual

number of orders from Massowah was 712, of the aggregate value of ₹1,61,169-15-0." Details are given in the statement below:—

Countries of Exchange.	1886-87. Orders issued by India. No.	Amount.	1886-87. Orders paid in India. No.	Amount.	1887-88. Orders issued by India. No.	Amount.	1887-88. Orders paid in India. No.	Amount.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.
United Kingdom	36,742	143,955 1 10	6,463	25,021 15 4	38,243	136,735 11 3	7,544	34,006 6 5
Italy	260	1,555 15 10	16	123 18 8	239	1,279 15 3	731	11,346 7 4
New South Wales	313	916 17 2	958	8,733 0 11	115	596 10 4	802	8,450 13 5
Germany	1,577	4,989 3 7	278	2,086 8 10	1,210	3910 4 4	257	1,759 7 2
Victoria	192	968 13 0	401	2,938 18 11	178	1,273 10 2	494	3,472 1 3
Queensland	23	122 0 1	319	2,724 18 11	37	220 2 10	473	4,009 7 0
France	326	1,197 9 10	323	5,026 10 11	339	1,194 11 5	226	2,782 3 11
Egypt	150	524 11 3	179	1,603 19 10	130	533 4 9	252	3,008 7 11
South Australia	29	150 5 0	242	1,920 11 3	23	92 3 9	189	1,453 19 4
Tasmania	71	481 10 2	98	779 1 6	54	303 15 6	113	852 9 6
Denmark	73	591 13 6	13	87 7 8	71	554 9 2	38	524 11 4
West Australia	8	24 15 6	115	1,073 0 0	6	35 5 0	131	1,026 11 0
Switzerland	279	606 18 4	14	60 15 8	227	477 17 9	18	50 0 7
North Borneo	1	1 0 0	52	471 10 7	4	2 6 4	39	357 18 0
Total	40,044	156,025 15 1	9,471	53,251 19 0	40,876	147,209 7 10	11,707	73,140 4 2
Percentage of Increase	...	...	...	...	2·08	...	23·61	37·5
Or Decrease	...	...	...	...	...	5·65	...	...
Average amount of each money-order	...	3 17 11	...	5 12 5	...	3 12 0	...	6 4 11

Foreign Money-orders in Indian Currency.

31. Money-order exchanges in Indian currency exist with Ceylon, the Straits Settlements, China and Japan, and Mauritius. The business is not large with any of these countries, though with Ceylon it is steadily growing, and is mainly confined to Natives of India. The transactions with Mauritius are chiefly between that Colony and Aden, and the postmaster of the latter place reports that the reason for the falling off in the year's business is that the Oriental Bank is now giving special facilities for small remittances between Aden and Mauritius at low rates. The actual results of the year will be found in the following table:—

Countries of Exchange.	1886-87. Orders issued by India. No.	Amount.	1886-87. Orders paid in India. No.	Amount.	1887-88. Orders issued by India. No.	Amount.	1887-88. Orders paid in India. No.	Amount.
		R a. p.		R a. p.		R a. p.		R a. p.
Ceylon	967	41,760 8 0	10,107	4 91,853 6 0	1,397	70,323 8 0	13,302	6,23,219 13 0
Straits Settlements	191	7,588 7 0	2,673	1,60,219 0 0	231	9,595 4 0	4,077	2,64,734 1 0
China and Japan	69	5,422 7 0	572	50,855 14 0	118	11,537 13 0	697	63,509 15 0
Mauritius	445	63,056 6 0	652	34,278 7 0	89	10,362 6 0	589	28,153 4 0
Total	1,672	1,17,827 12 0	14,004	7,37,206 11 0	1,835	1,01,818 15 0	18,665	9,79,617 1 0
Percentage of Increase	...	...	...	...	9·75	...	33·28	32·88
Or Decrease	...	...	...	...	...	13·59	...	...
Average amount of each money-order	...	70 8 0	...	52 10 0	...	55 8 0	...	52 8 0

Forfeited Money-orders.

32. A statement of forfeited orders is given below. The amount which actually lapsed to the State was ₹13,194-7-0, and the total balance standing in the register of forfeited orders at the close of the year was ₹62,602 against ₹60,188 at the close of the preceding year:—

Balance outstanding in the Forfeited Register on the 31st March 1887. No	Value.	Forfeited during the year. No.	Value.	Total. No.	Value.	Forfeited Orders repaid, renewed, and lapsed to the State during the year 1887-88. Repaid. No.	Value.	Renewed. No.	Value.	Penalties.	Lapsed to the State. No.	Value.	Total. No.	Value.	Balance outstanding in the Forfeited Register on the 31st March 1888. No.	Value.
	R a.		R a.		R a.		R a.		R a.	R a.		R a.		R a.		R a.
2,593	60,188 8	12,875	2,93,060 3	15,468	3,53,248 11	9,824	1,89,569 5	2,706	87,881 8	0 8	740	13,194 7	13,270	2,90,645 12	2,198	62,602 15

Aggregate Money-order transactions, Inland and Foreign.

33. The following abstract shows the entire money-order transactions of the year, both inland and foreign, foreign transactions in sterling being converted into Indian money at the rates of exchange which prevailed when the transactions took place:—

Money-orders both Inland and Foreign for the year 1887-88.	Issues. Number of applications.	Value of applications.	Commission.	Payments. Number of money-orders.	Value of money-orders.
		R a.	R a.		R a.
Inland	5,512,395	11,84,43,572 12	14,94,381 5	5,501,307	11,82,15,421 4
Foreign transactions in sterling money at prevailing rates of exchange	40,876	21,17,556 8	19,525 8	11,709	10,50,554 9
Foreign transactions in Indian currency	1,835	1,01,818 15	1,116 0	18,665	9,79,617 1
Total	5,555,106	12,06,62,948 3	15,15,022 13	5,531,681	12,02,45,592 14
Total for the year 1886-87	4,862,833	10,91,53,233 10	13,59,239 5	4,829,296	10,79,76,826 3
Increase	692,273	1,15,09,714 9	1,55,783 8	702,385	1,22,68,766 11
Percentage of increase	14·24	10·54	11·46	14·54	11·36

British Postal Orders.

34. There has been an improvement in the sales of British postal orders, the number sold during the year being 1,830 in excess of the number sold in the previous year. The total value of the orders sold was £10,803-2-7½, including the commission or poundage of the British Post Office, while the Indian Post Office realized a sum of ₹506-2-6 on the transactions. The marginal abstract of the year's results shows that, as in preceding years, the chief demand has been for orders of the value of 5*s.* and upwards, and that the very small orders are practically not required. The largest sales were in the Punjab, where 3,422 orders representing a value of £2,596 were disposed of, while in each of the Bombay and Madras Circles about 2,200 orders of the value of about £1,400 were sold. In reviewing last year's report, Government expressed a wish that a further trial should still be given to the sale of these orders, and fresh endeavours will now be made to bring their existence prominently before the public. There is some reason for believing that, notwithstanding all that has been done in the past in the way of special notices, the fact that these orders are available at our post

Denominations of British Postal Orders.	Number sold during 1886-87.	Number sold during 1887-88.	Increase.	Decrease.
From 1*s.* to 1*s.* 6*d.*	749	690	...	59
From 2*s.* to 10*s.* 6*d.*	5,455	6,603	1,148	
From 15*s.* to 20*s.*	7,856	8,597	741	
Total	14,060	15,890	1,889	59
			1,830 Increase.	

offices, is not so widely known as it ought to be. Experience is constantly showing that the proportion even of educated persons who read postal notices or look at the *Postal Guide*, is exceedingly small.

Section VI.—Savings Banks.

General results of year.

35. On the opposite page will be found a statement showing in detail, according to postal circles, the Savings Banks transactions of the year in comparison with those of the previous year. The number of Savings Banks offices at the close of the year was 5,966 as compared with 6,048 at the close of the previous year, the decrease being due to the conversion of a number of sub-offices into branch offices, and the consequent withdrawal from them of Savings Banks work. There were four new head office banks opened, and the reduction in the total number of Savings Banks offices does not mean any real diminution of the facilities of the public for depositing money. The amount deposited during the year was 377 lakhs as compared with 444$\frac{3}{5}$ lakhs in 1886-87; the amount withdrawn was 314 lakhs as compared with 258$\frac{4}{5}$ lakhs in 1886-87; and the interest paid was 16$\frac{3}{4}$ lakhs as compared with 14$\frac{1}{7}$ lakhs in 1886-87. There were 261,157 accounts open at the close of the year as compared with 219,010 at the close of the preceding year, and the total amount standing at the credit of depositors was nearly 505 lakhs, or an increase of nearly 80 lakhs. The apparent decrease in the amount deposited is due to the fact that the District Savings Banks accounts were transferred to the Post Office in 1886-87, and very largely increased the total deposits of that year. If the amount transferred in this way be left out of consideration, the deposits of the year under report show an increase of 57 lakhs over the actual deposits of 1886-87. Bombay has the largest number of accounts, 58,918, and the highest total balance at the credit of depositors; and the average amount of each account was highest in Sind, as in previous years, and lowest in Madras.

Statement shewing the Post Office Savings Bank Transactions during 1887-88 compared with 1886-87.

Circles.	Number of Head Banks.	Number of Sub Banks.	Number of Accounts. Opening Balance.	Opened during the year.	Closed during the year.	Balance.	Opening Balance. R a. p.	Deposits. R a. p.	Interest. R a. p.	Withdrawals. R a. p.	Total. R a. p.	Balance. R a. p.	Average of depositors per Bank.	Average balance in each Bank. R	Average balance at credit of each depositor. R
Bombay	29	842	48,778	20,811	10,671	58,918	1,38,21,034 8 0	92,73,064 0 7	5,59,793 3 4	75,14,147 4 11	2,36,53,891 11 11	1,61,39,744 7 0	2031·65	5565423 89	273·93
Bengal	43	1,049	48,251	23,130	13,539	57,842	64,00,875 10 2	63,56,677 15 9	2,53,921 8 6	50,43,276 8 4	1,30,11,475 2 5	79,68,198 10 1	1345·16	185306·95	137·75
Madras	33	831	32,931	15,460	8,965	39,426	45,33,387 3 1	40,32,048 9 7	1,72,394 14 6	35,82,777 13 2	87,37,830 11 2	51,55,052 14 0	1194·72	156213·72	130·75
North-Western Provinces	40	637	23,855	12,796	11,732	24,919	38,67,904 13 5	39,43,399 9 9	1,47,749 1 2	35,65,230 7 11	79,59,053 8 4	43,93,823 0 5	622·97	109845·57	176·32
Punjab	42	498	14,214	10,346	7,860	16,700	37,73,187 4 4	37,78,135 6 2	1,44,808 4 3	33,76,640 13 11	76,96,130 14 9	43,19,490 0 10	397·61	102845·00	259·65
Sind	6	80	6,329	3,683	2,542	7,470	19,67,797 2 4	13,58,330 13 10	73,869 2 3	12,24,202 9 0	33,99,997 2 5	21,75,794 9 5	1245·00	362632·50	291·27
Behar	19	399	9,157	5,188	3,168	11,177	16,21,752 6 10	17,64,463 15 5	63,267 9 4	14,64,312 13 3	34,49,483 15 7	19,85,171 2 4	588·26	104482·68	177·61
Central Provinces	28	338	9,215	4,177	3,405	9,987	16,74,694 5 8	13,91,937 13 8	63,118 15 4	12,07,411 7 2	31,29,751 2 8	19,22,339 11 6	356·67	68655·00	192·48
Eastern Bengal	10	267	6,418	3,793	1,492	8,719	10,49,639 0 4	10,76,630 1 3	42,723 13 6	7,31,939 9 10	21,68,992 15 1	14,37,953 5 3	871·90	143795·30	164·92
Burma	33	66	4,505	7,581	4,252	7,834	8,94,944 9 4	18,49,663 9 11	37,246 12 6	13,46,252 2 11	27,81,854 15 9	14,35,602 12 10	237·39	43503·12	183·25
Oudh	14	225	5,228	2,843	1,864	6,207	10,60,497 7 2	10,28,803 7 5	42,203 0 8	8,57,276 0 10	21,31,503 15 3	12,74,227 14 5	443·35	91016·28	205·28
Assam	12	190	5,435	3,068	2,135	6,368	8,74,582 6 3	8,10,597 14 3	32,526 7 2	6,93,221 6 6	17,17,706 11 8	10,24,485 5 2	530·66	85373·75	160·88
Central India	11	113	2,081	1,464	949	2,596	4,73,150 6 2	5,74,387 7 3	21,203 1 8	3,94,229 15 7	10,68,740 15 1	6,74,510 15 6	236·00	61319·18	259·82
Rajputana	8	103	2,613	1,355	974	2,994	5,05,897 12 8	4,60,703 11 9	18,677 11 11	4,03,316 8 3	9,85,279 4 4	5,81,962 12 1	374·25	72745·37	194·37
Total of 1887-88	**328**	**5,638**	**219,010**	**115,695**	**73,548**	**261,157** (a)	**4,25,19,344 15 9**	**3,7,98,844 8 7**	**16,73,503 10 1**	**8,18,91,693 2 5**	**3,14,03,335 9 7**	**5,04,88,357 8 10** (b) (c)			
Total of 1886-87	324	5,724	155,009	128,867	64,866	219,010	2,25,45,890 13 6	4,44,40,499 7 3	14,14,643 13 10	6,84,01,034 2 7	2,58,81,689 2 10	4,25,19,344 15 9			
Increase in 1887-88	4	Decrease 86	64,001	Decrease 13,172	8,682	42,147	1,99,73,454 2 3	Decrease 67,41,654 14 8	2,58,859 12 3	1,34,90,658 15 10	55,21,646 6 9	79,69,012 9 1			
Percentage of increase or decrease.	1·23	1·50	41·28	10·22	13·38	19·24	88·59	15·17	18·29	19·72	21·33	18·74			

(a) Excluding 22,414 dead accounts. (b) Excluding balance of dead accounts. (c) Out of this balance R1,65,738-5-6 bears no interest.

Depositors, Europeans and Natives of India.

36. The statement below shows the number of accounts held by Europeans and Eurasians as compared with the number of accounts held by Natives of India. The proportion of the latter to the total number of accounts tends to increase, and is now more than 87 per cent. of the whole. It will be noticed that Bombay and Madras have by far the largest number of European and Eurasian accounts.

Circles.	Native Depositors, inclusive of Accounts of Local Institutions.			European and Eurasian Depositors, inclusive of Accounts of Local Institutions.			Total		
	Number of Accounts.	Balance of deposits.	Amount of interest.	Number of Accounts.	Balance of deposits.	Amount of interest.	Number of Accounts.	Balance of deposits.	Amount of interest.
		R a. p.	R a. p.		R a. p.	R a. p.		R a. p.	R a. p.
Bombay	52,893	1,44,86,305 3 0	5,02,214 4 7	6,025	16,53,439 4 0	57,578 14 9	58,918	1,61,39,744 7 0	5,59,793 3 4
Bengal	53,989	73,10,091 5 7	2,31,825 13 7	3,853	6,58,107 4 6	22,095 10 11	57,842	79,68,198 10 1	2,53,921 8 6
Madras	33,623	39,78,870 3 8	1,31,524 15 2	5,803	11,76,182 10 4	40,869 15 4	39,426	51,55,052 14 0	1,72,394 14 6
North-Western Provinces.	20,983	35,23,344 5 9	1,17,153 12 1	3,936	8,70,478 10 8	30,595 5 1	24,919	43,93,823 0 5	1,47,749 1 2
Punjab	12,727	32,39,239 13 8	1,07,397 12 1	3,973	10,80,250 3 2	37,410 8 2	16,700	43,19,490 0 10	1,44,808 4 3
Sind	5,609	15,33,223 11 5	51,478 9 1	1,861	6,42,570 14 0	22,390 9 2	7,470	21,75,794 9 5	73,869 2 3
Behar	10,134	17,34,009 2 5	54,422 14 5	1,043	2,51,161 15 11	8,844 10 11	11,177	19,85,171 2 4	63,267 9 4
Central Provinces.	8,428	14,71,518 2 7	47,390 10 10	1,559	4,50,821 8 11	15,728 4 6	9,987	19,22,339 11 6	63,118 15 4
Eastern Bengal.	8,587	14,02,902 8 5	41,594 6 9	132	35,050 12 10	1,129 6 9	8,719	14,37,953 5 3	42,723 13 6
Burma	5,361	7,71,260 0 2	17,607 12 2	2,473	6,64,342 12 8	19,639 0 4	7,834	14,35,602 12 10	37,246 12 6
Oudh	5,230	9,92,194 7 2	32,180 8 10	977	2,82,033 7 3	10,022 7 10	6,207	12,74,227 14 5	42,203 0 8
Assam	5,983	9,14,077 2 1	28,721 9 5	385	1,10,408 3 1	3,804 13 9	6,368	10,24,485 5 2	32,526 7 2
Central India	2,046	4,59,027 14 4	14,600 14 8	550	2,15,483 1 2	6,602 3 0	2,596	6,74,510 15 6	21,203 1 8
Rajputana	2,272	4,16,457 2 7	13,124 9 1	722	1,65,505 9 6	5,553 2 10	2,994	5,81,962 12 1	18,677 11 11
Total	227,865	4,22,32,521 2 10	13,91,238 8 9	33,292	82,55,836 6 0	2,82,265 1 4	261,157	5,04,88,357 8 10	16,73,503 10 1

Depositors according to occupation.

37. The statement given below shows the number of depositors in each circle classified according to certain broad classes of occupation. Nearly half the depositors in the Post Office Banks belong to the professional class, in which are included Government and municipal servants of all kinds, but the large numbers under the head of Class VI.—Indefinite, especially in Bombay and Bengal, would seem to show that the classification might with advantage be made more accurate. The percentages of increase vary so much from year to year in the different classes that no trustworthy conclusions can be founded on them. The greatest proportional increase, however, during the year was in the domestic class, and this was chiefly due to an unusual increase under this head in Burma. There is no sign as yet of any of the agricultural classes making use of the opportunities for thrift supplied by the Post Office Banks.

Postal Circles.	Class I, Professional.		Class II, Domestic.	Class III, Commercial.	Class IV, Agricultural.	Class V, Industrial.	Class VI, Indefinite.	Total.
	A. Having fixed income.	B. Having variable income.						
Bombay	21,244	4,088	3,800	3,477	477	1,288	24,544	58,918
Bengal	20,115	5,840	3,150	2,036	685	1,230	24,786	57,842
Madras	15,792	3,050	4,252	1,926	808	1,414	12,184	39,426
North-Western Provinces	9,066	2,738	4,320	767	276	512	7,240	24,919
Punjab	6,511	1,023	3,472	437	117	275	4,865	16,700
Behar	4,415	761	1,096	279	211	75	4,340	11,177
Central Provinces	4,550	377	1,356	343	88	99	3,174	9,987
Eastern Bengal	2,968	1,314	681	183	44	80	3,449	8,719
Burma	2,248	354	3,213	163	25	468	1,363	7,834
Sind	2,628	385	1,531	172	11	211	2,532	7,470
Assam	2,254	359	1,444	152	74	158	1,927	6,368
Oudh	2,377	442	1,451	131	64	120	1,622	6,207
Rajputana	1,429	183	306	64	9	76	927	2,994
Central India	884	213	478	58	6	143	814	2,596
Total of 1887-88	**96,481**	**21,127**	**30,550**	**10,188**	**2,895**	**6,149**	**93,767**	**2,61,157**
Total of 1886-87	81,888	17,385	23,237	9,156	2,427	5,399	79,518	2,19,010
Increase in 1887-88	14,593	3,742	7,313	1,032	468	750	14,249	42,147
Percentage of Increase	17·82	21·52	31·47	11·27	19·28	13·89	17·92	19·24

Goverment Security investment business.

38. From the 1st April 1886 the power of purchasing Government Securities through the Post Office was limited to *bonâ-fide* depositors in the Post Office Savings Banks, and certain restrictions as to the amount of purchases were also introduced. These changes did not affect transactions during the first year they were in force, but have led to a reduction during the year under report. The total amount invested by depositors was R3,33,300 as compared with R4,40,600 during 1886-87, but the balance in the hands of the Comptroller General at the end of the year was R4,06,700 as compared with R3,78,800 at the close of the preceding year. The total number of transactions was 459, of which 432 were purchases and 27 sales of Government Securities. The great majority of these transactions, 277, related to Securities not exceeding R1,000 in value, and only 27 were for amounts in excess of R2,000. The Comptroller, Post Office, remarks on the year's figures that: "whenever Government 4 per cent. paper reaches par, depositors prefer not to run the risk of investing therein, but choose the safer way of lodging their money in the Post Office Savings Bank. Whenever Government paper goes down, investors come forward to obtain a higher rate of interest."

Section VII.—Insurance and Value-payable System.

Isurance business. General results.

39. The progress of the insurance business of the Post Office since the year it was first undertaken is shown in the marginal statement. The system has now been in force for ten complete years, and the results of the year under review only show an increase of R60,000 in revenue over the first complete year. During the last two years the business in insured letters has increased, and the value on which insurance fees were paid during the year under report is the highest yet reached. In several postal circles, however, there has been a regular tendency towards decrease in the number of insured letters. The great majority of these letters still contain currency notes,

Year.	Value Insured.			Insurance fees.
	Letters.	Parcels.	Total.	
	R	R	R	R
1877-78, last quarter, being the commencement of the system	6,66,320	18,60,191	25,26,511	13,230
1878-79	89,71,775	2,81,21,219	3,70,92,994	1,23,556
1879-80	1,63,35,058	5,34,34,161	6,97,69,219	1,97,790
1880-81	1,57,33,428	6,30,26,524	7,87,59,952	2,01,046
1881-82	1,79,69,808	5,85,53,413	7,65,23,221	1,90,980
1882-83	2,30,67,342	5,95,70,924	8,26,38,266	1,99,841
1883-84	2,21,16,868	6,04,08,142	8,25,25,010	2,06,839
1884-85	2,30,06,964	5,52,14,744	7,82,21,708	1,93,579
1885-86	2,21,78,613	4,75,99,870	6,97,78,483	1,69,945
1886-87	2,35,74,205	5,26,06,770	7,61,80,975	1,80,274
1887-88	**2,43,93,295**	**5,29,89,932**	**7,73,83,227**	**1,83,494**
Percentage of increase as compared with 1886-87	3·47	0·73	1·58	1·79

NOTE.—The average value of insurance effected on each article was R320 in the case of letters, and R355 in the case of parcels.

and the practice of making remittances in this way through the post is one that may be expected to fall more and more into disuse with the progress of the money-order system. There was a small increase in the parcel insurance business as compared with the results of 1886-87, but the total value on which insurance fees were paid is still much less than when the insurance system was allowed to be applicable to the Indian Post Offices at Baghdad and in Basra. The largest amount of insurance business on the whole was done in the Bombay Circle where property of the value of R2,29,03,110 was insured, then in the Madras Circle where property of the value of R1,59,46,024 was insured, and then in the Bengal Circle where property of the value of R1,41,48,644 was insured. It may be added that 42 per cent. of the insured letters and 75 per cent. of the insured parcels in the Bengal Circle were posted at the Calcutta General Post Office and its sub-offices.

Claims for compensation.

40. There were 28 claims for compensation made during the year as compared with 43 in 1886-87 in connection with insured articles, and in 19 cases liability was admitted. In 18 of these cases there had been fraud or grave neglect on the part of servants of the Post Office, while the nineteenth was due to a serious mail robbery in Kathiawar, an account of which will be found further on. A summary of the year's results in comparison with those of the previous year is given in the margin, from which it will be seen that the amount paid as compensation was R20,285-2-4 or R3,534-11-7 in excess of the amount paid in 1886-87, although the number of claims was smaller. But the compensation on account of the highway robbery in Kathiawar will be repaid under Government rules by the Native State or States adjudged to be in fault. The insurance fees during the year amounted to R1,83,494, and the compensation actually paid by the Post Office was, therefore, 11·05 per cent. of this total. The nine cases in which liability was not admitted were all cases of partial abstraction of contents of insured letters or parcels. In two cases complaints were made on imperfect information and subsequently withdrawn, and in the remaining seven cases the abstraction either occurred before the articles were posted, or the contents declared to be missing were never enclosed.

Loss under the Insurance system.	1886-87.	1887-88.
	R a. p.	R a. p.
Loss by accident or by departmental neglect or fraud	20,608 0 0	14,002 10 0
Losses by highway robbery in British territory	.....	.....
Losses by highway robbery in Native States	.....	11,221 0 0
	20,608 0 0	25,223 10 0
Value of property recovered	3,747 9 3	4,938 7 8
	16,860 6 9	20,285 2 4
Claims not preferred or not entertained	110 0 0	.....
TOTAL	16,750 6 9	20,285 2 4

The sum paid as compensation amounted in all to R20,285-2-4 or 11·05 per cent. of the total amount realized as insurance fees, *viz.*, R1,83,494.

Value-payable business.

41. The value-payable system, like the insurance system, has now been in force for ten complete years, and the progress made in this class of business during this decade will be seen from the marginal table. During the year under report there was again a very marked advance in the use of the value-payable post: the number of articles increased by 30·12 per cent., the value declared for realization by 29·34 per cent., and the amount of commission by 20 per cent. Calcutta stands out pre-eminent for the extent to which it utilizes the system. Out of the total number of value-payable articles, 775,920, posted throughout India, no less than 374,589 were posted in the Calcutta General Post Office and its sub-offices, while out of the total declared value of these articles, 76 lakhs, a sum of 38¼ lakhs was paid to tradesmen in Calcutta. The posting of railway receipts as value-payable articles has not yet become general, and is chiefly confined to the East Indian Railway.

Value-payable system year.	Number of articles sent under the value-payable system.	Value declared for realisation.	Commission.
		R	R
1877-78 (from the commencement of the system in December 1877)—4 months	413	6,721	195
1878-79	7,408	1,32,109	3,942
1879-80	25,589	3,49,857	11,498
1880-81	49,389	5,76,574	13,413
1881-82	99,416	10,80,543	19,838
1882-83	1,74,301	16,86,098	32,568
1883-84	2,87,377	28,08,873	53,450
1884-85	3,38,930	34,35,045	65,571
1885-86	4,36,115	45,32,803	85,530
1886-87	5,96,296	58,78,016	1,17,247
1887-88	7,75,928	76,02,734	1,50,708
Increase per cent. in 1887-88	30·12	29·34	28·53

Different classes of value-payable business.

42. The statement given in the margin shows the different classes of value-payable business during the year. The increase in the total number of articles mainly occurred under the head of unregistered packets, which rose from 196,288 in 1886-87 to 311,120 during the year under report, an increase of 58·50 per cent. The increase in number has been accompanied by a decrease in the average value of each book packet, which was R4-10-9 in 1885-86, R4-0-11 in 1886-87, and is now less than R4. On the other hand, there is a tendency to a decrease in the number of registered letters sent by the value-payable post, and to an increase in their average value. The total number of registered letters and packets has fallen from 114,420 in 1886-87 to 109,575, while the value has risen from R17-3-4 to R20-6-8. The increase in the use of the cheap book packet post for sending value-payable articles occurred chiefly in Bengal, and advantage has there been taken of the system by some obscure booksellers and publishers for the purpose of sending pamphlets, on which a fictitious value is placed, to large numbers of persons who had not ordered them. A certain number of these are accepted and paid for, owing to carelessness on the part of the persons addressed, or because delivery is taken by their friends or relatives who believe them to have been ordered, and this has apparently been sufficient to make the system profitable to the senders. The result has been that, apart from the annoyance caused to the persons addressed, the Post Office has had to carry back to the senders, without remuneration, large numbers of these book packets on which only a very low rate of postage had been paid. Special measures have been under consideration to put an end to this abuse of the value-payable post, but the steps taken will come within the scope of next year's report.

	Number.	Value.	Commission.	Average value of each article.	Average commission on each article.
		R	R	R a. p.	Annas.
Value-payable parcels and railway receipts	355,233	41,36,982	74,617	11 10 4	4
Value-payable registered letters and registered packets	109,575	22,37,560	33,421	20 6 8	4
Value-payable unregistered packets.	311,120	12,28,192	42,670	3 15 2	2
TOTAL	775,928	76,02,734	1,50,708	9 12 9	2

Section VIII.—Miscellaneous.

Post Office Security Fund.

43. The usual statements regarding the position of the special security fund of the Post Office are given below. On the creation of the new fund in January 1883, it was decided that all sums decreed against the security fund, under the rules governing its treatment, should be taken against the old fund until the balance should be exhausted. The balance at the credit of the fund in that year was R2,16,913, and this has now been reduced to R1,00,073. The balance at the credit of the new fund has increased from R1,58,565 at the end of 1886-87 to R2,06,860 at the close of the year under report.

Old Fund.

RECEIPTS.		CHARGES.	
	Returnable Portion.		
	R		R
Balance of 1886-87	16,240	Sums decreed against the fund	18,615
		Rateable refund to subscribers	1,063
		Cost of establishment	625
		TOTAL Charges	20,303
		BALANCE at Credit	—4,063
			16,240
	Non-returnable Portion.		
Balance of 1886-87	1,09,920	Sums decreed against the fund	5,085
		Cost of establishment	624
		Rewards to persons who gave information leading to important results in Post Office robbery cases	75
		TOTAL Charges	5,784
		BALANCE at Credit	1,04,136
			1,09,920
	Grand Total.		
Balance of 1886-87	1,26,160	TOTAL amount charged against the old fund	26,087
		BALANCE at Credit	1,00,073
			1,26,160

New Fund.

RECEIPTS.	AMOUNT OF SUBSCRIPTION. First half year.	Second half year.	TOTAL.	CHARGES.	Amount.
	R	R	R		R
Balance of 1886-87	...	...	1,58,565	Refund on account of excess realisation	187
Interest on above at 4 per cent. from April 1887 to March 1888	...	...	6,342	Advance for stock notes	92
Imperial	17,983	18,276			
District	2,272	2,134			
TOTAL	20,255	20,410	40,665	TOTAL	279
ADVANCE for stock notes	...	...	1,567	Closing balance	2,06,860
			2,07,139		2,07,139

Complaints by the public.

44. The number of complaints made by the public, which came to the knowledge of the heads of postal circles was 8,095, as compared with 8,476 in 1886-87. The decrease is due to the exclusion from the returns of cases which, although couched as complaints, are in reality mere enquiries. Cases of this character are enquiries whether registered letters, which the person addressed has never acknowledged, have reached their destination, or whether parcels, which are believed to have been despatched from the United Kingdom, have arrived. On the whole, the number of complaints is exceedingly small in relation to the vast amount of business of every kind which the Post Office transacts, and hardly a third of those actually made prove to be well-founded. The Postmaster General of the North-Western Provinces reports, among other cases, that a lady made a serious complaint that one of her newspapers was being regularly stolen in the Post Office, while it turned out on enquiry that the paper had been discontinued because her subscription had not been renewed. Instances

of this kind are common in the experience of the heads of all circles, and are well illustrated in the following extract from the Bengal Report:—

"Many complaints are made with absolute recklessness, as in the recent instance, when the Manager of a Calcutta Newspaper, both publicly and by formal representation to the department, charged the Post Office with abstracting valuable papers from a registered letter and not returning the acknowledgment, while at the very time the charge was made, the acknowledgment was on file in the Newspaper office, and the letter itself had a fortnight before been duly delivered at Hyderabad in perfect condition and with its contents intact. Numerous similar cases of recklessness in preferring complaints and other cases involving fraud on the part of the complainant or his correspondent occurred during the year under report. A complaint was received from Singapore that a registered letter had not been received by the addressee in Calcutta, but it was found on enquiry that the letter was duly delivered to the addressee in the North-Western Provinces. The addressee of an insured registered letter complained that instead of ten notes for R100 he had found in the cover a packet of valueless papers; it turned out on enquiry that the sender had put the wrong enclosures in the letter. In another case, a registered cover containing a note for R100 was said not to have been received, but it was admitted after a long enquiry that the addressee had credited the money to another correspondent of the same name. Of complaints involving fraud, I may mention one in which the complainant, the sender of a registered letter said to contain some currency notes, ultimately admitted that he had not really enclosed the notes, but advised their despatch with the intention of afterwards putting pressure on the addressee to repay him the amount or give him an equivalent. In another case, three registered covers posted in Mauritius and said to contain cheques for large amounts, were found to contain on arrival only pieces of blank paper; but it turned out that the cheques had been removed before the covers were posted. The enquiry into another complaint showed that a currency note said to have been abstracted from a registered cover, while in transit, was never issued by the Currency Office at all.

* * * * *

A gentleman attached to one of the Government offices complained that he had not received a book sent to him from Bombay, but two months later he wrote from Simla that the book had been addressed to him there instead of to Calcutta, and had been duly delivered. A lady complained that a piece of music sent to her from England had reached her several weeks too late, but enquiry showed that it had not been posted until three weeks after its despatch was advised. A packet containing three large official books was reported to have been lost in transit, but it was found to have been duly delivered and then mislaid by one of the office clerks. A lady at Bombay complained that an important letter posted by her husband in Calcutta had not been received, but it was eventually ascertained that the letter and money to pay the postage had been entrusted to a servant who had kept the money and destroyed the letter. In India it rarely happens that even the most important letters are posted by the senders themselves, or persons whose honesty, care and punctuality can be implicitly relied upon; and the cases mentioned above—a few out of many—are only noticed in order to shew the difficulties with which the Post Office has to contend in enquiring into complaints even when they are made in perfect faith and on apparently good foundation."

What the Post Office is anxious to receive are complaints founded on well-ascertained facts, as these are a most valuable check on the working of the Department. There is perhaps a tendency on the part of some of the subordinate officials of the Department to treat complaints too much as a matter of routine, and in the case of loss of ordinary letters it is exceedingly difficult, if not impossible, to make any satisfactory enquiry; but complaints are one of the few means by which defective procedure can be brought to light, and frequently enable the heads of circles to fix responsibility for neglect or misconduct.

Complaints regarding special classes of articles.

45. The statement given below shows the number of complaints received during the year regarding parcels, and registered, insured, and value payable articles. There were 264 complaints, as compared with 289 in 1886-87, regarding registered letters and ordinary parcels, not a large number, it may be said, when there were 4,884,560 registered letters alone sent through the post. But half of these complaints were found on enquiry to have no real justification as

complaints against the Post Office. Registered letters are still largely used as a means of sending currency notes through the post, and there is a prevalent belief among certain classes of the Native public that to send a registered letter said to contain notes, but without any enclosures, is a successful way of paying debts, or perhaps of obtaining a respite from their creditors. A number of such cases are reported every year from most circles. Sometimes there is an ulterior motive. The Post Master General, Madras, states that within a short period no less than seven complaints were received that currency notes had been abstracted from registered or insured letters, posted at a post office in a suburb of Nellore, in every one of which the police enquiry and the Post Office enquiry led to the same conclusion that the notes had never been enclosed; and all these cases were believed to have been got up by the traders of this suburb with a view to bring the local post office into trouble, because a request on their part for the change of business hours had had to be refused.

	1887-88.			Total.	
	Registered letters and ordinary parcels.	Insured letters and Insured articles.	Value payable parcel and Value payable registered parcels.	1886-87.	1887-88.
I.—Cases in which enquiry showed either that no loss occurred or that the loss had not occurred through the fault of postal officials	138	20	9	201	167
II.—Cases in which the postal establishment was proved to be in fault or in which there was strong ground for believing it to be so . .	77	18	17	114	112
III.—Cases in which no definite conclusion was arrived at	49	8	1	81	58
Total .	264	46	27	396	337

Offences by servants of Post Office.

46. The offences punishable by law committed by servants of the Post Office during the year are shown according to postal circles in Appendix VIII, and an abstract of the results is given in the margin. The greatest number of offences were committed in Madras and Bengal, but there was no serious case of fraud in any circle. Out of the total number of offences, 70 were cases of misappropriation in connection with the money order business of the Post Office, as compared with 97 in 1886-87. The total amount of money involved, after deducting recoveries, was ₹4,863-11-5, of which ₹2,843-4 were charged against the security fund, while the balance had not been adjusted at the close of the year. In 37 of these cases postmen or village postmen misappropriated sums of money which had been entrusted to them for payment of money orders, amounting in all to ₹2,628-12, but as the delivery staff of the Post Office numbers more than 11,000 men, it may be claimed for them, as a body, that they are discharging this responsible work with signal honesty. There was only one case in the Bombay circle, and only one case in the Punjab circle in which a postman or village postman proved dishonest, and the amount misappropriated in Bombay was ₹42, and in the Punjab ₹22 only. There were seven instances of fraud in connection with Savings Banks business, in one of which a branch postmaster, who was not a regular servant of the Post Office, was concerned. The amount involved was ₹1,365-12, of which ₹272 was recovered, and ₹1,066-12 written of against the security fund, while ₹27 was pending adjustment at the end of the year. At Shewegyin, in Burma, a sum of ₹683-4 and at Tipperah, in Bengal, a sum of ₹450 was misappropriated, and in each case

	1886-87.	1887-88.
Number of legal convictions . .	160	150
Number of cases punished departmentally	85	92
Total .	245	242

the opportunity for the misappropiation was given by the apathy of the depositors who had never applied for new pass books since their accounts had been transferred from the District Saving Banks. In five of these cases convictions were obtained, and the offenders sentenced to terms of imprisonment. The majority of the rest of the offences, whether punished criminally or departmentally, were of a petty character.

High-way robberies of mail.

47. There were twenty-three high-way robberies of the mail during the year as compared with eighteen in 1886-87, and the marginal abstract shows how these were distributed between the various postal circles. Thirteen of these occurred in British territory, and ten in Native States or Foreign territory. Ten out of the 13 high-way robberies in British territory were committed in Burma, where the transit of mails in the still unsettled condition of parts of the province is necessarily attended with danger, and, in fact, in two of these cases the guards sent to protect the mail were either killed or wounded. The case in the Bombay circle was only a constructive case of high-way mail robbery. A village postman of the Poona District was attacked, while on his round in company with four travellers, by a gang of dacoits in December 1887. He and his companions were severely beaten and robbed, and the dacoits carried away his belt, badge and visit book, but left the letters he had with him in his possession. The cases, however, in the North-Western Provinces and Central Provinces were deliberate robberies of the mail, though the latter was not premeditated. The large number of cases in Foreign territory was due to the occurrence of three high-way robberies in Rajputana, none of which were serious, and of four robberies in Kathiawar which are described in the next paragraph. It may be added that in only three of the whole twenty-three cases were convictions secured, and the offenders in most of the robberies were never traced. The statements below show the districts or place where the mail robbery took place:—

	1886-87.			1887-88.		
	Number of High-way Robberies.			Number of Highway Robberies.		
	British Territory.	Foreign Territory.	Total.	British Territory.	Foreign Territory.	Total.
Bengal . .	1	...	1	...	1	1
Madras . .	1	...	1	...	...	..
Bombay . .	1	1	2	1	4	5
N.-W. Provinces .	2	...	2	1	...	1
Punjab . .	...	...	...	...	1	1
Oudh . . .	1	...	1	...	...	...
Central Provinces .	1	...	1	1	...	1
Assam . . .	2	1	3	...	...	...
Burma . . .	7	...	7	10	...	10
Rajputana . .	...	...	...	...	3	3
Sind . . .	...	...	...	...	1	1
Total .	16	2	18	13	10	23

	British Territory.			Foreign Territory.		
	Name of District.	Number of robberies.	Number of attempts.	Name of Native State.	Number of robberies.	Number of attempts.
Bengal . .	. . .	...	...	Nepal . .	1	...
					1	...
Madras . .	Tinnevelly .	...	1	. . .	...	...
		...	1			
Bombay .	Poona . .	1	...	Morvi . .	1	...
	Sholapur .	...	1	Dhrangadra .	1	...
	. . .	...	...	Vankaneer .	1	...
	. . .	...	...	Pal . .	1	...
		1	1		4	...
Carried over .	...			...		

	British Territory.			Foreign Territory.		
	Name of District.	Number of roberries.	Number of attempts.	Name of Native State.	Number of robberies.	Number of attempts.
Brought forward .	...	...	...	...	...	...
North-Western Provinces	Benares .	1	...	. . .	...	...
	Etah . .	...	2	. .	...	...
	Hamirpur .	...	1	. . .	...	...
		1	3			
Punjab .	Peshawar .	...	1	Patiala .	1	...
	Shahpur .	...	1	. . .	...	...
	Delhi . .	...	1	. . .	...	...
		...	3		1	...
Central Provinces.	Betul . .	1	...	. . .	...	...
		1	...			
Burma .	Toungoo .	1	...	. . .	...	...
	Meiktila .	1	1	. . .	...	...
	Thayetmyo .	1	...	. . .	...	...
	Shan States .	2	...	. . .	...	...
	Tharawaddy .	3	...	. . .	...	...
	Sagaing .	1	...	. . .	...	...
	Myingyan .	1	...	. . .	...	...
		10	1			
Rajputana	. . .	...	...	Bikanir .	1	...
	. . .	...	...	Dangarpur .	1	...
	. . .	...	...	Meywar .	1	...
				.	3	...
Sind . . .	. . .	...	...	Kalat . .	1	...
	Total . .	13	9		10	...

Character of the mail robberies during year.

48. Notwithstanding the large number of mail robberies, there was only one serious loss of mails. In almost all the other cases there was no property of any great value in the mail, and the contents were almost invariably recovered. In three instances there is reason to believe that the mails were not the real object of attack. In the Meiktila case in Burma an Indian trader was travelling for safety with the two mail riders, and the party was stopped by dacoits who killed and robbed the trader and hardly concerned themselves with the mail bags. In the Myingyan case, also in Burma, the runners carrying the English mail ran into a gang of dacoits who were robbing some carts, and immediately made for the jungle leaving their mails on the road which were seized by the dacoits. A similar thing occurred in the case of the robbery in the Betul district in the Central Provinces. A runner carrying the parcel mail at night disturbed a party of men who were robbing a baniya's cart, and they then turned upon him. There were one or two cases of cowardice on the part of the servants of the Post Office engaged in carrying the mail, but on the whole they behaved with great bravery. One mail runner was killed and another severely wounded while defending his mails, and in eight or ten cases mail riders or runners or the drivers of mail tongas were more or less seriously wounded. The following extract from the report of the Postmaster General, Bombay, describes shortly the mail robberies that occurred in Kathiawar, including the case in which insured parcels

of the value of R11,221 were carried away, in each of which, as it happened, a different class of mail carrier was attacked:—

"All the four cases in Native States occurred in Kathiawar,—the first in the Morvi State, the second in the Dhrangadra State, the third in the Vankaneer State, and the fourth in the small State of Pal just beyond Rajkot. The first case was not a very serious one. The rider carrying the mail from Morvi towards Cutch on the night of the 9th May 1887 was frightened on being accosted by several men standing under some trees close by a broken bridge on the road to Vananya, and at once turned his horse's head and rode back to Morvi. He was pursued by a horseman, who got in front of him, and he then dropped the mail wallet and made his escape in the direction of the first stage out of Morvi. The wallet was cut open by the robbers and the mail scattered about, but there was nothing valuable in it and the whole contents were recovered the next day in a field near the scene of the mail rider's flight. The robbers were not traced, and the mail rider, a servant of the horse contractor, was dismissed for cowardice. In the second case, a mail runner accompanied by an escort on foot belonging to the Dhrangadra State was attacked by a band of robbers on the night of the 5th November 1887, while on his way to Wadhwan. Both the runner and the escort offered a stout resistance, and the runner was killed on the spot while the escort was badly wounded. The mail wallet was cut open by the robbers, but here again there was nothing valuable among the contents, and the entire mail was recovered the next day. The robbers could not be traced, but the Dhrangadra State behaved with great liberality to the widow and relations of the unfortunate runner. The third case was a very serious one. The mail tonga travelling between Dolia and Rajkot was stopped on the night of the 5th January 1888 by a band of armed dacoits, who fired a volley at it as it came up to the place where they were lying in ambush behind some bushes at the side of the road. There were two passengers in the tonga at the time and an armed police guard. The latter and one of the passengers was wounded by the first volley, and the mail driver, who did his best to get the tonga away, was disabled by a sword-cut. The robbers then carried away the whole of the mail bags, and divested the passengers of all the property they had with them. Most of the letter mail was afterwards found strewn about a field at some little distance from the place of attack, but the parcel mail was successfully carried away, and a sum of R11,221 had to be paid on account of the insured parcels in the mail. A number of persons were arrested as being implicated in this dacoity, but the principal offender was allowed to escape from jail and only one of the others has been convicted by the Judicial Assistant, Kathiawar. In the fourth case the parcel mail was seized at 7 o'clock in the morning of the day after the previous robbery, a few miles out of Rajkot. The parcel mails are carried by camels from Rajkot to Jamnagar, and a single robber, armed with a double-barrelled rifle and dagger, took possession of the camel, and rode off with it. He stopped the camel rider by threatening to shoot him, then pulled the camel on to its knees by seizing the nose-string, upset the rider, got up in his place and rode away in triumph. A hue and cry was at once raised and the robber was pursued and captured. Some of the articles of the mail had been thrown away by him and three small parcels of no value could not be recovered. The robber, who was believed to be a Cabuli, was sentenced to ten years' imprisonment."

Casualties during year.

49. Fortunately the annals of the year were not marked by such a series of deeds of violence and accidents as had to be recorded last year. On the 16th October 1887, the mail tonga running between Belgaum and Dharwar in the Bombay Presidency was swept away by a flood caused by the sudden rising of a stream, and the ponies, the horse-keeper, and a passenger were drowned. Some of the mail bags were carried to a great distance but were subsequently recovered on the subsidence of the flood. On the 28th March 1888, the Hlainbgwe Village in the Moulmein District, Burma, was attacked and burnt by dacoits, and the post office was destroyed in the conflagration. Nothing, however, was lost beyond the books and equipment of the office and postage stamps of the value of nine annas. Railway communication was interrupted in various parts of the country by floods which led to delays in the mail service. The most serious of these was caused by the destruction of part of the Bolan Railway on the 1st August 1887, and by breaks on the North-Western Railway, on the 10th September 1887, between Rajpura and Sirhind, a distance of 15 miles, and also between Sirhind and Sarái-Banjara. The country round for more than 20

miles along the railway was entirely submerged; the grand trunk road was destroyed; and it was only with the greatest difficulty that an ekka and cooly service was organized to carry the mails over the distance, 18 miles in all, for which railway communication was stopped. The line was not fully restored until the 2nd October 1887.

Post Office staff.

50. The Post Office establishment of all grades is shown according to postal circles in Appendix IX, and an abstract of this appendix, excluding heads of circles, is given in the margin. The total numerical strength of the Post Office staff has increased by more than a thousand during the year, and now stands at 40,691. The increase in the supervising staff of Superintendents and Inspectors occurred mainly in Burma and Madras, and Burma is also chiefly responsible for the increase in the road establishment. The increase in the other classes is due to general development of the work of the Post Office.

Postal Officials.	1886-87.	1887-88.
Superintendents and Inspectors of Post Offices	352	380
Postmasters, Deputy and Sub-Postmasters including Branch Postmasters	4,901	4,915
Extraneous Agencies, such as School-masters, &c.	2,214	2,376
Clerks	5,342	5,603
Postmen and other Servants	9,506	9,851
Road Establishment	12,098	12,171
Village Postmen	4,455	4,725
Signallers, Clerks and other servants employed in combined offices	642	670
TOTAL	39,570	40,691

Cost of printing by private presses.

51. The charges incurred during the year on account of printing work done by private presses amounted to ₹79,703 as compared with ₹53,797 during the preceding year. The increase occurred mainly in the charges of the Railway Mail Service, and this was due to revisions of sorting and mail lists consequent on a change in the system of work made with the object of reducing establishment and the cost of Railway haulage.

Section IX.—Non-Postal Branches of the Post Office.

Telegraph work done by Post Office.

52. During the year under review, 52 new telegraph offices were opened in charge of the Post Office, while it was found necessary to give up telegraph work at 6 offices that had previously been combined post and telegraph offices. There was, therefore, an increase of 46 in the number of combined offices, and as only 13 of these were at places where there had been separate telegraph offices, the year's results show a substantial extension of telegraph facilities. The largest number of new offices, 11, was opened in the Bombay circle, 6 of which were in Kathiawar, and Burma stands next with 9 new offices, 7 of which were in the upper part of the province. The total number of telegraph offices open throughout the Empire at the close of the year was 745, and out of this total, 486 were combined offices. During the year 137 servants of the Post Office qualified as signallers, and there were 72 still under training on the 31st March 1888. There is, therefore, a large staff of qualified men in the ranks of the Post Office; and, in fact, it has become necessary to limit the number of those who are allowed to go through the special course of training. It may be mentioned that the experiment of employing boys as telegraph messengers, with a view to effect a small economy, was extended, during the year, to several combined offices in Calcutta and its suburbs, and has so far been attended with success.

Telegraph Traffic at combined Offices.

53. The statement given below shows the traffic statistics of the year separately for each postal circle. It will be seen that Madras stands quite at the head of the list as regards the amount of work done and the revenue realized, and

it may be added that out of the 83 offices in existence at the close of the year, 58 are offices that have been opened at new stations, so that the use of the telegraph has been very largely extended in that Presidency owing to the amalgamation of telegraph and post offices. As compared with the figures of last year, the total number of messages sent has increased by 25·12 per cent., and the revenue by 25·83 per cent., while the total realizations of the year exceed the expenditure by ₹4,87,413.

Postal Circles.	Number of combined offices on 31st March 1888.	Total cost of Postal Establishments debitable to the Telegraph Department for working combined offices during the year.	Number of Messages. Sent (Inland and Foreign).	Received.	Transit.	Revenue realized during the year on sent messages (Inland and Foreign).	Remarks.
		₹ a. p.				₹ a. p.	
1. Madras	83	31,256 7 6	1,34,447	1,31,753	39,994	1,38,689 1 9	Note.—At the close of the year there were 168 combined offices authorised to accept foreign messages as compared with 147 offices at the end of 1886-87.
2. Bengal	74	16,809 4 5	55,209	53,608	27,249	60,050 8 3	
3. Punjab	71	22,807 12 1	73,484	76,668	38,661	79,400 8 0	
4. N.-W. Provinces	65	25,534 12 6	75,248	87,692	20,752	83,406 12 6	
5. Bombay	47	19,946 0 4	52,821	63,479	7,669	59,986 13 0	
6. Behar	33	10,545 10 3	24,724	33,433	36,785	29,548 11 3	
7. Assam	33	10,409 13 6	22,484	24,511	4,680	26,405 10 0	
8. Central Provinces	25	10,140 10 8	30,027	34,249	1,090	32,387 15 3	
9. Burma	22	12,962 8 7	39,446	38,613	6,379	85,486 13 3	
10. Central India	13	5,933 7 1	17,460	21,797	16,108	19,612 11 6	
11. Sind and Biluchistan	9	5,833 10 5	30,360	13,623	904	32,309 10 3	
12. Eastern Bengal	5	1,647 10 8	5,850	4,615	2	6,516 7 6	
13. Rajputana	3	1,423 0 0	8,003	8,744	...	6,826 13 0	
14. Oudh	3	1,044 0 0	2,949	3,837	...	3,079 12 9	
Total for 1887-88	**486**	**1,76,294 12 0**	**5,72,512**	**5,96,622**	**2,00,273**	**6,63,708 4 3**	
TOTAL FOR 1886-87	440	1,54,094 1 8	4,57,557	4,89,949	1,61,251	5,27,462 1 0	
Increase	46	22,200 10 4	1,14,955	1,06,673	39,022	1,36,246 3 3	
Percentage of Increase	10·45	14·40	25·12	21·77	24·19	25·83	

Telegraph Receiving Offices.

54. The Post Office also acts as an auxiliary of the Telegraph Department by receiving telegrams, at all post offices where this can be done with advantage, which are sent by post to the nearest telegraph office to be placed on the wires. This work naturally tends to decrease with the extension of direct telegraph facilities, and during the year under report the number of receiving offices fell from 1,720 in 1886-87 to 1,670, the decrease being mainly due to the opening of the new combined offices. The total number of messages received was 32,819 as compared with 31,578 in 1886-87, but the income realized has fallen from ₹32,942-10-0 to ₹30,698-2-0. Mention was made in last year's report of the extension to the Indo-European Telegraph Department of the reciprocity, as regards the free transmission of service letters and telegrams, which exists between the Post Office and the Government Telegraph Department. The number of messages collected by the post offices in the Persian Gulf, on account of the Indo-European Department, was 305, with fees amounting to ₹2,667, as compared with 117 with fees amounting to ₹1,116-5-0 in the preceding year. Towards the close of the year under report, the management of the Indo-European Telegraph lines was taken over by the Government Telegraph Department.

Post Office carrying agency and passenger service.

55. The other branch of non-postal work that has to be dealt with here is the Government carrying agency and passenger service. The only carrying agency now in existence is the bullock train between Umballa and Simla with branch lines to the hill stations of Kasauli, Dagshai, Solon and Subathu; and the only passenger service directly managed by the Post Office is the line between Umballa and Simla. There was no change during the year in the mileage or in the conditions under which the service is worked.

Section X.—Financial Results.

Receipts and Expenditure on account of Postal Service proper and non-postal branches.

56. The receipts and charges of the year, so far as the regular accounts of the Post Office are concerned, are shown in comparison with those of the previous year, according to postal circles in Appendix X, and a summary of the results is given in the statement below. Under the head of Postal Service proper the receipts for the year were ₹5,88,996 in excess of the receipts in 1886-87. There was an increase of ₹1,56,041 in the amount of postage realized in cash and commission, taken together, of which ₹51,592 occurred in Burma; an increase of ₹3,94,935 in the revenue derived from the sale of ordinary postage stamps, and of ₹61,906 in the revenue derived from Service postage stamps. The total charges were ₹2,37,414 in excess of the charges in 1886-87, a large part of this excess being due to the development of posts in Burma, and the net revenue was ₹17,07,271, or ₹3,51,582 in excess of the net revenue of 1886-87, as compared with an excess of ₹1,76,751 in that year over the returns of the preceding year. Under the head of Non-Postal Branches of Post Office business the deficit on the Bullock-train transactions of the year has risen to ₹48,011 from a deficit of ₹13,538 in 1886-87. This deficit was mainly due to a necessary increase of the rolling-stock and to the entertainment of additional cattle to meet special pressure of traffic. The figures, however, given in the statement below do not fairly represent the year's transactions in comparison with those of the preceding year. The receipts in 1886-87 included the share of the income realized on through booking on behalf of the North-Western Railway, and this sum was also included in the disbursements, while for the year under report this share has been excluded, in accordance with the accounts of the Comptroller General, from both sides of the accounts. The actual net receipts of the year were ₹1,04,161 as compared with ₹1,01,635 in 1886-87.

	1886-87.	1887-88.
POSTAL SERVICE PROPER.	₹	₹
Receipts including sale of service postage stamps . .	1,11,88,319	1,17,77,315
" excluding " " " " . .	94,39,167	99,66,257
Disbursements, including discount on sale of ordinary stamps	98,32,630	1,00,70,044
Net revenue, including sale of service postage stamps . .	13,55,689	17,07,271
NON-POSTAL BRANCHES.		
Bullock Train.		
Receipts	1,37,343	1,04,861
Disbursements	1,50,881	1,52,872
Deficit .	13,538	48,011
Passenger Service on Mail Cart Lines.		
Receipts and disbursements	2,05,698	2,11,120
Contract subsidies paid through the Post Office, but employed also largely on general and military considerations.		
Disbursements	5,38,143	5,31,906

Financial position of the Post Office.

57. A comparative abstract of the receipts and charges of the Post Office during the year under report and the preceding year is given in Appendix XI, and this appendix includes, in addition to the two heads of Postal Service and Non-Postal Branches of the Post Office, the results of which have been dealt with in the preceding para., a third head of account comprising the items of receipt and expenditure given in the margin, which, although not shown in the Post Office Departmental Accounts, are included in the Finance and Revenue Accounts of the Empire. The total receipts for the year under the whole of these heads were ₹1,21,41,962, while the charges amounted to ₹1,37,52,151. The deficit, therefore, on the year's transactions was ₹16,10,189 as compared with a deficit of ₹19,59,989 in 1886-87. If, however, the receipts and charges under the District Post, over which the Imperial Post Office has no direct control, be omitted, the deficit will be reduced to ₹5,05,036. There are then several considerations to be taken into account, as was specially pointed out last year, before the position of the Indian Post Office can be properly judged. In Upper Burma service articles were still carried during the year under report entirely free of charge, owing to the difficulties in the way of providing regular supplies of service postage stamps, and it is estimated that, even at the special service rates, this correspondence represented postage of the amount of ₹43,994. The Post Office may then justly claim to be allowed to take credit for an agency charge on account of the Savings Bank work which it performs for Government. The commission on the year's business, calculated at the rates which the Presidency Banks are allowed to charge on the same class of work, amounts to ₹2,68,952-8 as shown in the margin. If, therefore, these two amounts, making an aggregate sum of ₹3,12,946, be deducted from the deficiency shown above, the net deficit at which the Post Office was administered will be reduced to ₹1,92,090.

REVENUE, 1887-88.	₹	CHARGES, 1887-88.	₹
District post collections, including zemindary dâk receipts in Bengal . .	48,666	District post establishment, including zemindary dâks in Bengal .	11,53,819
		Stores from England . . .	4,99,400
		Payments under postal arrangements with Lords of the Treasury	6,50,000
TOTAL .	48,666	Exchange on charges in England .	4,82,990
		TOTAL .	27,86,209

	₹	a.
¾ per cent. on a balance of ₹4,25,19,344	1,59,447	8
A charge of 8 annas on each of ₹2,19,010 active accounts . .	1,09,505	0
TOTAL .	2,68,952	8

It may, then, again be fairly claimed that if the Post Office of India is to be judged by a strict standard of profit and loss, allowance must be made for the fact that official correspondence is carried, for special reasons, at lower rates of postage than ordinary correspondence, whereas no such distinction is made by the Post Office of the United Kingdom. Although no change in this respect is advocated, and the revenues of the Empire would be in no way affected by it, yet when the cost of the Post Office in relation to its work is compared with that of other Departments of Government, or with the results of Post Office administration elsewhere, it is only right that this should be taken into consideration. It was stated in last year's report that if the charges for official correspondence were reckoned at ordinary rates, assuming for the moment that they would be fair rates for the service rendered, the revenue derived from this source would, at a low computation, be doubled, and the Post Office instead of showing a deficit in its accounts would rank among the revenue-yielding departments of the State. With a view to obtain data by which the correctness of this view might be tested, special statistics were recorded during the year now under report. The number

of official articles of all kinds, and the actual weight of letters, packets, including newspapers, and parcels, was recorded during a week in August 1887 at every post office in India. The total number of official articles of all kinds for the year, calculated on the results of this enumeration, was over 25 millions, and the revenue at ordinary postage rates is estimated to amount to ₹58,72,423, while the actual amount of postage paid at official rates during the year, so far as this can be judged by the sales of Service postage stamps, as shown in Appendix VI, was ₹18,11,058. The result of this calculation must be regarded as approximate only, but it is sufficient to establish the substantial correctness of the view expressed last year.

Specially excluded items of expenditure.

58. There are certain other items of charge, not included in the departmental accounts of the Post Office or in the Finance and Revenue Accounts which, it has been ruled, need not be added to the expenditure of the Post Office. These items are shown, for purposes of reference, in the table in the margin in accordance with the practice of late years.

	1886-87.	1887-88.
	₹	₹
Cost of stationery supplied by the Superintendent of Stationery	1,18,743	2,28,935
Railway free service estimated	1,75,892	1,72,988
Value of services rendered to the Post Office by the Government Press	52,353	46,093
Rent of Government Buildings	3,25,335	3,26,938
Gratuities	4,465	10,664
Leave allowances paid in Great Britain	2,550	14,099
Pension (being the average of five years' capitalised at 10·165 years' purchase)	1,91,972	2,31,078
	8,71,310	10,30,795
Deduct—Share of Marine Subsidies charged in the Finance Accounts, which should have been borne by Military, Political, and other Departments	2,18,893	2,05,866
	6,52,417	8,24,929

Section XI.—General Review of Progress.

Proportionate increase in revenue and expenditure.

59. It has been usual for some years past to give a table showing the proportion of increase in correspondence, revenue, and expenditure since the year 1854, in which cheap postage rates were first introduced. The information in the accepted form has been prepared and will be found in the table in the margin, but is not of much value; and may, I think, in future be discontinued.

	Comparison of number of letters and newspapers (those of 1855-56 being represented by 100).	Comparison of revenue from private correspondence (that of 1855-56 being represented by 100).	Comparison of expenditure (that of 1855-56 being represented by 100.)
1855-56, first complete year of new rates	100	100	100
1867-68, thirteenth ditto	207	237	161
1868-69, fourteenth ditto	228	258	182
1869-70, fifteenth ditto	253	246	190
1870-71, sixteenth ditto	257	235	175
1871-72, seventeenth ditto	269	272	173
1872-73, eighteenth ditto	279	279	177
1873-74, nineteenth ditto	328	284	184
1874-75, twentieth ditto	348	305	189
1875-76, twenty-first ditto	352	326	191
1876-77, twenty-second ditto	308	345	196
1877-78, twenty-third ditto	387	378	206
1878-79, twenty-fourth ditto	394	390	222
1879-80, twenty-fifth ditto	428	417	234
1880-81, twenty-sixth ditto	476	452	252
1881-82, twenty-seventh ditto	507	459	270
1882-83, twenty-eigth ditto	550	478	290
1883-84, twenty-ninth ditto	598	508	303
1884-85, thirtieth ditto	646	526	308
1885-86, thirty-first ditto	711	559	320
1886-87, thirty-second ditto	758	586	330
1887-88, thirty-third ditto	798	618	338

Section XII.—Notice of Post Office Officials.

Mention of Special Services.

60. The services of Mr. G. J. Hynes, Deputy Postmaster General, Burma, during the year under report, deserve special recognition. In the face of many difficulties, by the exercise of good judgment, tact, and unflagging industry, he has improved, in a marked degree, the postal administration of that province. Among the officers, whose names have been brought to notice

by the heads of circles, the following deserve mention: Mr. J. Owens, who is now acting as a Deputy Postmaster General, on account of special work in connection with the extension of business hours at post offices and money arrangements for sub-offices in Bengal; Babu Purna Chandra Mustafi, for success in introducing and maintaining an unprecedented rate of speed on the important mail lines to Serajganj and Pabna, also in Bengal; Mr. Henry Smith, Postal Superintendent, Cocanada, and Mr. A. Wilson, Postal Superintendent, Vizagapatam, for similar success in improving the working of the main post line through the Northern Circars,—an improvement that has been attended with a saving of money to Government; Mr. Manekji Jamsetji, Manager, Dead-Letter Office, Bombay, for the special ability and care with which he has conducted his work, the results of which have been seen in the section dealing with Dead-Letter Offices; Mr. McCrea, Postal Superintendent, Pyinmana division for organizing and maintaining runners' lines in the Eastern division, Burma, and Babu Surya Kumar Mukerji, for exceptionally good work under difficult circumstances also in the Eastern division, Burma.

SCHEDULE OF PRINCIPAL STEAM SERVICES.

By the British India Steam Navigation Company.

(1) Weekly communication between Calcutta, Rangoon, and Moulmein. (2) Weekly communication between Calcutta and Rangoon *viâ* Chittagong, Akyab, Kyouk-Phyo, and Sandoway. (3) Weekly communication between Rangoon and Mergui *viâ* Tavoy. (4) Fortnightly communication between Madras and Rangoon, touching at certain intermediate ports on the north-east coast of Madras. (5) Weekly direct communication between Bombay and Karachi. (6) Weekly communication between Bombay and Karachi *viâ* the coast ports. (7) Weekly communication between Karachi and Busrah *viâ* the Persian Gulf ports.	Under contract with the Post Office for ten years, from 1st May 1884, on an annual subsidy of R4,39,000.
(8) Fortnightly communication between Madras and Bimlipatam *viâ* Masulipatam, Coconada and Vizagapatam. (9) Weekly communication between Tuticorin and Colombo.	Under supplementary contract with the Post Office, from 6th May 1886 to 30th April 1894, on an annual subsidy of R15,000.
(10) Weekly communication between Kyouk-Phyo, Ramree and Cheduba.	Under contract for ten years, from November 1884, with the Local Administration, on a monthly subsidy of R1,500 for the first five years and R1,200 for the second period of five years, subject to other arrangements if intermediately made.

By the Asiatic Steam Navigation Company.

(11) Four-weekly communication between Calcutta and Port Blair, with extensions to Nancowry and Rangoon.	Under the control of the Military Department, the consideration given being not in the form of subsidy, but of guaranteed rates for the transport of Government stores. Began to work for five years from 1st January 1888, and terminable thereafter by a notice of six months.

By the Irrawaddy Flotilla Company.

(12) Weekly communication between Rangoon and Mandalay and intermediate ports, with a monthly extension between Bhamo and Mandalay.	Under contract for five years from the 1st January 1886, the subsidy being R3,500 per month.
(13) Semi-weekly communication between Rangoon and Bassein, and Bassein and Henzada.	Under contract with the Local Administration for five years, from 1st July 1880, and to continue in force thereafter, unless determined by six months' notice. The monthly subsidy is R2,500, towards which the Post Office contributes R500 per mensem.

By the Euphrates and Tigris Steam Navigation Company.

(14) Weekly communication on the river Tigris between Busrah and Bagdad.	Under contract for ten years, from the 1st May 1884, with Her Majesty's Secretary of State for India. Subsidy R36,000 per annum: steamers run in connection with line No. 7.

By Messrs. Apcar & Co., Calcutta, and Jardine, Mathewson & Co., Hong-Kong.

(15) Monthly communication between Calcutta and Straits and Hong-Kong, the dates of departure being regulated primarily with reference to the Calcutta opium sales.	No subsidy.

By the Peninsular and Oriental Steam Navigation Company.

(16) Fortnightly communication between Calcutta and Colombo, touching at Madras. Fortnightly communication between Bombay and Colombo.	Non-contract lines maintained by the Company on its own account in connection with the China and Australian mail services. The Post Office pays by weight for the conveyance of mails sent by these non-contract steamers.

By other Agencies.

(17) By the River Steam Navigation Company. Daily communication between Dhubri and Dibrugarh on the Brahmaputra river.	Under contract with the Local Administration from the 7th October 1883 to the 1st May 1893. Annual subsidy R1,00,000, towards which the Post Office contributes R30,000.
(18) By India General Steam Navigation Company. Daily communication between Narainganj and Silchar.	Under contract with the Local Administration, from 1st January 1887 to 31st December 1891. Annual subsidy R40,000 during the 1st two years, and R30,000 during the succeeding three years, towards which the Post Office contributes R10,000.
(19) By Shepherd and Company's Steamers. Daily communication between Bombay and Goa.	Under contract with the Local Government from 1st October 1886 to 31st May 1887. The monthly subsidy is R2,880, towards which the Post Office contributes R780, the Portuguese Government R200.
(20) By Bengal Central Flotilla Company. Daily communication between Khulna and Barisal.	Under contract with the Post Office from 1st July 1884 to 30th June 1889. Monthly postal subsidy R350, of which the Imperial Post Office contributes R183, terminable by six months' notice.

NOTE.—A service by sea worked by native boats is maintained by the Government of Ceylon between Point Calimere on the Indian side and Kankesanturai on the Ceylon side.

Appendix No. I.

Statement showing the number of Post Offices and Letter Boxes opened, and Village Postmen entertained during the year 1887-88, and the total number that stood at the end of the official years 1886-87 and 1887-88.

Names of Postal Circles.	Existing on the 31st March 1887.			Opened or entertained in 1887-88.			Total of 1887-88.			Closed or discontinued in 1887-88.			Balance on 31st March 1888.			Increase or Decrease.		
	Post Offices.	Letter Boxes.	Village Postmen.	Post Offices.	Letter Boxes.	Village Postmen.	Post Offices.	Letter Boxes.	Village Postmen.	Post Offices.	Letter Boxes.	Village Postmen.	Post Offices.	Letter Boxes.	Village Postmen.	Post Offices.	Letter Boxes.	Village Postmen.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Bengal	1,130	3,407	[illegible]	263	190	35	1,393	3,597	1,121	154	73	13	1,239	3,524	1,108	Increase 24	Increase 117	Increase 22
Madras	1,093	594	481	292	556	32	1,385	1,150	513	122	60	2	1,263	1,090	511	„ 39	„ 496	„ 39
Bombay	1,272	1,741	[illegible]	218	248	121	1,490	1,989	771	227	86	22	1,263	1,903	749	Decrease 45	„ 162	„ 99
North-Western Provinces	755	370	45	247	167	37	1,002	537	82	792	28	1	210	509	81	Increase 37	„ 139	„ 36
Punjab	719	305	331	100	47	29	819	352	360	(a) 716	5	10	103	347	350	Decrease 3	„ 42	„ 19
Burma	97	120	[illegible]	48	5	6	145	125	24	94	31	1	22	94	23	Increase 26	Decrease 26	„ 5
Central Provinces	351	411	276	59	29	11	410	440	287	376	17	4	34	423	283	„ 25	Increase 12	„ 7
Oudh	288	146	221	61	10	33	349	156	254	294	23	4	55	133	250	„ 6	Decrease 13	„ 29
Rajputana	162	87	[illegible]	62	10	2	224	97	94	96	1	...	43	96	94	„ 19	Increase 9	„ 2
Assam	202	139	[illegible]	21	19	10	223	158	230	209	5	6	14	153	224	„ 7	„ 14	„ 4
Behar	442	381	[illegible]	107	37	11	549	418	679	445	6	8	104	412	671	„ 3	„ 31	„ 3
Eastern Bengal	327	766	272	52	104	15	379	870	287	338	47	3	41	823	284	„ 11	„ 57	„ 12
Central India	131	51	34	24	7	2	155	58	36	135	6	5	20	52	31	„ 4	„ 1	Decrease 3
Sind	128	68	61	55	22	10	183	90	71	141	12	5	42	78	66	„ 13	„ 10	Increase 5
Railway Mail Service	...	800	...	...	5	...	...	805	...	...	738	...	...	67	...	...	Decrease 733	...
Total	7,097	9,386	4,455	1,609	1,456	354	8,706	10,842	4,809	1,443	1,138	84	7,263	9,704	4,725	Increase 166	Increase 318	Increase 270

(a) Includes three Post Offices in charge of Mail Agents and one in charge of a Sorter.

(b) Includes one Post Office in charge of a Sorter.

Appendix No. II.

Statement showing the distances over which mails were conveyed by Railway, Mail-carts, Horses, Camels, Runners, Boats and Steamers during the years 1886-87 and 1887-88.

Names of Postal Circles.	Under Local Contract.		Under Inspector-General, Railway Mail Service.				Total.				Mail carts, horses, camels, &c.		Runners or Boats.		Steamer Services, sea and river.		Total.	
			Served by Mail Guards.		Served by Railway Mail Service Sorting Sections.													
	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Bengal	*91	*144	146	89	723	723	960	956	162	201	4,362	4,399	9,122	9,205	3,649	(a) 3,638	9,122	9,205
Madras	*299	*376	99	60	1,858	1,982	2,256	2,418	144	138	6,830	6,737	10,437	10,500	1,207	1,207	10,437	10,500
Bombay	...	...	150	220	1,542	1,778	1,692	1,998	717	521	8,396	8,501	14,038	14,253	(a) 3,233	(a) 3,233	14,038	14,253
North-Western Provinces	*78	*97	106	140	1,440	1,535	1,624	1,702	661	611	1,348	1,220	3,633	3,593	...	...	3,633	3,593
Punjab	*249	*269	...	33	1,309	1,339	1,558	1,871	639	639	2,263	2,336	4,400	4,846	...	...	4,400	4,846
Burma	327	(b) 419	...	...	...	...	327	419	64	410	344	785	3,385	5,021	2,650	3,407	3,385	5,021
Central Provinces	*195	*195	14	14	727	727	936	936	421	392	2,025	2,645	3,982	3,973	...	...	3,982	3,973
Oudh	...	...	75	218	579	491	654	709	113	113	782	731	1,549	1,553	...	...	1,549	1,553
Rajputana	*64	...	79	143	633	633	776	776	278	278	1,830	2,117	2,834	3,171	...	...	2,834	3,171
Assam	73	106	...	...	...	...	73	106	...	...	1,658	1,716	669	701	...	...	2,400	2,523
Behar	*37	*77	83	4	716	783	836	864	4	4	1,200	1,136	...	...	...	...	2,040	2,004
Eastern Bengal	...	...	...	...	86	86	86	86	...	...	1,460	1,481	286	286	...	...	1,832	1,853
Central India	*12	*49	...	...	280	289	292	338	80	111	1,933	1,933	...	...	...	...	2,305	2,382
Sind	*19	*155	...	101	621	548	640	804	650	545	698	734	...	...	...	...	1,988	2,083
Total	1,444	2,107	752	1,022	10,514	10,914	12,710	14,043	3,933	3,963	35,729	36,471	11,683	12,483	64,055	66,960		

(a) Sea Sorting Services exist between Calcutta—Rangoon, and Bombay-Karachi.

* On these lines mails are conveyed under the weighment system, *i.e.*, paid for by weight checked half-yearly.

(b) Includes Railway trolly, 92 miles, being a part of Toungoo-Mandalay extension.

Appendix

Statement showing the estimated number of Letters, Post-cards, Newspapers, Packets and Parcels received in the Provinces, Oudh, Rajputana, Assam, Behar, Eastern Bengal, Central

	Bengal.		Madras.		Bombay.		N.-W. Provinces.		Punjab.		Burma.		Central Provinces	
	Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.	
	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.
Letters paid	16,477,951	16,884,352	21,935,900	22,779,911	24,998,042	25,620,158	13,134,343	13,424,987	13,368,438	13,467,978	3,123,983	4,115,149	5,273,911	5,389,772
" unpaid	4,189,627	4,290,966	2,455,616	2,418,699	3,528,090	3,488,488	3,894,915	3,864,568	2,392,705	2,250,460	2,732,234	3,397,994	1,364,500	1,524,579
" registered	781,569	804,538	937,268	1,000,230	575,553	607,438	574,510	625,949	471,215	478,593	93,179	119,728	286,708	284,987
" insured	29,982	26,045	25,889	25,107	10,507	10,715	8,656	16,660	12,540	8,551	3,102	1,095	3,259	5,892
" value-payable	9,047	10,142	4,328	6,075	1,669	2,920	10,585	15,773	7,326	10,090	886	834	2,711	3,624
" service privileged	755,446	777,424	7,847	7,926	1,486	1,721	1,423,135	1,380,534	1,229,164	1,154,756	672,252	824,027	445,352	545,701
Post-cards	11,635,209	13,252,759	10,155,943	11,369,776	14,492,925	16,567,141	8,588,111	9,291,153	8,264,304	9,067,539	313,691	341,940	2,135,250	2,350,913
Reply Post-cards	408,279	386,379	335,174	349,070	194,258	230,810	445,874	467,747	507,376	377,671	31,468	38,507	112,681	123,214
Total	34,287,110	36,432,605	35,857,965	37,956,794	43,802,530	46,529,391	28,080,129	29,087,371	26,253,068	26,815,638	6,970,795	8,899,274	9,624,372	10,228,682
Newspapers	3,735,462	3,537,241	3,260,675	3,257,860	3,252,984	3,338,134	2,614,026	2,593,846	2,603,206	2,733,198	1,074,612	1,462,412	807,928	888,410
Book and Pattern Packets unregistered	905,605	965,269	1,216,649	1,507,606	952,833	1,017,620	620,161	709,143	442,406	546,405	157,732	216,693	213,316	254,561
Book Packets: Registered	24,636	21,952	14,131	16,712	14,026	13,844	10,037	10,794	12,123	12,045	7,952	10,663	3,572	3,702
Book Packets: Value-payable registered	6,700	6,257	12,958	11,628	4,510	3,285	10,481	7,978	7,691	6,648	2,477	3,415	3,911	5,214
Book Packets: Value-payable unregistered	56,721	149,929	41,897	62,519	28,939	35,874	36,317	58,530	25,915	41,532	6,805	13,635	12,306	20,049
Parcels paid	104,364	104,807	77,536	81,708	143,448	132,234	87,391	85,905	125,013	126,055	21,703	47,098	22,865	21,744
" unpaid	60,095	54,515	49,718	47,137	46,199	35,796	39,394	37,178	38,142	37,308	27,383	36,278	14,730	15,539
" insured	17,207	17,885	33,893	32,615	35,848	30,764	14,913	15,069	13,401	13,557	3,989	5,253	8,812	10,741
" value-payable	49,301	60,512	48,128	54,776	20,909	22,708	44,843	62,624	42,079	45,338	20,783	38,116	17,676	19,684
Total	39,247,303	41,320,972	40,613,550	43,029,355	48,302,223	51,159,650	31,557,692	32,668,438	29,563,044	30,377,724	8,304,141	10,732,837	10,729,428	11,468,326
Money Orders, Inland	1,149,541	1,308,997	598,278	672,151	495,431	554,008	629,006	740,207	385,441	432,865	200,612	284,064	212,700	246,588
Grand Total	40,396,844	42,629,969	41,211,828	43,701,506	48,797,654	51,713,658	32,184,698	33,408,645	29,948,485	30,810,589	8,504,753	11,016,901	10,942,128	11,714,914
Deduct number of articles returned undelivered	446,760	451,322	982,397	987,794	1,788,735	1,815,849	623,968	633,327	754,768	729,635	1,598,211	2,310,594	454,190	458,414
Not actually delivered	39,950,084	42,178,647	40,229,431	42,713,712	47,008,919	49,897,809	31,560,730	32,775,318	29,193,717	30,080,954	6,946,542	8,706,307	10,487,998	11,256,500
Add number of articles sent to Dead Letter Offices	728,947	730,853	288,085	272,938	590,804	575,141	447,811	399,826	288,952	271,690	33,617	84,083	97,215	92,370
Total	40,679,031	42,909,500	40,517,516	42,986,650	47,599,723	50,472,950	32,008,541	33,175,144	29,482,669	30,352,644	6,980,159	8,790,390	10,585,213	11,348,870

No. III.

Post Offices under the Bengal, Madras, Bombay, North-Western Provinces, Punjab, Burma, Central India and Sind Postal Circles during the years 1886-87 and 1887-88.

Oudh.		Rajputana.		Assam.		Behar.		Eastern Bengal.		Central India.		Sind.		Total.	
Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.	
1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.
2,833,260	2,973,029	3,703,290	3,735,749	1,890,804	1,967,741	4,646,658	4,806,737	3,042,275	3,369,471	1,855,269	1,837,071	4,093,710	3,782,990	120,377,834	124,185,095
1,207,550	1,228,799	708,752	679,969	695,273	694,517	2,235,703	2,293,921	924,206	901,159	538,427	533,838	695,090	530,580	27,562,688	28,098,537
107,128	116,357	87,652	94,144	61,033	58,583	238,658	253,623	70,132	75,633	49,353	47,346	119,929	101,887	4,453,887	4,699,036
1,199	991	1,251	1,538	2,268	1,799	4,145	4,119	2,555	2,764	1,304	1,147	756	521	107,413	106,944
3,129	2,998	1,955	3,155	4,276	5,475	10,194	12,801	1,460	1,825	860	1,408	1,173	1,460	59,599	78,580
114,063	124,621	15,017	19,971	95,239	81,421	432,994	455,233	177,338	179,502	124,413	115,757	...	...	5,493,746	5,668,594
1,547,053	1,797,260	1,224,575	1,408,378	846,956	935,078	2,161,921	2,499,337	2,325,128	2,832,322	649,205	717,590	936,486	983,023	65,276,757	73,414,209
81,943	89,190	26,697	25,029	30,973	28,965	125,117	153,509	117,530	123,057	21,743	17,390	40,228	30,843	2,479,341	2,441,381
5,895,325	6,333,245	5,769,189	5,967,933	3,626,822	3,773,579	9,855,390	10,479,280	6,660,624	7,485,733	3,240,574	3,271,547	5,887,372	5,431,304	225,811,265	238,692,376
551,072	598,626	365,939	338,198	763,788	718,372	855,847	798,307	740,168	655,462	327,640	318,984	653,350	593,725	21,606,697	21,832,775
115,861	121,154	98,420	98,967	142,011	160,652	200,150	208,650	116,565	137,162	36,995	53,446	87,704	98,003	5,306,498	6,095,331
2,425	2,086	1,851	1,929	2,425	2,216	3,806	3,076	4,198	4,328	1,043	04	2,946	2,242	105,173	106,293
2,477	2,685	1,147	1,721	3,546	1,695	3,624	3,989	3,050	3,181	1,460	1,043	1,304	1,616	65,336	60,355
9,568	25,576	5,058	9,777	11,889	18,380	15,904	26,254	15,356	31,572	3,676	7,352	4,510	6,700	274,871	477,679
20,961	22,474	21,822	19,501	13,166	11,784	23,673	25,315	11,915	12,801	10,220	8,447	16,555	16,425	710,629	716,298
7,665	6,570	12,775	10,872	12,697	12,905	17,077	16,425	10,272	9,672	6,361	4,954	13,062	8,578	355,510	333,727
4,510	4,458	20,388	20,544	4,615	3,520	5,319	5,397	2,764	2,477	4,302	4,536	4,302	3,937	174,263	170,753
8,447	9,412	6,328	6,205	29,252	29,774	23,673	25,915	9,516	9,933	5,736	6,805	12,801	8,838	339,502	400,640
6,618,311	7,126,286	6,302,977	6,475,647	4,610,211	4,732,877	11,004,463	11,592,608	7,574,428	8,352,321	3,638,007	3,677,818	6,683,906	6,171,368	254,749,744	268,886,227
119,937	138,396	97,781	106,773	156,525	172,277	315,904	356,533	220,383	251,463	98,635	109,656	142,943	138,417	4,821,117	5,512,395
6,738,248	7,264,682	6,400,758	6,582,420	4,766,736	4,905,154	11,320,367	11,949,141	7,794,811	8,603,784	3,736,642	3,787,474	6,826,849	6,309,785	259,570,861	274,398,622
141,542	174,523	134,764	143,184	113,853	148,972	288,871	298,466	172,280	180,362	148,738	136,927	238,163	144,905	7,847,240	8,614,274
6,596,706	7,090,159	6,265,994	6,439,236	4,652,883	4,756,182	11,031,496	11,650,675	7,622,531	8,423,422	3,587,904	3,650,547	6,588,686	6,164,880	251,723,621	265,784,348
96,705	102,036	111,468	79,833	...	...	189,331	181,512	...	...	...	...	97,953	76,263	2,970,888	2,866,545
6,693,411	7,192,195	6,377,462	6,519,069	4,652,883	4,756,182	11,220,827	11,832,187	7,622,531	8,423,422	3,587,904	3,650,547	6,686,639	6,241,143	254,694,509	268,650,893

Appendix

No. IV.

Statement showing the number of articles received at, and disposed of by, the Dead Letter Offices at Calcutta, Madras, Bombay, Allahabad, Lahore, Nagpur, Lucknow, Abu, Rangoon, Dinapur, and Karachi, during the years 1886-87 and 1887-88.

		Calcutta.		Madras.		Bombay.		Allahabad.		Lahore.		Nagpur.		Lucknow.		Abu.		Rangoon.		Dinapur.		Karachi.		Total.			
		Number.		Number.		Number.		Number.		Number.		Number.		Number.		Number.		Number.		Number.		Number.		Number.		Proportion.	
		1886-87.	1887-88.	1885-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1885-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88	1885-87.	1887-88.	1886-87.	1887-88.
Receive from Post Offices	Registered Articles	1,953	1,961	3,025	3,178	7,328	5.098	1,136	1,181	793	821	806	865	320	352	143	134	140	298	762	959	709	611	17,105	15,458	...	...
	Parcels	183	224	141	133	455	613	102	107	59	74	13	13	17	29	12	25	32	168	5	4	17	15	1,016	1,415	...	...
	Letters	644,445	618.937	254,087	241,443	511,084	488.069	398,541	360.881	242,782	225.206	88,679	83,597	88,599	92,883	105,490	73,587	32,760	77,530	178,112	170,654	90,633	68,553	2,635,212	2,531,343	...	...
	Newspapers	56,084	51.871	23,267	20.671	63,020	62.047	46,886	31.275	36,380	33,293	7.594	7,797	6,058	6,960	5,349	5,346	611	3,936	7,291	6,946	4,842	5.873	257,391	236,015	...	...
	Packets	26,282	27.850	7,595	7,513	8,038	19,211	1,146	6.379	8,938	12,296	123	98	1,711	1,812	474	741	74	2,151	3,161	2,949	1,752	1,211	60,164	82,314	...	...
	Total	728,947	730,953	288,085	272,938	580,803	575,141	447,811	399,826	288,952	271,690	97,215	92,370	96,705	102,036	111,468	79,833	33,617	84,083	189,331	181,512	97,953	76.263	2,970,888	2,866,545	76·86	75·83
Received from other Dead Letter Offices.	Registered Articles	1	...	...	...	308	400	23	...	29	26	18	30	17	18	7	4	...	9	99	113	10	16	602	616	...	...
	Parcels	...	...	...	...	5	104	1	...	...	...	3	2	...	...	3	3	...	...	8	7	1	1	21	117	...	...
	Letters	89,037	104,702	34,466	44.075	74,048	69.045	183,330	174,756	83,481	68,535	28,070	30,102	88,179	98,971	43,924	47,219	1,732	4,870	120,025	127,457	14,011	12,580	761,203	782,321	...	...
	Newspapers	31,952	25,213	4,450	4,104	30,319	27,569	10,251	12,269	15,571	17,222	676	576	2,488	3.002	704	361	3	71	1,776	1,322	257	176	98,556	91,885	...	...
	Packets	6,106	5,099	1,115	907	23,054	28 265	750	1,416	689	969	70	75	310	455	166	135	1	2	365	940	1,236	297	33,862	38,590	...	...
	Total	127,106	135.014	40,040	49,086	128,724	125,383	194,355	188,171	99,770	86,752	28,837	30,785	90,994	102,446	44,894	47,722	1,736	4,961	122,273	129,839	15,515	13,070	894,244	913,529	23·14	24·17
Total No. of Articles received in the Dead Letter Office		856,053	865,867	328,125	322,024	719,528	700,524	642,166	588,297	388,722	358,442	126,052	123,155	187,699	204,482	156,362	127,555	35,353	89,044	311,604	311,351	113,468	89,333	3,865,132	3,780,074	100	100
Deduct—Articles transferred to other Dead Letter Offices.	Registered Articles	185	215	158	168	607	90	175	73	57	36	27	8	34	26	37	3	25	103	33	38	6	8	1,284	768	...	...
	Parcels	5	46	7	10	16	11	2	28	7	6	2	2	2	14	4	2	...	70	1	...	1	3	47	192	...	...
	Letters	212,456	230.685	42,304	42,300	142,338	122.532	108,874	106,436	67,220	62,552	34,225	18.245	39,506	41,086	42,074	31,961	8,218	32,561	54,150	55,511	57,642	38,782	809,097	782,651	...	...
	Newspapers	11,969	12,468	15,003	13,859	55,762	56.157	24,577	19.362	10,716	7,294	5,630	5,765	4,564	4,861	4,652	5,018	276	2,817	5,855	5,393	3,373	4,384	142,377	137,318	...	...
	Packets	15,670	15.836	2,674	2.507	28,256	33,504	673	3,885	5,784	9,004	78	61	1,112	1,151	359	503	49	1,733	2,582	2,301	1,267	803	58,504	71,288	...	...
	Total	240,285	259,250	60,236	58,844	226,979	212.294	134,241	129,784	83,784	78,892	39,962	24,021	45,218	47,138	47,126	37,487	8,568	37,284	62,621	63,243	62,289	43,980	1,011,309	992,217	26·16	26·25
Balance remaining to be disposed of		615,768	606,617	267,889	263,180	492,549	488,230	507,925	458,513	304,938	279,550	86,090	99,134	142,481	157,344	109,236	90,068	26,785	51,760	248,983	248,108	51,179	45,353	2,853,823	2,787,857	73·84	73·75
Articles sent out by Dead Letter Offices. By re-direction or re-transmission to their Addressees.	Registered Articles	227	247	26	26	1,522	285	70	41	103	95	30	68	11	9	9	3	...	3	61	128	24		2,083	931	...	...
	Parcels	42	64	3	5	117	120	41	14	22	8	2	4	1	4	7	5	...	14	1	1	1	3	237	242	...	...
	Letters	41,720	41,733	21,290	12,723	97,652	88,254	114,536	58,599	40,340	28.877	7,711	10,724	13,709	15,287	48,056	24,105	2,777	7,209	16,152	19,519	7,304	8,376	411,337	315,406	...	...
	Newspapers	1,774	2,057	2,014	1.028	2,697	2.958	16,718	2,391	2,693	1,389	999	1,124	533	719	788	304	52	106	722	878	632	856	29,622	13,810	...	...
	Packets	2,582	2,629	780	665	1,520	3,233	328	1,480	2,025	1,590	56	56	406	400	150	168	4	25	451	440	440	342	8,742	11,028	...	...
	Total	46,345	46.730	24,113	14,447	103,508	94,850	131,693	62,525	45,183	31,959	8,798	11,976	14,660	16,419	49,010	24,585	2,833	7,357	17,387	20,966	8,491	9,603	452,021	341,417	15·84	12·25
By return to their senders	Registered Articles	1,407	1.350	2,291	2,567	4,008	3,843	484	661	445	492	569	665	138	125	69	87	78	160	570	727	500	443	10,559	11,120	...	...
	Parcels	84	87	44	33	43	237	15	31	18	34	3	2	5	2	2	13	12	27	1	1	4	3	231	470	...	...
	Letters	340,095	319.573	156,744	163,179	186,478	199,983	236,322	269,657	153,036	144,037	58.257	58,464	94,381	103,123	50,328	53,962	22,363	40,894	155,101	143,287	24,655	21,656	1,478,660	1,518,015	...	...
	Newspapers	73,683	62,559	10,709	9,888	34,814	30,443	14,813	20,457	38,326	41,622	1,617	1,544	3,383	4,382	703	385	286	1,084	2,372	1,997	[illegible]	694	181,541	175,055	...	...
	Packets	13,228	14,484	2,130	2,501	2,162	10.781	403	1,619	1,818	2,671	59	56	436	594	75	158	22	395	420	834	1,241	325	21,994	34,418	...	...
	Total	429,397	398,053	171,918	178,168	227,505	245,237	252,037	292,425	193,643	188,856	60,805	60.731	98,343	108,226	51,177	54,605	22,762	42,560	158,464	146,846	27,225	23,321	1,692,985	1,739,078	59·32	62·38
Articles undeliverable and deposited as dead.	Registered Articles	135	149	550	417	1,570	1,280	490	406	217	224	198	154	154	210	35	45	37	41	197	179	189	150	3,781	3.255	...	...
	Parcels	52	37	87	85	264	349	45	34	12	26	9	7	9	9	2	8	20	57	10	9	12	7	522	628	...	...
	Letters	138,311	161,648	68,125	67,316	139,564	148,345	122,139	100,948	65,667	58,375	16,556	26,266	29,182	32,358	8,956	10,778	1,134	1,745	72,734	79.794	14,952	12,119	697,321	697,592	...	...
	Newspapers	620	...	...	...	75	58	1,089	1,334	216	210	24	...	66	...	...	...	...	...	118	...	259	115	2,407	1,717	...	...
	Packets	908	...	3,076	2,747	54	61	492	841	...	...	...	...	67	122	56	47	...	...	73	314	40	38	4,786	4,170	...	...
	Total	140,026	161,834	71,858	70,565	161,536	148,093	124,195	103,563	66,112	58,735	16,787	26,427	29,478	32,699	9,049	10,878	1,201	1,843	73,132	80,296	15,453	12,429	708,817	707,362	24·84	25·37
GRAND TOTAL		615,768	606,617	267,889	263,180	492,549	488,230	507,925	458.513	304,938	279,550	86,090	99,134	142,481	157,344	109,236	90,068	26,785	51,760	248,983	248,108	51,179	45,353	2,853,823	2,787,857	100	100
Articles issued by Dead Letter Offices for delivery to the Addressees or Senders and returned as undeliverable.	Registered Articles	273	328	246	264	208	218	13	104	75	78	71	97	17	9	7	7	19	7	132	167	67	64	1.128	1,343	...	...
	Parcels	...	2	4	3	2	1	...	...	2	1	3	1	...	...	...	...	...	...	...	...	...	...	11	8	...	...
	Letters	47,490	39.794	27,791	27,405	29,705	28,992	27,181	26,188	15,922	16,160	8,517	6,734	4,347	5.032	7,698	8,110	809	1,248	28,536	27,333	2,554	2,437	200,550	189,433	...	...
	Newspapers	463	246	85	76	58	142	117	76	52	61	2	1	5	1	...	2	...	...	309	26	...	3	1,091	634	...	...
	Packets	351	234	56	103	13	18	2	11	17	39	...	...	2	1	1	...	...	...	76	18	...	3	518	427	...	...
	Tota	48,577	40,604	28,182	27,851	29,986	29,371	27,313	26,379	16,068	16,339	8,593	6,833	4,371	5,043	7,706	8,119	828	1,255	29,053	27,544	2,621	2,507	203,298	191,845	9·48	9·22

Appendix No. V.

Statement showing the Number of Ordinary Postage Labels of each denomination sold in each Postal Circle, and the Gross Value thereof, during the years 1886-87 and 1887-88.

Names of Postal Circles.	½-anna Postcards.	¾-anna Inland Reply Postcards.	1½-anna Foreign Post-cards.	3-anna Foreign Reply Post-cards.	½-anna Envelopes.	½-anna Envelopes, square.	1-anna Envelopes.	1-anna Envelopes, square.	2-anna Registration Envelopes, A size.	2-anna Registration Envelopes, B size.	4½-anna Envelopes.	½-anna Labels.	9-pie Labels.	1-anna Labels.	1½-anna Labels.	2-anna Labels.	3-anna Labels.	4-anna Labels.	4½-anna Labels.	6-anna Labels.	8-anna Labels.	12-anna Labels.	1-rupee Labels.	Gross Value.	Discount
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	R	R
Bengal	9,564,840	1,203,728	14,368	232	8,329,106	27,600	11,621	5,776	26,896	1,240	45,296	8,436,964	14,128	1,459,405	95,952	789,505	129,263	503,651	171,325	35,250	211,199	190	185,821	14,33,918	22,378
Madras	8,158,916	879,121	16,336	584	10,077,376	45,632	40,284	10,648	68,768	3,328	44,337	8,316,876	86,339*	1,226,423	70,441	733,890	119,323	363,283	106,557	32,248†	194,916	12	165,460	13,56,083	20,800
Bombay	14,044,483	857,113	23,636	416	13,287,481	29,152	14,944	6,304	24,000	2,926	35,579	7,866,753	84,552	1,174,401	104,171	475,067	281,607	401,709	192,942	48,954	180,041	642	258,414	16,46,061	25,482
North-Western Provinces	6,960,612	485,036	9,831	88	5,042,257	42,686	9,423	6,960	16,480	1,192	32,040	4,141,044	84,037	613,624	5,052	520,642	26,998	233,194	34,336	12,749	105,712	513	94,598	7,87,711	12,280
Punjab	6,169,888	819,008	12,832	136	5,554,448	46,800	26,920	9,528	21,328	1,048	45,796	2,886,671	92,328	612,157	5,430	332,207	38,746	242,331	48,014	9,243	121,824	36	105,796	7,43,575	11,595
Burma	202,133	13,659	4,352	120	977,000	13,424	8,192	5,960	3,280	480	17,961	1,505,186	20,639	308,948	8,954	113,996	43,693	150,195	42,229	13,067	76,978	...	118,037	3,52,860	5,359
Central Provinces	1,651,088	232,056	2,104	192	2,720,473	15,792	2,608	3,408	11,648	440	12,600	826,516	20,776	189,673	3,725	140,186	25,306	67,150	6,423	3,978	41,468	549	39,985	2,66,864	4,156
Oudh	1,282,784	96,584	1,952	40	1,042,726	7,776	832	856	2,880	232	7,312	752,671	19,428	120,939	1,736	90,537	7,320	55,865	9,773	1,756	15,683	94	13,840	1,42,721	2,219
Rajputana	959,700	152,864	845	32	2,263,958	5,392	1,888	912	3,680	248	4,752	494,479	7,521	79,621	2,544	60,021	7,767	39,725	5,537	5,961	27,450	24	25,782	1,76,113	2,912
Assam	585,008	99,536	2,464	152	786,240	5,936	2,128	1,120	4,304	256	7,520	765,316	...	160,843	729	76,753	7,313	79,748	7,592	1,820	48,556	49	42,578	1,72,987	2,687
Behar	1,716,255	243,280	2,232	344	2,325,364	10,000	1,931	1,728	5,808	488	10,877	1,126,848	3,786	187,813	4,157	193,087	7,510	78,823	5,675	3,973	36,200	52	37,054	2,62,987	4,095
Eastern Bengal	1,622,640	222,848	352	16	1,178,848	3,472	640	560	4,560	288	1,200	627,999	...	97,721	264	74,680	4,600	40,951	5,012	1,191	16,771	...	11,766	1,38,556	2,162
Central India	447,040	48,056	992	56	1,024,192	4,272	1,424	904	2,224	296	3,600	305,197	20,615	69,492	296	34,864	5,433	33,742	5,547	1,745	17,227	...	14,819	96,640	1,507
Sind	766,784	73,592	1,942	24	1,996,176	12,800	8,224	1,184	3,960	560	7,614	826,651	21,842	146,289	8,612	67,744	20,883	63,516	23,625	3,750	40,654	28	36,874	2,11,083	3,269
Total of 1887-88	**54,132,171**	**5,427,081**	**94,238**	**3,432**	**57,505,639**	**270,728**	**130,999**	**55,848**	**199,816**	**13,022**	**275,884**	**38,813,165**	**475,991***	**6,447,346**	**312,063**	**3,703,182**	**725,762**	**2,353,883**	**664,981**	**174,785†**	**1,134,679**	**2,180**	**1,150,764**	**77,88,759**	**1,20,901**
Total of 1886-87	46,543,879	5,411,243	87,269	3,248	55,520,019	487,050	133,931	108,716	161,536	8,400	281,001	37,478,947	393,639	6,092,338	282,425	3,594,115	619,123	2,518,829	419,354	196,406	1,020,441	776	1,018,410	72,91,738	1,13,180

* Includes 120 eight-pie labels.

† Includes 12 six-anna and eight-pie labels.

Gross value of ordinary postage labels sold as per Appendix X		R 71,97,513
Deduct.—Amount adjusted in Post Office Books for which returns have not been received from Superintendent of Stamps		8,130
		71,89,383
Add—Telegraph revenue realised in postage stamps	R 5,88,867	
Ordinary postage labels used by Presidency Banks and their branches in connection with Government Treasury business and adjusted under Government orders as Service labels	7,454	
Excess shewn by Superintendent of Stamps	2,752	
Difference in figures furnished by the Civil Account Department, and those by the Superintendent of Stamps and under reference	303	
		5,99,376
Gross value of ordinary stamps as per Appendix V		77,88,759
Discount as per Appendix X		77,88,759
Deduct—Amount on account of difference in figures furnished by the Civil Account Department and those by the Superintendent of Stamps and under reference	1,11,960	
	260	
	1,11,700	
Add—Discount on ordinary stamps affixed to Telegraph messages during 1887-88	9,201	
	1,20,901	
Discount as per Appendix V	1,20,901	

Appendix No. VI.

Statement showing the Number of Service Postage Labels of each denomination sold in each Postal Circle, and the Gross Value thereof, during the years 1886-87 and 1887-88.

Names of Postal Circles.	½-anna Post-cards.	9-pie Soldier's Envelopes.	½-anna Labels.	1-anna Labels.	2-anna Labels.	4-anna Labels.	8-anna Labels.	Gross Value.
	No.	No.	No.	No.	No.	No.	No.	R
Bengal	169,145	2,880	1,279,038	1,896,404	155,611	129,310	41,456	2,33,802
Madras	308,954	6,768	2,650,031	2,607,604	190,491	76,609	35,361	3,11,630
Bombay	102,069	12,320	1,797,858	3,298,997	287,920	142,234	61,230	3,66,803
North-Western Provinces	84,014	17,968	1,396,320	1,765,840	155,056	71,615	27,210	2,07,186
Punjab	135,324	23,024	964,435	2,697,475	169,785	171,223	107,832	3,20,049
Burma	19,124	1,600	253,352	480,862	26,133	12,307	2,772	46,294
Central Provinces	28,588	960	564,880	677,377	55,948	24,643	11,394	79,339
Oudh	22,432	13,152	314,461	446,732	35,770	20,354	8,062	52,408
Rajputana	3,264	...	114,536	104,364	8,799	2,580	966	12,381
Assam	33,696	...	128,884	306,856	15,058	8,612	3,484	29,510
Behar	24,986	3,440	393,718	435,507	23,506	6,526	1,403	45,373
Eastern Bengal	19,232	..	136,514	240,768	8,294	3,837	646	21,934
Central India	1,792	...	80,757	121,151	5,736	3,085	600	11,912
Sind	24,256	1,584	593,085	609,705	27,276	11,168	3,091	64,853
Total of 1887-88	**976,876**	**83,696**	**10,667,869**	**15,689,642**	**1,165,383**	**684,103**	**305,507**	**18,03,474**
Total of 1886-87	960,730	94,944	10,485,563	15,145,414	1,099,922	638,104	299,528	17,41,245

Gross value of Service postage labels as per Appendix X	R	R 18,11,058
Deduct—Ordinary postage labels used by Presidency Banks and their branches in connection with the Government Treasury business adjusted as Service labels	7,454	
Difference in figures furnished by the Civil Account Department and those by the Superintendent of Stamps and under reference	130	7,584
		18,03,474
Gross value of Service stamps as per Appendix VI		18,03,474

Appendix No. VII.

Statement showing the correspondence sent to, and received from, the District Post in each Postal Circle during the years 1886-87 and 1887-88.

Names of Postal Circles.	Articles received from the Imperial Post or from the District Post for delivery by the District Post.								Articles posted in the District Post for despatch to the Imperial Post or to the District Post.								Articles re-directed by the District Post to the Imperial Post undelivered.							
	Paid.					Unpaid.		Total.	Paid.					Unpaid.		Total.	Unpaid.					Unpaid.		Total.
	Money Orders.	Registered Articles.	Letters including Postcards.	Packets including newspapers.	Parcels.	Letters including Postcards.	Parcels and Packets including Newspapers.		Money Orders.	Registered Articles.	Letters including Postcards.	Packets including Newspapers.	Parcels.	Letters including Postcards.	Parcels and Packets including Newspapers.		Money Orders.	Registered Articles.	Letters including Postcards.	Packets including Newspapers.	Parcels.	Letters including Postcards	Parcels and Packets including Newspapers.	
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Bengal	25,764	16,224	883,668	94,926	4,446	190,074	4,836	1,219,938	48,624	10,350	872,700	10,776	1,194	176,214	936	1,120,794	1,086	1,068	13,278	2,886	558	22,383	510	41,769
Madras	26,607	92,880	1,634,800	81,490	6,691	398,461	3,860	2,244,789	8,791	13,657	709,088	10,286	570	139,258	406	882,056	1,423	16,660	30,837	1,710	426	57,429	508	109,002
Bombay	11,352	18,888	861,054	76,410	1,674	234,006	564	1,203,948	480	2,478	321,162	672	24	72,624	60	397,500	384	4,356	20,904	1,584	66	27,576	60	54,930
N.-W. Provinces	92,742	44,742	1,246,988	51,996	4,722	564,161	3,810	2,009,161	57,614	15,406	849,360	11,316	966	414,350	1,434	1,350,446	2,690	3,600	13,092	1,374	522	52,977	330	74,591
Punjab	28,141	44,315	607,465	8,906	2,117	244,398	1,360	936,702	2,125	9,258	276,054	3,027	167	146,515	222	437,368	570	4,529	11,978	725	168	26,649	203	44,822
Burma	1,520	3,25	102,930	19,565	1,172	87,235	918	216,596	6,168	2,539	89,571	2,539	410	72,502	222	173,942	30	48	3,287	349	60	8,059	27	11,860
Central Provinces	2,080	25,109	211,367	12,885	5,041	83,274	1,947	341,703	6,200	10,139	185,681	5,404	296	66,644	2,715	277,079	245	2,661	7,537	641	107	17,789	86	29,066
Oudh	82,375	17,310	378,680	7,726	2,948	286,509	926	776,474	3,778	1,695	114,488	876	72	141,602	468	262,979	1,044	755	6,003	164	24	20,578	30	28,598
Rajputana	306	3,468	44,400	4,418	120	10,134	60	62,906	504	966	28,122	2,592	12	6,774	24	38,994	24	372	558	228	24	1,164	6	2,376
Assam	5,133	1,924	140,484	30,351	1,020	44,596	1,680	225,194	3,654	1,260	126,502	2,510	228	40,896	354	175,404	180	138	4,555	1,410	84	9,000	264	15,631
Behar	31,746	13,296	304,452	23,334	1,764	211,482	2,004	588,078	21,690	6,816	316,026	4,866	588	231,996	414	582,396	2,628	1,692	7,650	492	150	38,658	144	51,420
Eastern Bengal	2,616	1,260	134,808	14,958	660	31,968	330	186,600	9,228	1,584	134,676	2,478	162	40,680	222	189,030	48	72	1,848	582	18	4,332	18	6,918
Total of 1887-88	310,382	282,672	6,551,090	426,865	32,375	2,386,298	22,301	10,012,089	168,856	76,139	4,02330	57,342	4,689	1,550,055	7,477	5887,988	10,352	35,966	121533	12,145	2,207	286,594	2,186	470,983
Total of 1886-87	259,043	268,458	6,184,953	431,905	25,432	2,539,974	24,056	9,733,821	137,726	73,188	3,574,128	64,644	4,890	1,487,191	7,179	5,348,946	8,087	35,437	119,124	13,089	1,793	289,070	1,612	468,212

Appendix No. VIII.

Statement showing the offences punishable by law committed by Post Office officials during the years 1886-87 and 1887-88.

	Number of ascertained cases of dishonesty on the part of the Post Office Employés.		Total.
	Number of legal convictions.	Number of cases departmentally punished.	
Bengal	17	13	30
Madras	26	8	34
Bombay	4	13	17
North-Western Provinces	18	2	20
Punjab	9	7	16
Burma	18	2	20
Central Provinces	15	6	21
Oudh	6	5	11
Rajputana	1	18	19
Assam	9	5	14
Behar	15	3	18
Eastern Bengal	6	...	6
Central India	1	...	1
Sind	3	...	3
Railway Mail Service	2	10	12
Total of 1887-88	150	92	242
Total of 1886-87	160	85	245

Appendix No. IX.

Statement showing the Staff of Officers, Clerks, and others of the Post Office Department in British India on the 31st March 1887 and 1888.

	Bengal.		Madras.		Bombay.		North-Western Provinces.		Punjab.		Burma.		Central Provinces.		Oudh.		Rajputana.		Assam.		Behar.		Eastern Bengal.		Central India.		Sind.		Railway Mail Service.		Total.	
	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.
Director General of the Post Office	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1
Deputy Director General of the Post Office	1	1	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1
Assistant Director General of the Post Office	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1
Assistant Director General, Railway Mail Service	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1
Assistant Director General, Foreign Post	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1
Comptroller, Post Office	1	1	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1
Deputy Comptroller, Post Office	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1
Assistant Comptroller, Post Office	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	14
Postmasters General and Deputy Postmasters General	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	...	...		
Superintendents, Probationers, Assistant Superintendents, and Inspectors of Post Offices and Railway Mail Service	52	57	41	52	22	27	55	51	32	32	11	16	11	12	13	12	10	10	10	10	18	18	8	9	7	7	8	7	54	60	352	380
Postmasters, including Deputy, Assistant, Sub and Branch Postmasters	818	809	650	678	703	619	675	685	519	506	93	110	229	228	226	228	125	136	155	160	327	333	187	226	105	109	89	88	...	...	4,001	4,915
Miscellaneous Agencies, such as School Masters, &c.	314	347	444	465	576	615	87	113	204	211	5	14	122	148	62	66	37	44	47	49	115	112	140	113	22	26	39	53	...	...	2 214	2,386
Clerks (English and Vernacular)	1,183	1,273	504	514	621	661	385	404	323	340	114	163	136	1551	112	116	81	81	93	98	157	173	103	105	52	55	62	59	1,416	1,406	5,242	5,603
Postmen and other Servants	1,641	1,662	1,277	1,299	1,376	1,445	1,850	1,893	799	862	208	263	404	403	263	262	225	224	120	120	343	351	249	260	147	146	167	148	497	513	9,566	9,851
Village Postmen	1,086	1,108	481	511	650	749	45	81	331	350	18	23	276	283	221	250	92	94	220	224	668	671	272	224	34	31	61	66	...	...	4,455	4,725
Road Establishment, consisting of Overseers, Runners, Clerks and Booking Agents Coachmen, Syces, Boatmen, Bearers and others	1,822	1,761	2,771	2,651	2,052	2,061	475	449	1,083	1,123	42	121	757	831	201	167	537	539	586	634	246	339	770	804	497	515	146	168	13	8	12,098	12,171
Combined Office.																																
Signallers	17	21	67	70	24	36	57	57	54	53	3	8	20	22	3	3	2	3	2	2	21	16	3	3	9	10	7	7	...	...	289	311
Clerks	2	2	1	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	5	4
Other Servants	43	44	76	81	33	36	63	59	45	46	11	17	24	24	3	3	2	2	13	14	15	15	5	3	9	6	6	5	...	...	348	355
Total	6,987	7,092	6,313	6,322	6,058	6,251	3,694	3,793	3,391	3,524	506	736	1,980	2,107	1,105	1,108	1,112	1,134	1,248	1,313	2,011	2,029	1,738	1,808	883	906	586	602	1,980	1,988	39,592	40,713

Appendix No. X.

Comparative Statement showing the Receipts and Charges of the Postal Department for the years 1886-87 and 1887-88.

HEADS OF RECEIPTS.	1886-87.	1887-88.	Increase.	Decrease.
POSTAL SERVICE.	R	R	R	R
*Postage realized in Cash and Commission.**				
Bengal	5,57,872	5,80,134	22,262	...
Madras	3,00,584	3,22 359	21,775	...
Bombay	3,59,492	3,66,925	7,433	...
North-Western Provinces	3,71,112	4,00,031	28,919	...
Punjab	2,41,817	2,49,305	7,488	...
Burma	1,35,146	1,86,738	51,592	...
Central Provinces	1,35,046	1,44,055	9,009	...
Oudh	95,655	1,01,541	5,886	...
Rajputana	71,645	72,284	639	...
Assam	80,917	83,949	3,032	...
Behar	1,95,742	2,01,688	5,946	...
Eastern Bengal	1,16,837	1,19,236	2,399	...
Central India	61,632	63,522	1,890	...
Sind	88,538	76,309	...	12,229
TOTAL	28,12,035	29,68,076	1,68,270	12,229
Sale of Ordinary Postage Stamps.				
Bengal	8,74,937	8,39,203	...	35,734
Madras	12,59,291	13,55,374	96,083	...
Bombay	15,36,624	16,45,790	1,09,166	...
North-Western Provinces	7,41,561	7,87,711	46,150	...
Punjab	7,06,279	7,43,316	37,037	...
Burma	2,86,595	3,58,168	71,573	...
Central Provinces	2,46,812	2,66,864	20,052	...
Oudh	1,31,776	1,42,721	10,045	...
Rajputana	1,60,773	1,76,113	15,340	...
Assam	1,71,379	1,72,987	1,608	...
Behar	2,52,615	2,62,987	10,372	...
Eastern Bengal	1,30,244	1,38,556	8,312	...
Central India	93,834	96,640	2,806	...
Sind	2,09,858	2,11,083	1,225	...
TOTAL	68,02,578	71,97,513	4,30,669	35,734
Deduct—Discount on sale of Postage Stamps	1,05,729	1,11,960	6,231	...
NET TOTAL	66,96,849	70,85,553	4,24,438	35,734
Sale of Service Postage Stamps.				
Bengal	2,38,433	2,39,675	1,242	...
Madras	2,93,115	3,12,302	19,187	...
Bombay	3,54,912	3,67,673	12,761	...
North-Western Provinces	2,03,515	2,07,186	3,671	...
Punjab	3,08,313	3,20,049	11,736	...
Burma	37,189	46,458	9,269	...
Central Provinces	77,463	79,339	1,876	...
Oudh	49,115	52,408	3,293	...
Rajputana	11,979	12,381	402	...
Assam	27,896	29,510	1,614	...
Behar	46,316	45,378	...	938
Eastern Bengal	23,051	21,934	...	1,117
Central India	12,552	11,912	...	640
Sind	65,303	64,853	...	450
TOTAL	17,49,152	18,11,058	65,051	3,145

* This includes (*a*) Commission realised on issue of Money Orders and other Money Order receipts.
(*b*) Commission realised on sale of British Postal Orders.
(*c*) Postage on privileged publications.
(*d*) Forfeited India Postal Notes and commission on India Postal notes.

Appendix No. X—*continued.*

HEADS OF RECEIPTS.	1886-87.	1887-88.	Increase.	Decrease.
POSTAL SERVICE.—*contd.*	R	R	R	R
Steam Postage due by the London Post Office.				
Bombay	2,76,995	2,72,133	...	4,862
Payments by Colonial and Foreign Administrations.				
Bombay	12,600	8,861	...	3,739
TOTAL	2,89,595	2,80,994	...	8,601
Miscellaneous.				
Bengal	16,482	15,159	...	1,323
Madras	14,732	17,673	2,941	...
Bombay	9,082	7,497	...	1,585
North-Western Provinces	22,779	6,812	...	15,967
Punjab	10,216	18,398	8,182	...
Burma	3,543	3,872	329	...
Central Provinces	2,254	2,538	284	...
Oudh	765	1,237	472	...
Rajputana	914	2,625	1,711	...
Assam	1,131	1,911	780	...
Behar	1,645	1,442	...	203
Eastern Bengal	594	1,637	1,043	...
Central India	1,515	717	...	798
Sind	1,139	1,396	257	...
TOTAL	86,791	82,914	15,999	19,876
TOTAL POSTAL SERVICE.				
Bengal	16,87,724	16,74,171	...	13,553
Madras	18,67,722	20,07,708	1,39,986	...
Bombay	25,49,705	26,68,879	1,19,174	...
North-Western Provinces	13,38,967	14,01,740	62,773	...
Punjab	12,66,625	13,31,068	64,443	...
Burma	4,62,473	5,95,236	1,32,763	...
Central Provinces	4,61,575	4,92,796	31,221	...
Oudh	2 77,311	2,97,907	20,596	...
Rajputana	2,45,311	2,63,403	18,092	...
Assam	2,81,323	2,88,357	7,034	...
Behar	4,96,318	5,11,495	15,177	...
Eastern Bengal	2,70,726	2.81,363	10,637	...
Central India	1,69,533	1,72,791	3,258	...
Sind	3,64,838	3,53,641	...	11,197
TOTAL	1,17,40,151	1,23,40,555	6,25,154	24,750
Deduct—Discount on sale of Postage stamps	1,05,729	1,11,960	6,231	...
NET TOTAL	1,16,34,422	1,22,28,595	6,18,923	24,750
DEDUCT—				
Amount due to the London Post Office.				
Bombay	5,22,903	5,54,320	31,417	...
Payments to Colonial and Foreign Administration.				
Bombay	28,929	8,920	...	20,009
TOTAL	5,51,832	5,63,240	31,417	20,009

Appendix No. X.—*continued.*

Heads of Receipts.	1886-87.	1887-88.	Increase.	Decrease.
	R	R	R	R
Postal Service—*contd.*				
Net Amount.				
Bengal	16,87,724	16,74,171	...	13,553
Madras	18,67,722	20,07,708	1,39,986	...
Bombay	19,97,873	21,05,639	1,07,766	...
North-Western Provinces	13,38,967	14,01,740	62,773	...
Punjab	12,66,625	13,31,068	64,443	...
Burma	4,62,473	5,95,236	1,32,763	...
Central Provinces	4,61,575	4,92,796	31,221	...
Oudh	2,77,311	2,97,907	20,596	...
Rajputana	2,45,311	2,63,403	18,092	...
Assam	2,81,323	2,88,357	7,034	...
Behar	4,96,318	5,11,495	15,177	...
Eastern Bengal	2,70,726	2,81,363	10,637	...
Central India	1,69,533	1,72,791	3,258	...
Sind	3,64,838	3,53,641	...	11,197
Total	1,11,88,319	1,17,77,315	6,13,746	24,750
Deduct—Discount on sale of Postage stamps	1,05,729	1,11,960	6,231	...
Net Amount	1,10,82,590	1,16,65,355	6,07,515	24,750
Non-Postal Branches.				
Bullock Train.				
Punjab	1,37,343	1,04,861	...	32,482
Passenger Service.				
Bengal	550	...	...	550
North-Western Provinces	72	...	...	72
Punjab	1,99,416	2,05,900	6,484	...
Assam	360	...	...	360
Central India	5,300	5,220	...	80
Total	2,05,698	2,11,120	6,484	1,062
Total of Non-Postal Branches.				
Bengal	550	...	...	550
North-Western Provinces	72	...	...	72
Punjab	3,36,759	3,10,761	...	25,998
Assam	360	...	...	360
Central India	5,300	5,220	...	80
Total	3,43,041	3,15,981	...	27,060

Appendix No. X.—*continued.*

Heads of Charges.	1886-87.	1887-88.	Increase.	Decrease.
	R	R	R	R
Postal Service—*contd.*				
Fixed Establishment and Charges.				
Director General of the Post Office	1,15,966	1,23,800	7,834	...
Comptroller, Post Office	2,82,066	2,97,349	15,283	...
Bengal	11,39,474	11,66,387	26,913	...
Madras	8,80,808	8,69,869	...	10,939
Bombay	12,26,849	12,31,575	4,726	...
North-Western Provinces	7,13,393	7,18,677	5,284	...
Punjab	5,80,909	5,84,631	3,722	...
Burma	2,13,073	2,91,700	78,627	...
Central Provinces	3,09,999	3,18,068	8,069	...
Oudh	1,67,407	1,70,672	3,265	...
Rajputana	1,84,340	1,98,611	14,271	...
Assam	2,55,402	2,81,037	25,635	...
Behar	3,24,379	3,25,645	1,266	...
Eastern Bengal	2,23,167	2,34,964	11,797	...
Central India	1,20,021	1,21,013	992	...
Sind	1,33,918	1,36,540	2,622	...
Railway Mail Service	7,18,153	7,30,602	12,449	...
Total	75,89,324	78,01,140	2,22,755	10,939
Miscellaneous and Contingencies.				
Director General of the Post Office	54,402	50,445	...	3,957
Comptroller, Post Office	17,275	16,771	...	504
Bengal	(a) 712 (e) 15 1,85,188 (c) 1,692 (k) 391	41 180 1,87,369 1,512 ...	1,104	...
Madras	(a) 53 (f) 26,819 81,525 (c) 572 (e) 760	246 25 073 79 197 1,450 ...	...	3,763
Bombay	(r) 29,436 2,12,376 (a) 33 (f) 1,440 (c) 2,527 (d) 34,595	... 1,18,778 65 89,213 14,749 25,965	...	31,637
North-Western Provinces	(a) 2,152 77,807 (c) 4,796 (f) 333	3,721 77,412 100 49	...	3,806
Punjab	58,070 (c) 825 (g) 851	61,010 1,875 212	3,351	...
Burma	32,072 (c) 332 (e) ...	56,092 1,460 6,896	32,044	...
Central Provinces	50,310 (a) 59 (c) —19	38,729 ... —355	...	11,976
Oudh	17,814 (a) ...	15,395 12	...	2,407
Rajputana	(c) 50 27,209 (a) 2 (e) 192	—442 24,454 ... 1,482	...	1,959
Assam	(c) 700 28,524	220 22,883	...	6,121
Behar	(a) 432 32,775 (c) 3	15 31,959 ...	...	1,236

(a) Law Charges.
(c) Compensation for Loss of Insured Parcels.
(d) Special train hire.
(e) Payments to State Railways.
(f) Haulage of Sorting Carriages.
(g) Camp of Exercise.
(k) Miscellaneous State Railway Payments.
(r) Exchange on Continental Money Orders.

Appendix No. X—*continued.*

Heads of Charges.	1886-87.	1887-88.	Increase.	Decrease.
	R	R	R	R
POSTAL SERVICE—*contd.*				
Miscellaneous and Contingencies—continued.				
Eastern Bengal	25,332	27,105	2,173	...
	(c) —400	...		
Central India	11,894	10,456	...	1,549
	(c) 111	...		
Sind	(c) 1,400	300	...	11,102
	(t) 2	...		
	24,118	14,118		
Railway Mail Service	(a) ...	670	77,001	...
	(c) 5,03,137	5,08,170		
	2,50,306	3,32,609		
	(f) 10,000	38,154		
	(d) 9,623	5,331		
	(k) 34,867	...		
TOTAL	18,55,490	18,91,146	1,15,673	80,017
Mail-cart (after deducting charges for Passenger Service).				
Bengal	8,172	12,904	4,732	...
Madras	18,227	22,693	4,466	...
Bombay	29,725	39,318	9,593	...
North-Western Provinces	35,077	31,956	...	3,121
Punjab	97,397	68,770	...	28,627
Burma	200	4,135	3,935	...
Central Provinces	28,212	29,279	1,067	...
Oudh	5,615	3,693	...	1,922
Rajputana	4,813	...	...	4,813
Assam	6,568	3,709	...	2,859
Behar	480	544	64	...
Central India	73	—504	...	577
Sind	14,618	14,406	...	212
Railway Mail Service	70	...	...	70
TOTAL	2,49,247	2,30,903	23,857	42,201
Bounty Money.				
Bengal	56	27	...	29
Madras	2,150	3,271	1,121	...
Bombay	2,294	2,387	93	...
Burma	453	384	...	69
TOTAL	4,953	6,069	1,214	98
Construction and Repairs of Post Office Buildings.				
Bengal	12,974	13,844	870	...
Madras	190	201	11	...
Bombay	1,415	530	...	885
North-Western Provinces	1,613	947	...	666
Punjab	265	1,100	835	...
Burma	6	791	785	...
Central Provinces	1,022	1,143	121	...
Oudh	616	600	...	16
Rajputana	...	26	26	...
Assam	2,451	1,709	...	742
Behar	2,817	1,310	...	1,507
Eastern Bengal	3,946	5,671	1,725	...
Central India	75	31	...	44
Sind	245	519	274	...
Railway Mail Service	252	404	152	...
TOTAL	27,887	28,826	4,799	3,860

(t) Pishin Field Force Charge.
(a) Law Charges.
(c) Compensation for Loss of Insured Parcels.
(d) Special train hire.
(e) Payments to State Railways.
(f) Haulage of Sorting Carriage.
(k) Miscellaneous State Railway Payments.

Appendix No. X—*concluded.*

Heads of Charges.	1886-87.	1887-88.	Increase.	Decrease.
	R	R	R	R
POSTAL SERVICE—*concluded.*				
Total Postal Service.				
Director General of the Post Office	170,368	1,74,245	3,877	...
Comptroller, Post Office	2,99,341	3,14,120	14,779	...
Bengal	13,48,674	13,82,264	33,590	...
Madras	10,11,104	10,02,000	...	9,104
Bombay	15,40,690	15,22,580	...	18,110
North-Western Provinces	8,35,171	8,32,862	...	2,309
Punjab	7,38,317	7,17,598	...	20,719
Burma	2,46,136	3,61,458	1,15,322	...
Central Provinces	3,89,583	3,86,864	...	2,719
Oudh	1,91,452	1,90,372	...	1,080
Rajputana	2,16,606	2,24,131	7,525	...
Assam	2,93,645	3,09,558	15,913	...
Behar	3,60,886	3,59,473	...	1,413
Eastern Bengal	2,52,045	2,67,740	15,695	...
Central India	1,32,174	1,30,996	...	1,178
Sind	1,74,301	1,65,883	...	8,418
Railway Mail Service	15,26,408	16,15,940	89,532	...
TOTAL	97,26,901	99,58,084	2,96,233	65,050
NON-POSTAL BRANCHES.				
Bullock Train.				
Punjab	1,50,881	1,52,872	1,991	...
Passenger Service.				
Bengal	550	...	...	550
North-Western Provinces	72	...	...	72
Punjab	1,99,416	2,05,900	6,484	...
Assam	360	...	...	360
Central India	5,300	5,220	...	80
TOTAL	2,05,698	2,11,120	6,484	1,062
Subsidy Payments.				
Bengal to British India Steam Navigation Company	4,56,977	4,60,767	3,790	...
Bombay to Euphrates and Tigris do. do.	42,114	29,087	...	13,027
Burma to Irrawaddy Flotilla Company	39,052	42,052	3,000	...
TOTAL	5,38,143	5,31,906	6,790	13,027
TOTAL NON-POSTAL BRANCHES.				
Bengal	4,57,527	4,60,767	3,240	...
Bombay	42,114	29,087	...	13,027
North-Western Provinces	72	...	...	72
Punjab	3,50,297	3,58,772	8,475	...
Burma	39,052	42,052	3,000	...
Assam	360	...	...	360
Central India	5,300	5,220	...	80
TOTAL	8,94,722	8,95,898	14,715	13,539

Appendix

Comparative Abstract of Receipts and Charges of the

Post Office Revenue.	1886-87.	1887-88.	1886-87.	1887-88.
	R	R	R	R
I.—Postal Service.				
Cash Receipts—				
Postage on Letters, Newspapers and Parcels	14,52,485	14,47,654		
Receipts on account of Money Orders	13,65,031	15,22,551		
Ditto ditto Postal Notes	1,376	...		
Ditto oitto British Postal Orders	454	506		
	28,19,346	29,70,711		
Deduct—				
Refund of Postage collections	7,304	2,631		
Ditto Money Order commission	7	4		
	7,311	2,635		
Sale of Postage Stamps, ordinary (gross value)			28,12,035	29,68,076
Ditto ditto, service			68,02,578	71,97,513
Miscellaneous Receipts (i. e., *sale of waste paper, &c.*)			17,49,152	18,11,058
Fees for Window Delivery Tickets	8,512	8,206		
Other petty receipts	78,895	76,273		
	87,407	84,479		
Deduct—Refund of Window Delivery Tickets	204	...		
Ditto petty receipts	412	1,565		
	616	1,565		
Deduct—			86,791	82,914
Amount of Foreign Postage due to London			1,14,50,556	1,20,59,561
Payments to Colonial and other Foreign Administrations	2,45,908	2,82,187		
	16,329	59		
			2,62,237	2,82,246
Total			1,11,88,319	1,17,77,315
II.—Non-Postal Branches.				
Bullock Train collections	1,37,343	1,04,901		
Deduct—Refund of Bullock Train collections	...	40		
Mail-cart, Parcel Van and Passenger service	1,93,488	1,99,900	1,37,343	1,04,861
Contribution from Native States	11,300	11,220		
Miscellaneous contributions	910	...		
			2,05,698	2,11,120
Total	...	..	3,43,041	3,15,981
III.—Receipts not shown in Post Office Accounts, but credited to Post Office Finance and Revenue Accounts.				
* District Post collections, including Zamindari dâk receipts in Bengal			47,420	48,666
GRAND TOTAL			1,15,78,780	1,21,41,962

* With the exception of R48,666 the assets of the district post are not shown as Post Office Revenue, but are credited in the Finance and Revenue Accounts under the head "No. VI Provincial Rates."

No. XI.

Postal Department during the years 1886-87 and 1887-88.

Post Office Expenditure.		1886-87.	1887-88.	1886-87.	1887-88.
		R	R	R	R
I.—Postal Service.					
Salaries and Establishment.					
Chief Office, Calcutta.	Director-General's Office, Salaries	78,877	86,853		
	Comptroller's Office,	38,909	33,996		
	Establishment	2,80,247	3,00,299		
Presidency and District Offices.	Postmasters General, Deputy Postmasters General, and Assistant Director-General, R. M. S., Salaries	...			
	Presidency Postmasters, Superintendents and Inspectors, Salaries	1,92,792	1,88,870		
	Establishment	7,18,066	7,32,035		
Conveyance of Mails.	Road Establishment	52,02,206	54,04,708		
	Ferry "	9,46,785	9,15,360		
	Steam Service Contract	3,040	3,147		
	Boat Establishment	35,600	48,500		
	Railway Charges	25,387	18,251		
Post Office, Miscellaneous.	Printing Establishment	18,290	17,896		
		49,125	51,225		
Miscellaneous and Contingent charges.				75,89,324	78,01,140
Chief Office, Calcutta.	Temporary Establishment	5,692	8,777		
	Office Expenses	60,150	47,868		
	Travelling Expenses	5,835	10,571		
Presidency and District Offices.	Experimental and Temporary Establishment	26,468	23,771		
	Office Expenses	4,59,548	5,38,262		
	Travelling Expenses	3,60,325	3,42,690		
Conveyance of Mails.	Road Establishment, Temporary	6,083	3,335		
	Contingent Road Charges	53,411	55,000		
	Payments to P. and O. Company	17,239	15,267		
	Boat Establishment, Contingencies	912	1,240		
	Special Train hire	35,847	31,100		
	Payments to State Railways	5,48,985	5,11,593		
	Payments to Guaranteed Railways	1,29,497	1,58,012		
Post Office, Miscellaneous.	Printing, Miscellaneous	63,661	89,293		
	Other Miscellaneous charges	52,401	54,367		
	Loss by Exchange on Overland Continental Money Orders	29,436	..		
				18,55,490	18,91,146
Conveyance of Mails.	Mail Cart (after deducting Passenger Van Service). — Mail Cart Establishment and Charges	4,54,945	4,42,023		
	Deduct Mail Cart and Parcel Van Passenger Service	2,05,698	2,11,120		
				2,49,247	2,30,903
	Bounty Money	...	...	4,953	6,069
Post Office, Miscellaneous.	Construction and repair of Post Offices	..	...	27,88	28,826
Discount on Sale of ordinary Stamps		...	...	1,05,729	1,11,960
Total		...	...	98,32,630	1,00,70,044
II.—Non-Postal Branches.					
Conveyance of Mails.	Bullock Train Establishment and Charges	...	...	1,50,881	1,52,872
	Mail cart and Parcel Van Passenger Service	...	...	2,05,698	2,11,120
	Subsidy to B. I. and other S. N. Companies	...	...	5,38,143	5,31,906
Total		...	...	8,94,722	8,95,898
III.—Charges not dealt with in the Postal Department, but debited to Post Office in Finance and Revenue Accounts.					
* District Post Establishments, including Zemindari Dâks in Bengal		...	...	11,99,695	11,53,819
Stores from England		...	...	4,91,252	4,99,400
Payments under Postal arrangements with Lords of the Treasury		...	...	6,80,000	6,50,000
Exchange on charges in England		...	...	4,40,470	4,82,990
Total		...	...	28,11,417	27,86,209
GRAND TOTAL		...	...	1,35,38,769	1,37,52,151

* The entire charges of the District Post, managed by the local Postal Authorities subject to the orders of the Local Governments, are debited against the Post Office in the Finance and Revenue Accounts, while no corresponding credit is given to the Post Office for District Post Assets.

Appendix

Accounts showing the Gross Revenue, Cost of Management, and Net Revenue, &c.,

[NOTE.—The financial figures in this table do not include either receipts or disbursements

Year.	Postage Revenue Proper.			Miscellaneous cash receipts.	Total receipts.	Net receipts after deduction of postage due to foreign countries.	Net receipts deducting also official postage.	Disbursements.	Excess of receipts.	Deficit, if official postage be not reckoned as a receipt.	Proportion of postage revenue proper realised in cash.	Postal tacles at the of each
	Sale of stamps to public.	Official postage.	Cash on unpaid and insufficiently paid letters, &c.									Post Offices.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
	R	R	R	R	R	R	R	R	R	R		No.
1853-54	...	24,71,176	19,92,870	55,584	45,19,630	45,19,630	20,48,454	24,37,209	20,82,421	3,88,755	...	...
1854-55 (estimated)	...	13,00,000	22,72,910	...	35,72,910	32,86,910	19,86,910	27,39,376	5,47,534	7,52,466	...	645
1855-56	8,52,750	16,20,662	7,72,744	60,300	33,06,456	32,11,186	15,90,524	29,44,501	2,66,685	13,53,977	...	753
1856-57	8,70,610	18,62,006	9,94,934	1,69,710	38,97,260	37,12,850	18,50,844	29,03,289	8,09,561	10,52,445	...	779
1857-58	8,53,500	18,53,210	8,25,284	1,75,470	37,07,464	36,03,024	17,49,814	35,92,848	10,176	18,43,034	...	810
1858-59	11,98,870	25,25,189	12,26,002	1,93,230	51,43,291	49,40,141	24,14,952	35,20,092	14,20,049	11,05,140	...	835
1859-60	14,49,040	27,47,012	12,35,683	92,260	55,23,995	53,39,245	25,92,233	37,37,911	16,01,334	11,45,678	...	852
1860-61	15,99,349	23,84,734	12,23,860	83,860	52,91,803	51,19,013	27,34,279	38,60,798	12,58,215	11,26,519	...	889
1861-62	17,59,920	28,68,833	12,54,826	62,760	59,46,339	56,73,679	28,04,846	37,99,755	18,73,924	9,94,909	...	942
1862-63	18,93,089	31,92,983	13,30,874	56,555	64,73,501	62,13,665	30,20,682	37,37,535	24,76,130	7,16,853	...	1,011
1863-64	21,00,107	35,58,546	14,43,410	35,588	71,37,651	67,65,591	32,07,045	38,76,162	28,89,429	6,69,117	...	1,091
1864-65	22,80,090	40,20,822	14,67,745	53,970	78,22,627	74,37,401	34,16,579	39,30,579	35,06,822	5,14,000	...	1,191
1865-66	24,46,105	50,08,003	14,91,707	47,600	89,93,415	85,67,271	35,59,268	41,88,625	43,78,646	6,29,357	...	1,538
1866-67 (11 months)	23,18,930	26,56,260	13,96,468	49,336	64,20,994	60,21,873	33,65,613	40,29,481	19,92,392	6,63,868	...	1,738
1867-68	25,42,261	23,09,839	15,32,952	63,128	64,48,180	60,84,446	37,74,607	47,54,940	13,29,506	9,80,333	...	2,205
1868-69	28,59,802	27,55,016	16,25,976	44,204	72,85,018	68,60,720	41,05,704	53,70,201	14,90,519	12,64,497	...	2,589
1869-70	26,90,557	28,87,627	16,13,383	67,550	72,59,117	68,16,010	39,28,383	55,96,779	12,19,231	16,68,396	...	2,629
1870-71	27,95,220	42,39,124	17,80,090	56,424	88,70,858	79,82,895	37,43,771	51,77,567	28,05,328	14,33,796	...	2,736
1871-72	28,94,628	34,95,569	18,57,037	46,820	82,94,054	78,34,332	43,38,763	50,97,695	27,36,637	7,58,932	...	2,884
1872-73	29,70,417	10,63,847	18,86,960	1,08,779	60,30,003	55,16,109	44,52,262	52,32,689	2,83,420	7,80,427	31·86	3,006
1873-74	31,44,210	10,54,294	19,06,351	88,107	61,92,962	55,78,656	45,24,362	54,21,251	1,57,405	8,96,889	31·23	3,178
1874-75	33,77,668	10,82,570	20,25,126	38,974	65,24,338	59,48,732	48,66,162	55,70,868	3,77,864	7,04,706	31·23	3,408
1875-76	35,98,306	11,44,901	21,28,245	36,382	69,07,834	63,35,301	51,90,400	56,39,310	6,95,991	4,48,910	30·97	3,631
1876-77	37,13,288	12,06,884	21,80,904	37,183	71,38,259	66,38,656	54,81,772	57,87,667	9,00,989	3,05,895	30·71	3,852
1877-78	41,22,910	12,86,136	22,44,948	53,845	77,07,839	72,97,171	60,11,035	60,82,704	12,14,467	71,669	29·33	4,107
1878-79	45,00,924	12,63,017	20,91,107	42,720	78,97,768	74,72,592	62,09,375	65,57,308	9,15,284	3,47,733	26·62	4,392
1879-80	48,37,899	13,48,874	20,47,289	63,822	82,97,884	79,89,726	66,40,852	68,93,435	10,96,291	2,52,583	24·86	4,410
1880-81	48,83,567	13,41,149	25,11,030	53,384	87,89,130	85,33,595	71,92,446	74,14,125	11,19,470	2,21,679	28·74	4,521
1881-82	43,91,285	13,88,929	31,36,104	98,800	90,15,118	87,04,259	73,15,330	79,58,765	7,45,494	6,43,435	35·17	4,819
1882-83	44,50,471	14,90,802	33,77,402	53,297	93,71,972	91,06,935	76,16,133	85,49,226	5,57,709	9,33,093	36·24	5,310
1883-84	47,92,161	15,72,756	35,24,817	57,835	99,47,569	96,62,300	80,89,544	89,42,790	7,19,510	8,53,246	35·64	5,479
1884-85	50,24,334	16,17,614	35,87,102	43,620	1,02,72,670	99,89,669	83,72,055	90,72,350	9,17,319	7,00,295	35·07	6,488
1885-86	64,08,218	17,19,768	26,88,929	96,317	1,09,13,232	1,06,05,220	88,85,452	94,26,282	11,78,938	5,40,830	24·86	6,849
1886-87	66,96,849	17,49,152	28,12,035	86,791	1,13,44,827	1,10,82,590	93,33,438	97,26,901	13,55,689	3,93,463	24·98	7,097
1887-88	70,85,553	18,11,058	29,68,076	82,914	1,19,47,601	65,355	98,54,297	99,58,084	17,07,271	1,03,787	25·02	7,263

Column 2.—These figures represent the net proceeds of the sale of ordinary postage stamps after deducting the sale discount.

Column 3.—The great differences observable in this column are due mainly to changes of system in the treatment of official correspondence, which was charged at full letter rates up to 1865-66, at the same rates as ordinary corespondence (letters and newspapers, &c.), from that year on to 1872-73, after which a low privileged rate of 1 anna for each letter not exceeding 10 tolas (about 4 oz.) was conceded, thus reducing immensely the postage income.

Column 8.—The figures in this column are useful, as shewing the revenue undisturbed by the changes of system in respect of official correspondence explained in the note referring to column 3.

No. XII.

of the Post Office Department in India from 1853-54 to 1887-88.

on account of conveyance of passengers or any of the Non-Postal Branches.]

Recep-open end year.	Village Postmen.	Postal Lines.					Total Number of articles given out for delivery.						Articles finally undelivered after passing through the Dead Letter Offices.		Number of registered periodicals at the end of each year.	European Letters.		Indian share of loss upon subsidy to the P. & O. Co., *i. e.*, of subsidy after deduction of sea postage receipts.
Letter-Boxes.		Railway.	Mail-cart, horses, camels, &c.	Runner or boat lines.	Steamer Services, Sea and River.	Total mileage.	Letters. *	Newspapers.	Parcels.	Packets.	Money Orders.	Total.	Number.	Percentage on total in column 26.		Sent to Europe by P. & O. Co.'s steamers.	Received from Europe by P. & O. Co.'s steamers.	
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)
No.	No.	Miles.	Miles.	Miles.	Miles.	Miles.	No.	No.	No.	No.	No.	No.	No.		No.	No.	No.	£
							Three digits omitted in these five columns.											
...	...	...	...	...	...	...	17,260	1,824	296	93	...	19,473						
...	...	...	6,127	24,467	...	30,594	26,392	2,629	463	133	...	29,618						
...	...	146	5,697	30,470	...	36,313	29,503	3,133	477	172	...	33,286						
...	...	No information available for this year.					33,863	3,772	492	173	...	38,302						
...	...	273	5,508	31,152	...	36,933	37,453	5,272	533	177	...	43,441						
...	...	532	5,766	33,232	...	39,530	45,743	6,326	625	243	...	52,938						
...	...	711	5,862	32,765	...	39,338	42,637	5,262	564	268	...	48,733						
...	...	1,046	5,740	36,784	...	43,570	42,981	4,652	563	292	...	48,490						
...	...	1,798	4,722	39,034	...	45,554	42,347	4,229	561	321	...	47,459						
...	...	2,382	5,247	34,318	5,137	47,084	44,246	4,558	556	341	...	49,702						
...	...	2,473	5,156	33,853	5,137	46,619	46,907	4,648	556	349	...	52,462						
...	...	2,904	5,319	33,320	5,332	46,875	51,069	4,917	591	391	...	56,968						
...	...	3,275	4,967	33,311	5,444	46,997	54,797	5,134	579	402	...	60,913						
...	...	3,658	4,851	33,976	5,444	47,929	54,057	4,825	562	403	...	59,849						
...	...	3,995	5,140	34,930	5,613	49,678	62,567	5,411	651	525	...	69,154						
...	...	4,235	5,460	34,973	5,613	50,281	68,891	5,773	699	623	...	75,987						
1,422	...	4,433	5,333	35,498	5,613	50,877	76,867	6,165	764	736	...	84,534	...	...	...	...	...	73,110
1,608	...	4,993	4,175	36,911	6,184	52,263	77,303	6,565	694	1,127	...	85,689	...	...	...	...	...	69,150
1,885	...	5,063	4,278	35,929	6,367	51,637	80,636	6,840	675	1,409	...	89,561	...	...	430	...	...	68,110
3,299	...	5,368	3,915	33,406	6,367	49,056	83,127	7,928	653	1,448	...	93,157	...	...	478	...	...	61,072
3,554	...	5,738	4,003	32,947	11,928	54,616	98,531	8,762	605	1,336	...	109,235	1,035,440	·94	542	...	...	54,770
3,938	1,463	6,138	4,226	31,847	13,687	55,898	104,353	9,365	792	1,608	...	116,119	922,001	·79	610	...	...	57,170
4,447	1,695	6,549	4,176	32,632	13,687	57,044	107,576	9,423	851	1,618	...	119,470	781,487	·66	633	...	...	53,125
5,454	1,950	6,938	4,323	33,422	13,687	58,370	110,051	9,880	990	1 619	...	122,541	691,261	·56	644	(a) 2,678,592	(a) 2,548,795	66,685
5,574	2,242	7,338	3,781	33,157	13,687	57,963	115,089	10,999	909	1,827	...	128,826	667,170	·51	683	2,626,264	2,978,519	70,749
6,167	2,601	8,123	3,269	32,875	13,687	57,954	118,599	10,276	998	2,023	...	131,899	635,901	·48	...	2,862,213	2,873,819	71,051
6,426	2,702	8,606	3,042	32,284	14,308	58,240	128,567	11,251	1,074	2,085	...	142,977	658,068	·46	...	3,021,980	3,035,403	88,160
6,720	2,833	9,455	3,020	31,977	14,308	58,760	143,538	11,942	1,080	2,105	...	158,666	673,108	·43	...	2,797,421	3,138,473	71,051
7,190	3,241	9,745	3,303	32,321	14,308	59,677	153,093	12,527	1,152	2,387	2,645	171,804	621,451	·36	...	3,243,047	3,170,123	70,000
7,936	3,670	9,901	3,648	33,135	14,520	61,204	165,553	14,076	1,312	3,113	2,566	186,620	578,606	·31	...	3,272,930	3,176,926	70,000
3,426	3,843	10,631	3,580	34,805†	14,520†	63,536	179,480	15,848	1,286	3,691	3,035	203,340	608,967	·29	...	3,336,127	3,251,652	70,000
8,731	4,039	11,632	4,049	34,482	10,725	60,888	193,513	17,507	1,338	4,425	3,550	220,333	639,399	·29	...	3,531,071	3,429,865	70,000
9,056	4,253	11,862	4,227	35,281	11,117	62,487	211,983	20,342	1,476	5,119	4,163	243,083	672,076	·28	...	3,668,270	3,310,681	68,000
9,386	4,455	12,710	3,933	35,729	11,683	64,055	225,811	21,607	1,580	5,752	4,821	259,571	708,817	·27	...	3,752,148	3,633,664	68,000
9,704	4,725	14,043	3,963	36,471	12,483	66,560	238,692	21,833	1,621	6,740	5,512	274,398	707,362	·26		4,411,729	4,427,507	68,000

Column 12.—The figures in this column show the proportion of the cash collections in column 4 to the total postal revenue of columns 2, 3, and 4. The comparison commences with the year 1872-73, when the official postage rate was reduced (see note on column 3) and the whole collected in stamps.

Columns 21 to 26.—Three digits are omitted from the figures in these columns.

Columns 27 and 28.—These figures caunot be given prior to 1873-74, owing to a difference in the system of statistical record.

Column 29.—The registration of newspapers only commenced in the year 1871-72 and ended in 1877-78.

(*a*) Revised so as to include letters to Gibraltar, Malta and places east of Suez.

* Including post-cards from 1879 80.

† 1,712 miles of lines under this head have in 1884-85 been included in column 19.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXVII OF 1888-89.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 17th December, 1887. Total.	Receipts for week ending 17th December, 1887. Per mile open.	Total mean length open.	Receipts for week ending 15th December, 1888. Total.	Receipts for week ending 15th December, 1888. Per mile open.	Total Receipts from 1st April to 17th December, 1887. Total.	Total Receipts from 1st April to 17th December, 1887. Per mile open per week.	Total Receipts from 1st April to 15th December, 1888. Total.	Total Receipts from 1st April to 15th December, 1888. Per mile open per week.	Total Increase in 1888-89.	Total Decrease in 1888-89.
	State Lines worked by Companies.		R	R		R	R	R	R	R	R	R	R
Last 9 days of Dec., 1888	East Indian	1,514	9,66,066	638	1,514	9,14,208	604	3,14,40,304	561	3,00,28,115	536	...	14,12,189
29th Dec., 1888	Rajputana-Malwa (a)	1,664	3,36,157	202	1,664	3,54,000	213	1,10,03,554	178	1,25,89,433	204	15,25,879	...
Last 9 days of Dec., 1888	Sindia	75	9,945	133	75	5,897	79	3,16,722	114	2,48,725	90	...	67,997
Ditto	Patna-Gya	57	10,343	181	57	7,915	138	3,61,776	171	3,47,549	164	...	14,227
22nd Dec., 1888	Bengal-Nagpur (b)	186	30,204	162	225	41,218	183	8,87,905	128	10,17,298	147	1,29,393	...
Last 9 days of Dec., 1888	Dildarnagar-Ghazipur	12	1,145	95	12	920	77	33,392	75	32,189	73	...	1,203
22nd Dec., 1888	Mysore	140	9,372	67	140	12,070	80	3,07,251	71	4,20,353	81	59,102	...
22nd ditto	Southern Mahratta (c)	765	55,395	72	854	70,379	82	22,76,590	85	27,75,971	88	4,99,381	...
8th ditto	Indian Midland	...	(d)	...	...	(d)	...	(e) 1,15,120	76	(f) 4,50,677	92	3,35,557	...
22nd ditto	Cuddapah-Nellore	83	3,547	43	83	4,469	54	34,810	31	1,75,502	57	1,40,692	...
15th ditto	Bareilly-Pilibhit	36	1,834	51	36	2,502	70	61,360	46	60,705	40	...	595
15th ditto	Lucknow-Sitapur-Sihramau	105	5,161	49	105	5,858	56	1,41,621	36	1,78,079	46	36,458	...
	TOTAL	4,637	14,29,169	308	4,705	14,19,436	298	4,71,00,405	276	4,83,30,056	269	12,30,251	...
	State Lines worked by Government.												
22nd Dec., 1888	North-Western (g)	2,433	5,30,058	218	2,415	5,17,759	214	1,45,07,508	175	1,80,08,608	202	35,01,100	...
22nd ditto	Wardha Coal	45	15,802	351	45	20,334	452	4,60,029	280	5,67,148	341	97,519	...
22nd ditto	Bengal Central	125	10,773	86	125	12,230	98	4,79,258	104	5,12,455	111	33,197	...
22nd ditto	Eastern Bengal Railways (h)	645	2,28,783	355	673	2,32,120	345	68,83,394	288	75,99,715	305	7,16,321	...
22nd ditto	Nalhati	27	1,502	55	27	1,706	66	62,750	62	70,460	70	7,710	...
22nd ditto	Tirhoot	259	35,371	137	273	28,400	104	11,95,937	129	11,43,762	117	...	52,175
22nd ditto	Burma	333	51,843	156	441	61,211	139	20,24,677	104	20,75,190	143	50,513	...
22nd ditto	Jorhat	28	1,307	49	31	1,551	51	38,001	38	44,128	43	5,107	...
15th ditto	Cherra-Companyganj	7	201	27	7	228	30	06,505	34	5,857	20	...	3,508
	TOTAL	3,902	8,70,600	225	4,037	8,75,929	217	2,56,71,479	187	3,00,27,323	204	43,55,844	...
	Lines worked by Guaranteed Companies.												
22nd Dec., 1888	Madras	831	1,53,311	184	840	1,69,860	202	58,05,690	187	59,98,349	193	1,92,659	...
22nd ditto	South Indian	654	86,575	132	654	1,11,207	170	36,31,584	140	39,13,181	162	2,81,597	...
22nd ditto	Great Indian Peninsula	1,504	7,30,041	485	1,504	8,13,288	541	2,73,04,762	488	2,82,23,758	508	9,18,996	...
29th ditto	Bombay, Baroda and Central India	461	2,16,365	469	461	2,51,000	544	83,85,246	488	85,72,068	503	1,86,822	...
22nd ditto	Oudh and Rohilkhand	693	1,48,340	214	692	1,25,197	181	45,28,038	178	47,27,096	185	1,99,058	...
	TOTAL	4,143	13,34,638	322	4,151	14,70,642	354	4,96,55,320	322	5,14,34,452	335	17,79,132	...
GRAND TOTAL (GUARANTEED AND STATE)		12,682	36,40,407	287	12,943	37,65,707	291	12,24,27,204	265	12,97,92,431	270	73,65,227	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	6,38,00,420	138	7,03,33,917	146	...	...
NET RECEIPTS		...	...	...	...	...	...	5,86,26,784	127	5,94,58,514	124	8,31,730	...
	Assisted Companies.												
22nd Dec., 1888	Bengal and North-Western	376	32,765	87	376	33,720	90	14,07,876	100	16,08,289	116	2,00,413	...
Last 9 days of Dec., 1888	Tarakeshwar	22	3,590	162	22	4,136	186	1,85,088	225	1,90,857	232	5,769	...
15th Dec., 1888	Rohilkhand-Kumaun	67	3,955	59	67	4,126	62	2,37,185	90	2,58,947	104	21,762	...
15th ditto	Dibru-Sadiya	78	7,401	95	78	7,594	97	2,98,950	103	3,14,088	109	15,138	...
	TOTAL	543	47,720	88	543	49,576	91	21,29,099	105	23,72,181	118	2,43,082	...
	Native States.												
29th Dec., 1888	The Nizam's Guaranteed Company	208	26,958	130	310	39,729	128	11,15,608	144	11,88,852	109	73,244	...
29th ditto	The Gaekwar's	59	2,938	50	59	2,220	38	1,10,570	50	93,694	43	...	16,876
29th ditto	The Gaekwar's Mehsana-Vadnagar	21	755	36	25	800	32	25,996	33	30,889	40	4,893	...
22nd ditto	Bhavnagar-Gondal-Junagarh-Porbandar	193	15,844	82	209	23,036	110	6,91,870	96	7,21,946	98	30,076	...
22nd ditto	Morvi	68	2,088	31	68	2,940	43	1,00,434	40	1,20,839	48	20,405	...
29th ditto	Jodhpore	124	7,670	62	124	6,300	51	2,38,639	52	2,40,459	52	1,820	...
	TOTAL	673	56,253	84	795	75,025	94	22,83,117	91	23,96,679	84	1,13,562	...

(a) Includes the Cawnpore-Achnera State Railway.
(b) Includes the Katni-Umaria State Railway.
(c) Includes the Bellary-Kistna State Railway.
(d) Return not received.
(e) Total receipts from 1st April to 10th December, 1887.
(f) Total receipts from 1st April to 8th December, 1888.
(g) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(h) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.

CALCUTTA,
The 10th January, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Under-Secretary.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and prospects of the Crops.

Madras.—*For week ending 5th January, 1889.*—Rainfall slight in North Arcot, none elsewhere. More rain wanted in parts of Ganjam, Vizagapatam, Kurnool, Salem, and Coimbatore. Standing crops generally good. Damaged by insects, disease or excessive rain in parts of South Arcot, Chingleput, Tinnevelly and Coimbatore, withering in Ganjam, Kurnool, and three taluks of Coimbatore. Pasture generally sufficient, except in parts of Salem and Coimbatore. Agricultural operations progressing. No material fluctuations in prices. General prospects favourable, except in Ganjam and Coimbatore. Over 21,300 labourers last week on Rushikulya works, Ganjam.

Bombay.—*For week ending 9th January, 1889.*—Late crops in Khandesh, in parts of Nasik, Ahmednagar, and Upper Sind Frontier, in one taluka of Poona and five of Sholapur, and *jowari* in four talukas of Bijapur, suffering for want of moisture. Cotton in four talukas of Bijapur, *jowari* in two talukas of Belgaum, exotic cotton in seven, and wheat in two talukas of Dharwar, and late crops generally in two talukas of Satara, blighted. Standing crops otherwise good, except those in two talukas of Surat, and wheat in Broach. Opium crop in Baroda good. Cotton-picking continues in Guzerat. Fodder scarce in parts of Broach, Khandesh, Nasik, Bijapur, Katthiawar, and Baroda. Agricultural stock poor in three talukas of Nasik and Ahmednagar, and in parts of Katthiawar. Scarcity of drinking-water in parts of Khandesh, Nasik, and Baroda. Prices rising in Nasik.

Bengal.—*For week ending 8th January, 1889.*—No rain has fallen throughout the Province during the week. The winter rice harvest is almost over, and nowhere, except in limited portions of the Patna, Bhagalpore, and Rajshahye Divisions, is the outturn reported to be less than eight annas of an average crop. In the extreme north of Durbhanga and Mozufferpore and in the Dhaka thana of Chumparun, the failure of the rice crop has been complete. Prospects of the *rabi* crops are generally fair and promising, except in the affected tracts in the Patna Division, in parts of Chota Nagpore, and also in the Pubna district. A fall of rain now would do much good in Behar and Chota Nagpore. Sugarcane is a good crop. Poppy and tobacco crops are progressing satisfactorily, the weather being very favourable. Spring rice is doing well. Latest report regarding affected tracts in the Patna Division shows that the grain supply is everywhere sufficient, but that prices have risen in Mozufferpore, Durbhanga, and Chumparun; that attendance on relief works in Chumparun and Mozufferpore is increasing; and that there is as yet no necessity for giving charitable relief.

N. W. P. and Oudh.—*For week ending 9th January, 1889.*—Weather clear. Rain much wanted. *Rabi* being irrigated. Poppy promises well. Sugarcane-pressing in progress. Supplies ample. Prices on the whole steady, but rising in places. Condition of cattle satisfactory.

Punjab.—*For week ending 9th January, 1889.*—No rain during the week. Prices are unsettled in Peshawar, rising in Rawalpindi, stationary in other districts. *Rabi* sowings completed. Watering of crops in progress in Lahore. Rain is now wanted throughout the Province for the *rabi* crops, but most urgently in the Delhi Division. Crops are reported as suffering for want of rain in parts of Umballa and Amritsar. Stock cattle healthy. Fodder sufficient, except in Sialkot, Dera Ismail Khan, and in parts of Mooltan and Rawalpindi. The opium crops are in good condition in Amritsar.

Central Provinces.—*For week ending 9th January, 1889.*—Weather clear. Prospects unchanged. Winter crops below average in northern districts owing

to insufficient rain. Prospects elsewhere favourable. Linseed injured by insects in Bilaspur. Cattle in fair condition. Fodder sufficient.

Burma.—*For week ending 5th January, 1889.*—No rain fell during the week. Crop prospects remain generally favourable, but in Thayetmyo the rice crop is very short. The price of paddy has fallen in the Pegu, Thayetmyo, Amherst, Tavoy, Sagaing, Lower Chindwin, and Minbu Districts, and has risen in Tharrawaddy. Elsewhere prices are stationary.

Assam.—*For week ending 9th January, 1889*—Weather cold. Rianfall *Nil.* Reaping of cold-weather rice still continues. Mustard being gathered in some districts. Prospects of other crops good.

Mysore and Coorg.—*For week ending 9th January, 1889.*—In Mysore no rain. Standing crops in good condition. Harvesting nearly completed and sowing operations commenced in parts. Prospects and outturn favourable. Prices slightly risen in parts.

Weather favourable for paddy harvest in Coorg. Rainfall slight.

Berar and Hyderabad.—*For week ending 9th January, 1889.*—Picking of cotton and cutting of other *kharif* crops completed in some districts. *Rabi* crops thriving. Agricultural stock good. Fodder insufficient in some districts. No marked change in the price of food grains.

No rain in Hyderabad. *Rabi* crops thriving. Sowing of *tabi* crops continues. Scarcity of fodder still felt. Prices stationary.

Central India.—*For week ending 9th January, 1889.*—Unfavourable report regarding condition of standing crops and probable outturn in Western Malwa, but agricultural prospects are entered as fair instead of good. No other changes of importance.

Rajputana.—*For week ending 9th January, 1889.*—Agricultural operations satisfactory. Standing crops thriving. Prospects of harvest good. Agricultural stock good. Pasturage or fodder sufficient, except in Kherwara and parts of Jeypore. Prices steady generally. Opium and cotton satisfactory.

Nepal.—*For week ending 3rd January, 1889.*—No rain. Weather chilly and foggy. Wheat progressing.

E. C. BUCK,
Secretary to the Government of India.

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE FIRST-QUARTER OF 1888.

No. 0102 R. T., dated Calcutta, the 28th December 1888.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Public Works Department Resolution No. 933 R.T., dated the 27th August 1883.
" " " " 840 R.T., " 9th September 1884.
" " " " 810 R.T., " 8th September 1885.
" " " " 902 R.T., " 11th September 1886.
" " " " 1106 R.T., " 19th September 1887.
" " " " 866 R.T., " 20th August 1888.

Read also—

Director General of Railways' No. 316 (Statistical), dated the 27th November 1888, forwarding the Abstract Returns of Accidents to Trains, &c., on the open lines of Railways in India for the quarter ending 31st March 1888, together with Reports of the Inspecting Officers upon certain accidents which were enquired into.

OBSERVATIONS.—As compared with the average of the five corresponding previous quarters, the number of accidents to trains, rolling-stock, permanent-way, &c., shows an increase of 92, or 14·67 per cent., with an increase of 2,741 miles, or 23·74 per cent., in the mean mileage open, and of 1,776,755 miles, or 16·02 per cent. in the train mileage. The following are the railways on which the more important fluctuations occurred :—

Railways.	Accidents.					Train mileage.	
	No. of accidents.	Increase.	Decrease.	Percentage of increase.	Percentage of decrease.	Percentage of increase	Percentage of decrease.
Rajputana-Malwa . . .	63	...	11	...	14·86	9·51	...
Southern Mahratta . . .	72	61	...	554·54	...	343·50	...
North-Western	113	..	16	...	12·40	22·16	...
Eastern Bengal	109	24	...	28·24	...	29·58	...
Madras	55	15	...	37·50	...	12·31	...
Great Indian Peninsula . .	18	...	43	...	70·49	4·57	...
Oudh and Rohilkhand . .	31	18	...	138·46	...	29·12	...

2. On the Rajputana-Malwa Railway the number of accidents from "Trains running over cattle on the line" decreased from 29 to 22, while under "Collisions between goods trains, or parts of goods trains" there were 6 accidents against *nil*.

3. On the Southern Mahratta Railway there were increases under most of the heads, but there was an increased train mileage run in consequence of the increase in the open mileage. The number of accidents was larger by 61, having risen from 11 to 72, an increase of 554·54 per cent. against an increase of 304·64 per cent. in the open mileage, and of 343·50 per cent. in the train mileage. Out of this total of 72 accidents, 35 are recorded under "Trains running over cattle on the line" and 15 under "Fire in trains."

4. On the North-Western Railway fluctuations are noticed chiefly under "Goods trains, or parts of goods trains, engines, &c., leaving the rails" 17 against 9; "Trains running over cattle on the line" 14 against 27; and "Fire in trains" 6 against 23.

5. On the Eastern Bengal Railway, the increase in the number of accidents was nearly in the same ratio as the increase in the train mileage. Of the total increase, *viz.*, 24, 12 cases occurred under "Trains running over cattle on the line" and 5 under "Goods trains, or parts of good trains, engines, &c., leaving the rails."

6. On the Madras Railway the number of "Goods trains, or parts of goods trains, engines, &c., leaving the rails" was exceptionally large, being 24 against 4.

7. On the Great Indian Peninsula Railway there was a decrease of 43 accidents. Of these, 11 were under "Goods trains, or parts of goods trains, engines, &c., leaving the rails," and 14 under "Fire in trains," the rest being distributed over the other classes.

8. On the Oudh and Rohilkhand Railway, where the total number of accidents rose from 13 to 31, the difference was pretty evenly distributed over all heads.

9. The casualties resulting from accidents to trains, &c., were among passengers and others, 1 killed and 10 injured, against 1 killed and 17 injured, and among servants, 3 killed and 15 injured, against 2 killed and 8 injured. Of the total casualties, 10 passengers and 1 servant were injured in a collision which took place between a down train and an up train on the Eastern Section of the Eastern Bengal State Railway. On the Northern Section of the same Railway on the 26th January 1888, one Railway servant was killed and 3 others injured in an accident which occurred to a down goods train while running across the Bowrah Bridge, where a rail had been removed for repairs. The engine, tender, and 5 trucks fell from the bridge to the ground, a distance of about 15 feet. On the 24-25th March 1888 an accident occurred on the Bengal-Nagpur line, causing the death of a Railway servant and extensive injury to the rolling stock and permanent-way; in spite of a careful enquiry, the cause of this accident has not been conclusively cleared up. A detailed report of both these accidents is appended to the returns.

10. On the Rajputana-Malwa Railway 3 servants were injured by a collision which took place between two goods trains on the 13th February 1888 at Charkhi Dádri, 34½ miles from Rewari, owing to the carelessness of the driver of the up goods, who ran through the station disregarding the signals against him.

11. The following table exhibits the number of accidents under the different classes, and the number of persons killed and injured thereby.

		Average of corresponding quarters of 5 previous years.	First-quarter, 1888.					Total all classes.	
			No.	Number of passengers and others.		Number of servants.			
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Collisions between passenger trains, or parts of passenger trains	2	1	...	...	...	...	...	...
2	Collisions between passenger trains and goods, or mineral trains, engines and vehicles standing foul of the line	11	19	...	10	...	2	...	12
3	Collisions between goods trains, or parts of goods trains	18	24	...	...	1	4	1	4
4	Collisions between light engines	2	3	...	...	...	...	...	...
5	Passenger trains, or parts of passenger trains leaving the rails	18	28	...	...	...	...	...	...
6	Goods trains, or parts of goods trains, engines, &c., leaving the rails	59	92	...	...	1	4	1	4
7	Trains, or engines travelling in the wrong direction through points	14	18	...	...	...	1	...	1
8	Trains running into stations or sidings at too high a speed	4	5	...	...	...	1	...	1
9	Trains running over cattle on the line	210	245	...	...	...	...	...	...
10	Ditto over obstructions on the line	26	29	1	...	...	...	1	...
11	Ditto through gates at level-crossings	13	9	...	...	..	1	...	1
12	The bursting of boilers of engines	...	4	...	...	...	...	...	...
12(a)	The bursting of tubes, &c., of engines	16	20	...	...	...	...	...	...
13	The failure of machinery, springs, &c., of engines	52	51	...	...	...	...	...	...
14	Ditto of tyres	1	2	...	...	...	...	...	...
15	Ditto of wheels	...	...	...	...	...	...	...	..
16	Ditto of axles	8	11	...	...	...	...	...	...
17	Ditto of brake apparatus	...	...	...	...	...	...	...	...
18	Ditto of couplings	34	31	...	...	...	...	...	...
19	Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	..	...
20	Broken rails	8	8	...	...	...	...	...	...
21	The flooding of portions of permanent-way	1	4	...	...	...	...	...	...
22	Slips in cuttings or embankments	1	4	...	...	...	...	...	...
23	Fire in trains	67	39	...	...	...	...	...	...
24	Fire at stations, or involving injury to bridges or viaducts	8	12	...	...	...	...	...	...
25	Other accidents	51	60	...	...	1	2	1	2
	1888	...	719	1	10	3	15	4	25
	Total { Average of corresponding quarters of 5 previous years	...	627	1	17	2	8	3	25

12. The principal variations occurred under "Passenger trains, or parts of passenger trains leaving the rails," 28 against 18; "Goods trains, or parts of goods trains, engines, &c., leaving the rails," 92 against 59; "Trains running over cattle," 245 against 210; and "Fire in trains," 39 against 67.

13. The increase under "Passenger trains, or parts of passenger trains, leaving the rails" was chiefly due to the number of accidents recorded on the Southern Mahratta Railway being 4 against *nil;* on the North-Western Railway, 7 against 2; and on the Dibru-Sadiya Railway, 5 against 2.

14. Of the 92 cases of "Goods trains, or parts of goods trains, engines, &c., leaving the rails," 17 occurred on the North-Western Railway; 11 on the Eastern Bengal; 24 on the Madras; and 8 on the Dibru-Sadiya.

15. The cattle accidents were very numerous on the Eastern Bengal and Southern Mahratta Railways, being 54 and 35, respectively. The South Indian Railway comes next, with 24 accidents of the same class.

16. The number of cases of "The bursting of tubes, &c., of engines" and "The failure of machinery, springs, &c., of engines," was the largest on the North-Western Railway, being 14 and 16, or 70·00 and 31·37 per cent. of the totals, respectively.

17. The number of cases of "Fire in trains" shows a decrease from 67 to 39, of which 15 occurred on the Southern Mahratta Railway; 6 on the North-Western; and 5 on the Great Indian Peninsula. The two last-mentioned Railways show decreases of 17 and 14 accidents under this head, respectively.

18. Out of 60 accidents, classed as "Other accidents," 22 were recorded on the Bombay, Baroda and Central India Railway.

19. The casualties to passengers from causes other than accidents to trains, &c., were :—

Cause of accident.	1st Quarter, 1888.		Average of corresponding quarters of 5 previous years.	
	Killed.	Injured.	Killed.	Injured.
From falling between carriages and platforms	1	1	1	2
Falling on to the platform, ballast, &c., when getting into or out of trains.	5	6	2	3
Whilst crossing the line at stations	1	...	1	...
By closing of carriage doors	...	1	...	...
Falling out of carriages during the travelling of trains	1	19	3	13
Other accidents	1	6	3	5
Total	9	33	10	23

20. The accidents to servants in the employ of Railways, or of Contractors, whilst performing duties connected directly with the transit of passengers and goods from causes other than accidents to trains, &c., were as follows :—

Cause of accident.	1st Quarter, 1888.		Average of corresponding quarters of 5 previous years.	
	Killed.	Injured.	Killed.	Injured.
During shunting operations	15	12	4	11
Falling off engines, vans, wagons, &c.	5	17	2	8
Coming in contact with overbridges, &c., during the travelling of trains	...	1	...	1
Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines	2	2	...	1
Getting on or off trains, engines, &c.	2	9	4	10
Whilst loading, unloading or sheeting	...	16	2	15
Whilst braking, spragging, or choking wheels	...	1	...	2
Whilst working at cranes or capstans	...	3	...	3
Whilst working on the permanent-way or in sidings	9	13	1	4
Whilst walking along the line on the way home, or to work	1	...	...	1
Whilst walking, crossing, or standing on the line	6	6	7	6
Whilst passing between vehicles	...	3	2	1
Whilst attending to the machinery of engines, cleaning them, &c.	...	7	1	3
Whilst attending to gates at level-crossings	1	3	1	1
Falling, or being caught between vehicles and platforms	2	...	1	...
Falling off ladders, scaffolds, platforms, &c.	2	6	...	2
By falling of lamps, wagon doors, timber, weights, &c.	1	3	1	6
Whilst coupling or uncoupling wagons	1	4	2	7
Miscellaneous	5	34	4	22
Total	52	140	32	104

21. Of other persons killed and injured by running trains, &c., 4 were killed and 2 injured whilst passing over the line at level-crossings; 32 were killed and 18 injured whilst trespassing on the line; 4 committed suicide, and 1 was injured in attempting to commit suicide; and 8 were killed and 2 injured from miscellaneous causes.

22. The following table shows the total number of persons killed and injured from causes connected with the working of trains, as compared with the average of the corresponding quarters of five previous years:—

	1st Quarter, 1888.		Average of corresponding quarters of 5 previous years.	
	Killed.	Injured.	Killed.	Injured.
Passengers.				
From causes beyond their own control	...	17	1	17
From misconduct or want of caution	9	26	10	22
Servants.				
From causes beyond their own control	13	29	3	12
From misconduct or want of caution	42	126	32	101
Others.				
Whilst passing at level-crossings	4	2	4	2
Trespassers, including suicides	36	19	33	7
Other persons	8	2	1	4
Total	112	221	84	165
Total open mileage	14,285¾		11,544¾	
Total train mileage	12,864,966		11,088,211	

23. In addition to the above, 18 persons are reported to have been killed and 33 injured in station yards, workshops, &c., and 157 persons to have died in carriages and at stations from causes unconnected with the working of trains.

24. A tabulated statement has been added to the returns, comparing the accidents on Indian Railways with those on English Railways. It will be observed that the number of minor accidents in 1887 was greater on Indian Railways, but that the casualties amongst passengers compare favourably with those recorded against English lines.

25. In Public Works Department Circular No. IV Railway, dated the 24th April 1888, the Government of India decided to publish for general information, in addition to the quarterly returns of accidents, a complete report, similar to that rendered by the Inspecting Officers to the Board of Trade, of any important accident which might occur. In accordance with this order, detailed reports of two serious accidents are appended to the present returns.

Resolution.—It is satisfactory to notice that the increase in the number of accidents to trains, rolling-stock, permanent-way, &c., generally compares favourably with the increase of mileage open and of train-mileage, as contrasted with the average of the five corresponding preceding quarters.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioner of the Central Provinces, Burma and Assam.
The Resident at Hyderabad.
The Agents to the Governor General for Central India, Rajputana and Baluchistan.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Central Division.

Order.—Ordered that this Resolution be communicated, for information, to the Local Governments, Administrations and Officers noted on the margin.

Ordered also that copies be forwarded for the information of Her Majesty's Government.

Ordered further, that this Resolution, with the Abstract Returns, be published in the Supplement to the *Gazette of India*.

By order,

M. C. BRACKENBURY, *Major, R.E.*,

Under Secretary.

Documents accompanying.

Abstract Returns of Accidents on Indian Railways for the first quarter of 1888, together with Reports of the Inspecting Officers upon certain accidents which were enquired into.

TABLE No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported during the First Quarter of 1888 as KILLED or INJURED on the several RAILWAYS open for Traffic in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former Classes, between ACCIDENTS happening from Causes beyond their own Control, and ACCIDENTS happening otherwise.

Mean mileage open.	RAILWAYS.		Passengers. From Causes beyond their own Control.		Passengers. From their own Misconduct or want of Caution.		Passengers. Total.		Railway Servants, or Servants of Contractors. From Causes beyond their own Control.		Railway Servants. From their own Misconduct or want of Caution.		Railway Servants. Total.		Other Persons. Whilst passing over Railways at Level-Crossings.		Other Persons. Trespassers and Suicides.		Other Persons. Miscellaneous, not included in preceding columns.		Other Persons. Total.		Total all Classes.	
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	STATE IMPERIAL.																							
(a)1,675¾	East Indian ...	Average for 5 corresponding previous quarters.	...	6	4	8	4	14	1	4	5	23	6	27	...	...	13	2	1	1	14	3	24	44
(b)1,680		1888	...	...	2	7	2	7	9	14	4	17	13	31	1	...	10	2	2	...	13	2	28	40
(c)1,528	Rajputana-Malwa ...	Average for 5 corresponding previous quarters.	...	...	1	2	1	2	...	1	3	5	3	6	...	...	1	1	...	...	1	1	5	9
(d)1,685½		1888	...	4	1	4	1	8	...	4	1	11	1	15	...	1	4	...	2	...	6	1	8	24
145	Bengal-Nágpur ..	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
114		1888	...	...	...	1	...	1	1	...	...	...	1	...	...	...	1	1	...	...	1	1	2	2
118½	Mysore ...	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...
139¾		1	...	...	...	...	...	...	...	...	..	1	...	1	...	...	...	...	...	...	...	...	...	1
210	Southern Mahratta ...	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	..	...	...	1	...	1	...	...	...	1	...	...	...	1	...	2
(e)849¾		1888	...	...	...	...	...	...	...	1	2	3	2	4	1	...	3	...	..	...	4	...	6	4
...	Indian Midland ...	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
104		1888	...	...	...	...	...	...	...	...	...	3	...	3	...	...	...	...	...	...	...	...	...	3
(f) 1,864	North-Western ...	Average for 5 corresponding previous quarters.	1	2	3	4	4	6	1	2	6	12	7	14	1	1	4	1	...	...	5	2	16	22
2,465¾		1888	...	1	4	4	4	5	...	...	10	12	10	12	...	...	4	2	...	...	4	2	18	19
45	Wardha Coal ...	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
45		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1		1	...
7½	Katni-Umaria ...	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
37		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL.																							
1	Lucknow-Sitapur-Sihrámau ...	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
105		1888	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	1	...	...	..	1	1	1
(g) 640½	Eastern Bengal Railways	Average for 5 corresponding previous quarters.	...	...	1	2	1	2	...	...	2	4	2	4	...	...	3	1	...	...	3	1	6	7
801		1888	...	10	...	...	...	10	1	5	3	15	4	20	1	...	3	3	...	...	4	3	8	33
27½	Nalháti	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27½		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
199¾	Tirhoot	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	1	...	...	...	1	...	...	1	...	...	...	1	...	1	1
259		1888	...	...	...	...	...	...	...	...	1	...	1	...	...	...	1	...	...	...	1	...	2	...
255¼	Burma	Average for 5 corresponding previous quarters.	...	...	...	1	...	1	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	3
333		1888	...	...	...	2	...	2	...	...	1	3	1	3	...	...	...	4	...	...	...	4	1	9
12	Jorhát	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30½		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	Cherra-Companyganj	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7½		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...
	GUARANTEED COMPANIES.																							
855	Madras	Average for 5 corresponding previous quarters.	...	2	...	...	...	2	...	...	2	6	2	6	...	1	1	...	...	...	1	1	3	9
841		1888	...	...	...	...	...	...	...	...	5	5	5	5	...	...	...	...	2	1	2	1	7	6
654¼	South Indian	Average for 5 corresponding previous quarters.	...	...	...	1	...	1	...	...	2	9	2	9	1	...	1	...	...	1	2	1	4	11
(h) 737		1888	...	1	1	3	1	4	...	1	1	14	1	15	...	...	1	1	...	1	1	2	3	21
(i) 1,485½	Great Indian Peninsula	Average for 5 corresponding previous quarters.	...	6	1	1	1	7	...	1	6	25	6	26	1	...	3	...	...	1	4	1	11	34
1,503¾		1888	...	1	1	3	1	4	...	...	8	22	8	22	1	...	2	2	...	...	3	2	12	28
461	Bombay, Baroda and Central India	Average for 5 corresponding previous quarters.	...	...	...	2	...	2	...	...	3	8	3	8	1	...	1	...	...	...	2	...	5	10
461		1888	...	...	...	1	...	1	1	...	1	13	2	13	...	...	1	...	...	...	1	...	3	14
597	Oudh and Rohilkhand	Average for 5 corresponding previous quarters.	...	1	...	1	...	2	...	...	1	4	1	4	...	...	3	1	...	1	3	2	4	8
694¼		1888	...	...	...	1	...	1	...	1	3	3	3	4	...	1	3	...	...	...	3	1	6	6
	ASSISTED COMPANIES.																							
40½	Darjeeling-Himalayan	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...
51		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...
4¼	Deoghur	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4¾		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
189¼	Bengal and North-Western	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	1	...	...	...	1	...	...	1	...	...	...	1	...	1	1
376		1888	...	...	...	...	...	...	...	...	1	...	1	...	...	...	1	2	...	...	1	2	2	2

(a) Includes Sindia, Patna-Gya, Dildárnagar-Gházipur, Indian Midland, and Tárakeshwar Railways.
(b) „ Sindia, Patna-Gya, Dildárnagar-Gházipur, and Tárakeshwar Railways.
(c) „ Cawnpore-Achnera Railway.
(d) „ Cawnpore-Achnera and Mehsána-Vadnagar Railways.
(e) „ Bellary-Kistna Railway.
(f) Includes Amritsar-Pathánkot and Rájpura-Patiála Railways.
(g) „ Northern Bengal, Kaunia-Dharila, Dacca, Assam-Behar, and Bengal Central Railways.
(h) „ Cuddapah-Nellore, but excludes Pondicherry Railway.
(i) „ Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itársi Railways.

Number of Persons reported during the First Quarter of 1888 as KILLED or INJURED on the several Railways open for Traffic in INDIA, &c.—*concluded.*

Mean mileage open.	RAILWAYS.		PASSENGERS. From Causes beyond their own Control. Killed.	Injured.	From their own Misconduct or want of Caution. Killed.	Injured.	Total. Killed.	Injured.	RAILWAY SERVANTS OR SERVANTS OF CONTRACTORS. From Causes beyond their own Control. Killed.	Injured.	From their own Misconduct or want of Caution. Killed.	Injured.	Total. Killed.	Injured.	OTHER PERSONS. Whilst passing over Railways at Level-Crossings. Killed.	Injured.	Trespassers and Suicides. Killed.	Injured.	Miscellaneous, not included in preceding columns. Killed.	Injured.	Total. Killed.	Injured.	TOTAL ALL CLASSES. Killed.	Injured.
	ASSISTED COMPANIES—*concluded.*																							
(j) 54¼	Rohilkhand-Kumaun	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...
91		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1¼	Thatôn-Duyinzâik	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15¼	Dibru-Sadiya	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
78		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1	...
	NATIVE STATES.																							
138¼	The Nizam's (Guaranteed Co.)	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	2	...	...	...	2	...	...	1	...	...	...	1	...	1	2
277		1888	...	...	...	...	...	...	...	2	...	4	...	6	...	...	1	...	1	...	2	...	2	6
59	The Gaekwar's	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	..	...	...	...
5		1888	...	...	...	...	...	...	...	...	...	..	...	..	...	...	...	...	...	...	...	...	...	...
193	Bhávnagar-Gondal-Junágarh-Porbandar.	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
193		1888	...	...	...	...	...	...	1	1	...	...	1	1	...	...	...	...	...	...	...	...	1	1
10¼	Morvi	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
68		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
44¼	Jodhpore	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
124		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
11,544¼	TOTAL	Average for 5 corresponding previous quarters.	1	17	10	22	11	39	3	12	32	101	35	113	4	2	33	7	1	4	38	13	84	165
14,285¼		1888	...	17	9	26	9	43	13	29	42	126	55	155	4	2	36	19	8	2	48	23	112	221

(j) Includes Bareilly-Pilibhit State Railway.

TABLE No. 2.

TABLE No. 2.

NUMBER of PERSONS reported during the First Quarter of 1888 as KILLED or INJURED on the several RAILWAYS open for Traffic in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable, the Nature and Causes of the Accidents occasioning the Death or Injury.

PASSENGERS.

RAILWAYS.	From accidents to trains, &c. See Table No. 4.		From causes other than accidents to trains, &c. 1. From falling between carriages and platforms.		2. Falling on to the platform, ballast, &c., when getting into, or out of trains.		3. Whilst crossing the line at stations.		4. By closing of carriage doors.		5. Falling out of carriages during the travelling of trains.		6. Other accidents.		Total.		Total Passengers.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
STATE IMPERIAL.																		
East Indian (a) ...	...	...	...	1	1	3	1	...	...	...	...	3	...	...	2	7	2	7
Rajputana-Malwa (b) ...	...	...	...	...	1	...	...	...	...	...	...	6	...	2	1	8	1	8
Bengal-Nágpur ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	1	...	1
Mysore ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Southern Mahratta (c) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Indian Midland ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
North-Western (d) ...	...	...	...	...	3	2	...	...	...	...	...	...	1	3	4	5	4	5
Wardha Coal ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Katni-Umaria ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
STATE PROVINCIAL.																		
Lucknow Sitapur-Sihráman ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Eastern Bengal Railways (e) ...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tirhoot	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	2	...	2
Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GUARANTEED COMPANIES.																		
Madras	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South Indian (f)	...	...	1	...	...	...	...	...	...	...	...	...	4	...	1	4	1	4
Great Indian Peninsula (g) ...	...	...	...	...	...	1	...	...	...	...	1	2	...	1	1	4	1	4
Bombay, Baroda and Central India ...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
Oudh and Rohilkhand ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	1
ASSISTED COMPANIES.																		
Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal and North-Western ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rohilkhand-Kumaun (h) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tirhóo-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
NATIVE STATES.																		
The Nizam's (Guaranteed Company)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
The Gaekwar's ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bhávnagar-Gondal-Junágarh-Porbandar, Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ... 1888 ...	...	10	1	1	5	6	1	...	...	...	1	1	19	1	6	9	33	9	43
TOTAL ... Average for 5 corresponding previous quarters ...	1	16	1	2	2	3	1	...	...	...	3	13	3	5	10	23	11	39

SERVANTS.

RAILWAYS.	From accidents to trains, &c. See Table No. 4.		1. During shunting operations.		2. Falling off engines, vans, wagons, &c.		3. Coming in contact with overbridges, &c., during the travelling of trains.		4. Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines.		5. Getting on or off trains, engines, &c.		6. Whilst loading, unloading, or sheeting.		7. Whilst braking, spragging, or chocking wheels.		8. Whilst working at cranes or capstans.		9. Whilst working on the permanent-way or in sidings.		10. Whilst walking along the line on the way home or to work.		11. Whilst walking, crossing, or standing on the line.		12. Whilst passing between vehicles.		13. Whilst attending to the machinery of engines, cleaning them, &c.		14. Whilst attending to gates at level-crossings.		15. Falling or being caught between vehicles and platforms.		16. Falling off ladders, scaffolds, platforms, &c.		17. By falling of lamps, wagon-doors, timber, weights, &c.		18. Whilst coupling or uncoupling wagons.		19. Miscellaneous.		Total.		Total Servants.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
STATE IMPERIAL.																																										
East Indian (a) ...	...	...	2	2	2	1	5	...	...	1	2	...	...	...	...	...	...	4	2	1	...	1	...	...	...	...	1	...	...	1	...	...	2	...	1	...	1	2	13	13	29	13	31
Rajputana-Malwa (b) ...	...	...	4	...	...	...	2	...	...	...	...	1	...	2	...	...	1	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	4	1	11	1	15
Bengal-Nágpur ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...
Mysore ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...
Southern Mahratta (c) ...	...	...	1	1	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	3	2	4
Indian Midland ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	3	...
North-Western (d) ...	...	...	1	...	...	...	1	...	...	...	...	...	1	...	2	1	...	...	...	...	...	...	...	1	...	...	1	...	1	1	...	1	1	...	1	1	1	10	11	10	12
Wardha Coal ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Katni-Umaria ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
STATE PROVINCIAL.																																										
Lucknow Sitapur-Sihráman ...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...
Eastern Bengal Railways (e) ...	...	1	5	...	1	...	2	...	...	...	...	...	1	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	1	...	...	4	3	15	4	20	1	...
Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tirhoot	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...
Burma	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	1	...	1	3	1	3	...	...	...	4
Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GUARANTEED COMPANIES.																																										
Madras	...	...	1	1	...	...	...	...	...	...	...	...	1	2	...	1	...	2	1	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	5	5	5	5	...	...
South Indian (f)	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	6	...	...	...	...	2	...	...	...	...	...	...	...	...	...	1	...	1	...	...	1	3	1	14	1	15	...	...
Great Indian Peninsula (g) ...	...	...	2	2	2	2	...	...	...	...	...	...	1	2	...	2	...	...	3	2	...	1	...	...	...	...	...	...	...	...	...	1	...	1	...	...	4	8	22	8	22	1	...
Bombay, Baroda and Central India ...	...	...	2	...	1	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	4	1	13	2	13	...	...
Oudh and Rohilkhand ...	...	...	3	2	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	3	4	...	1
ASSISTED COMPANIES.																																										
Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal and North-Western ...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...
Rohilkhand-Kumaun (h) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tirhóo-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
NATIVE STATES.																																										
The Nizam's (Guaranteed Company)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	1	...	6	...	6	...	...
The Gaekwar's ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bhávnagar-Gondal-Junágarh-Porbandar, Morvi	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1	1	...	...
Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ... 1888 ...	...	1	...	3	9	13	1	...	6	6	...	3	...	7	1	3	2	...	2	6	1	3	1	4	5	34	52	140	55	155	4	2	32	18	4	1	8	2	48	23	112	221
TOTAL ... Average for 5 corresponding previous quarters ...	...	2	...	3	1	4	...	1	7	6	2	1	1	3	1	1	1	...	2	1	6	2	7	4	22	32	104	35	113	3	2	25	7	8	1	2	3	38	13	84	165

OTHERS.

RAILWAYS.	Whilst passing over the line at level-crossings.		Trespassers.		Suicides.		Miscellaneous.		Total Others.		Total all Classes.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
STATE IMPERIAL.												
East Indian (a) ...	1	...	10	1	...	1	2	...	13	2	28	40
Rajputana-Malwa (b) ...	...	1	4	...	...	...	2	...	6	1	8	24
Bengal-Nágpur ...	...	...	...	1	1	...	...	...	1	1	2	2
Mysore ...	...	...	...	...	...	...	...	...	...	...	...	1
Southern Mahratta (c) ...	1	...	3	...	...	...	...	...	4	...	6	4
Indian Midland ...	...	...	...	...	...	...	...	...	...	...	...	3
North-Western (d) ...	...	...	4	2	...	...	...	...	4	2	18	19
Wardha Coal ...	...	...	...	...	1	...	...	...	...	1	1	1
Katni-Umaria ...	...	...	...	...	...	...	...	...	...	...	...	...
STATE PROVINCIAL.												
Lucknow Sitapur-Sihráman ...	...	...	...	1	...	...	...	...	...	1	1	1
Eastern Bengal Railways (e) ...	1	...	3	3	...	...	...	...	4	3	8	33
Nalháti	...	...	...	...	...	...	...	...	...	...	...	...
Tirhoot	...	...	...	...	1	...	...	...	1	...	2	...
Burma	...	...	...	4	...	...	...	...	...	4	1	9
Jorhát	...	...	...	...	...	...	...	...	...	...	...	...
Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...
GUARANTEED COMPANIES.												
Madras	...	...	...	...	...	...	2	1	2	1	7	6
South Indian (f)	...	...	1	1	...	...	...	1	1	2	3	21
Great Indian Peninsula (g) ...	1	...	2	2	...	...	...	...	3	2	12	28
Bombay, Baroda and Central India ...	...	...	1	...	...	...	...	...	1	...	3	14
Oudh and Rohilkhand ...	...	1	3	...	...	...	...	...	3	1	6	6
ASSISTED COMPANIES.												
Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...
Deoghur	...	...	...	...	...	...	...	...	...	...	...	...
Bengal and North-Western ...	...	...	...	2	1	...	...	...	1	2	2	2
Rohilkhand-Kumaun (h) ...	...	...	...	...	...	...	...	...	...	...	...	...
Tirhóo-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...
Dibru-Sadiya	...	...	...	...	...	...	1	...	1	...	1	...
NATIVE STATES.												
The Nizam's (Guaranteed Company)	...	...	1	...	...	...	1	...	2	...	2	6
The Gaekwar's ...	...	...	...	...	...	...	...	...	...	...	...	...
Bhávnagar-Gondal-Junágarh-Porbandar, Morvi	...	...	...	...	...	...	...	...	...	...	1	1
Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ... 1888 ...	4	2	32	18	4	1	8	2	48	23	112	221
TOTAL ... Average for 5 corresponding previous quarters ...	3	2	25	7	8	1	2	3	38	13	84	165

(a) Includes Sindia, Patna-Gya, Dildárnagar-Ghazipur, and Tárakeshwar Railways.
(b) " Cawnpore-Achnera and Mehsána-Vadnagar Railways.
(c) " Bellary-Kistna Railway.
(d) " Amritsar-Pathánkot and Rájpura-Patiála Railways.
(e) Includes Northern Bengal, Kaunia-Dharlla, Dacca, Assam-Behar, and Bengal Central Railways.
(f) " Cuddapah-Nellore, but excludes Pondicherry Railway.
(g) " Dhond-Manmád, Khándgaon, Amráoti, and Bhopal Itarsi Railways
(h) " Bareilly-Pilibhít State Railway.

TABLE No. 3.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1888 as having occurred on the several RAILWAYS open for Traffic in INDIA, distinguishing the different Classes of Accidents, and the Number of Passengers and Others, and of Railway Servants, KILLED or INJURED in each Class of Accident.

SEE ALSO TABLE No. 4.

STATE IMPERIAL.

	East Indian. (a)							Rajputana-Malwa. (b)							Bengal-Na'gpur.							Mysore.							Southern Mahratta. (c)						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line ...	1	...	...	...	...	...	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains ...	4	...	...	...	...	...	...	6	...	...	...	3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails ...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails ...	4	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points ...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	1	...	1
8. Trains running into stations or sidings at too high a speed ...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	17	...	...	...	...	...	...	22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line...	3	...	...	...	...	...	...	3	...	...	...	...	...	...	3	...	...	...	...	...	...	3	...	...	...	...	...	...	35	...	...	...	...	...	...
11. Ditto through gates at level-crossings	1	...	...	...	...	...	...	2	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
12(a.) Ditto of tubes, &c., of engines ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...
14. Ditto of tyres ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...
15. Ditto of wheels ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles ...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings ...	5	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails ...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains ...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts ...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	15	...	...	...	...	...	...
25. Other accidents ...	5	...	...	...	2	...	2	4	...	...	...	...	...	...	4	...	...	1	...	1	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
																						...	...	...	...	...	...	...	4	...	...	...	...	...	...
TOTAL ALL CLASSES ...	48	...	...	...	2	...	2	63	...	...	...	4	...	4	12	...	...	1	...	1	...	6	...	...	...	...	...	...	72	...	...	...	1	...	1
Number of Passenger miles ...	272,791,599							107,214,703							5,786,420							5,132,529							26,410,339						
" of Servants employed ...	25,248							12,309							4,189							872							5,749						
Train-mileage of all descriptions ...	2,310,196							1,470,168							149,104							38,881							386,941						

(a) Includes Sindia, Patna-Gya, Dildárnagar-Gházipur, and Tárakeshwar Railways. (b) Includes Cawnpore-Achnera and Mehsána-Vadnagar Railways. (c) Includes Bellary-Kistna Railway.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE IMPERIAL—*concluded.* / STATE PROVINCIAL.

	Indian-Midland.							North-Western (a).							Wardha Coal.							Katni-Umaria.							Lucknow-Sitapur-Sihea'mau.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains ...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line ...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains ...	1	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails ...	...	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails ...	1	...	...	...	...	...	...	17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points ...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed ...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	2	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
10. Ditto over obstructions on the line...	1	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a.) Ditto of tubes, &c., of engines ...	...	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings ...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains ...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts ...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents ...	2	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
TOTAL ALL CLASSES ...	7	...	...	...	...	...	...	113	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	...	...	...	...	...	...
Number of Passenger miles ...	2,604,865							138,812,603							907,866							351,496							422,893						
" of Servants employed ...	1,309							24,454							489 (b)							165							514						
Train mileage of all descriptions ...	44,556							1,798,006							24,308							6,734							37,051						

(a) Includes Amritsar-Pathánkot and Rájpura-Patiála Railways. (b) Includes 19 servants employed on colliery.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE PROVINCIAL—*continued.*

	Eastern Bengal Railways. (a)							Nalha'ti.							Tirhoot.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	4	...	10	...	1	...	11	...	...	...	...	...	...	...	1	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	3	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	11	...	...	1	3	1	3	...	...	...	...	...	...	...	2	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	6	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	54	..	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...
10. Ditto over obstructions on the line...	4	...	...	.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a.) Ditto of tubes, &c., of engines	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	7	...	...	...	..	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	7	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	1	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	..	..	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES ...	109	..	10	1	5	1	15	5	...		...	...	...	...	6	...	...	...	...	...	...
Number of Passenger miles	63,197,711							822,542							20,545,934						
„ of Servants employed	80							139							2,886						
Train mileage of all descriptions ...	661,213							13,502							93,693						

	Burma.							Jorha'ti.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	2	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	3	...	...	...	...	...	...	2	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	5	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line...	1	...	...	...	...	...	...	1	...	...	...	...	...	...
11. Ditto through gates at level-crossings	4	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a.) Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	2	...	...	...	...	...	...	4	...	...	...	...	...	...
15. Ditto of wheels...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES ...	18	...	...	...	...	...	...	7	...	...	...	...	...	...
Number of Passenger miles	31,628,557							56,378						
„ of Servants employed	3,209							121						
Train mileage of all descriptions ...	276,041							6,444						

(a) Includes Northern Bengal, Kanpin-theglin, Upper Assam Rohes and Bengal Central Railways.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE PROVINCIAL—*concluded.* / GUARANTEED COMPANIES.

	Cheera-Companyganj.							Madras.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	24	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line ...	...	...	...	...	...	...	...	21	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	2	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
12(a.) Ditto of tubes, &c., of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	5	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	1	...	...	...	...	...	...
TOTAL ALL CLASSES ...	...	...	...	...	...	...	...	55	...	...	...	...	...	...
Number of Passenger miles	16,278							72,204,225						
„ of Servants employed	52							6,278						
Train mileage of all descriptions ...	3,269							595,169						

	South Indian. (a)							Great Indian Peninsula. (b)						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	1	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	1	...	...	...	...	...	...	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	5	...	...	...	...	...	...	2	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line ...	24	...	...	...	...	...	...	8	...	...	...	...	...	...
11. Ditto through gates at level-crossings	1	...	...	...	...	...	...	1	1(c)	...	...	...	1(c)	...
12. The bursting of boilers of engines ...	2	...	...	...	1	...	1	...	...	...	...	...	...	...
12(a.) Ditto of tubes, &c., of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	2	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	6	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	4	...	...	...	...	...	...	5	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	1	...	...	...	...	...	...
TOTAL ALL CLASSES ...	46	...	...	...	1	...	1	18	1(c)	...	...	...	1(c)	...
Number of Passenger miles	58,567,989							126,409,666						
„ of Servants employed	8,922							28,569						
Train mileage of all descriptions ...	532,042							2,529,078						

	Bombay, Baroda and Central India.							
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	
4. Collisions between light engines	1	...	...	1	...	1	...	
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	1	...	...	...	...	...	...	
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	
9. Trains running over cattle on the line ...	...	...	...	...	...	...	...	
10. Ditto over obstructions on the line ...	4	...	...	...	...	...	...	
11. Ditto through gates at level-crossings	...	...	..	...	...	...	...	
12. The bursting of boilers of engines ...	1	...	...	...	...	...	...	
12(a.) Ditto of tubes, &c., of engines ...	...	...	...	...	...	...	...	
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	
14. Ditto of tyres	...	...	...	...	...	...	...	
15. Ditto of wheels	...	...	...	...	..	.	...	
16. Ditto of axles	...	...	...	...	...	...	...	
17. Ditto of brake apparatus	...	...	...	...	...	...	...	
18. Ditto of couplings	...	...	...	...	...	...	...	
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	
20. Broken rails	...	...	...	...	...	...	...	
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	
23. Fire in trains	...	...	...	...	...	...	...	
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	
25. Other accidents	22	...	...	...	...	...	...	
TOTAL ALL CLASSES ...	29	...	...	1	...	1	...	
Number of Passenger miles	65,036,168							
„ of Servants employed	6,345							
Train mileage of all descriptions ...	557,910							

(a) Includes Cuddapah-Nellore but excludes Pondicherry Railway.

(b) Includes Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itársi Railways.

(c) Not passenger, but a cartman.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

	Guaranteed Companies—*concluded.* Oudh and Rohilkhand.							Assisted Companies. Darjeeling-Himalayan.							Deoghur.							Bengal and North-Western.							Rohilkhand-Kumaun.(a)						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	2	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	1	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	1	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a.) Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	31	...	...	...	1	...	1	7	...	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	...	2	...	...	...	...	...	...
Number of Passenger miles	57,009,857							315,874							320,058							16,683,034							1,308,675						
" of Servants employed	6,449							493							55							3,040							814						
Train mileage of all descriptions	682,869							31,265							3,350							193,572							23,648						

(a) Includes [illegible]

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

	Assisted Companies—*concluded.* Thatôn-Dutiéza'ik.							Dibru-Sadiya.							Native States. The Nizam's (Guaranteed Company.)							The Gaekwar's.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	5	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	8	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	10	...	...	...	...	...	...	8	...	...	...	...	...	...	1	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a.) Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	3	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	1	...	...	...	...	...	...	27	...	...	...	...	...	...	15	...	...	...	...	...	...	1	...	...	...	...	...	...
Number of Passenger miles	61,576							595,975							13,121,332							1,539,782						
" of Servants employed	61							307							997							222						
Train mileage of all descriptions	3,008							25,406							108,707							15,848						

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1888, &c.—*concluded.*

SEE ALSO TABLE No. 4.

NATIVE STATES—*concluded.*

	Bha'vnagar-Gondal-Juna'garh-Porbandar.							Morvi.							Jodhpore.							Total all Railways.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19	...	10	...	2	...	12
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24	...	...	1	4	1	4
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	28	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	92	...	...	1	4	1	4
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	...	...	...	1	...	1
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	1	...	1
9. Ditto over cattle on the line	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	245	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29	(a)1	...	...	...	1	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	...	1	...	1
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...
12(a.) Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	51	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	11	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...
22. Slips in cuttings or embankments...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	39	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	60	...	...	1	2	1	2
TOTAL ALL CLASSES ...	3	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	719	(a)1	10	3	—	4	25
Number of Passenger miles	9,531,975							1,092,010							3,678,814							1,104,269,723						
" of Servants employed	669							239							410							154,475						
Train mileage of all descriptions	99,146							17,009							26,832							12,864,966						

(a) Not passenger, but a cartman.

TABLE No. 4.

TABLE No. 4.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., on the several RAILWAYS open for Traffic in INDIA during the First Quarter of 1888, distinguishing the different Classes of ACCIDENTS, the Number of PASSENGERS and OTHERS, and the Number of RAILWAY SERVANTS KILLED or INJURED thereby.

Serial number.	RAILWAYS.	1. Collisions between passenger trains, or parts of passenger trains.	2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3. Collisions between goods trains, or parts of goods trains.	4. Collisions between light engines.	5. Passenger trains, or parts of passenger trains, leaving the rails.	6. Goods trains, or parts of goods trains, engines, &c., leaving the rails.	7. Trains or engines travelling in the wrong direction through points.	8. Trains running into stations or sidings at too high a speed.	9. Trains running over cattle on the line.	10. Trains running over obstructions on the line.	11. Trains running through gates at level crossings.	12. The bursting of boilers of engines.	13 (a.) The bursting of tubes, &c., of engines.	13. The failure of machinery, springs, &c., of engines.	14. The failure of tyres.	15. The failure of wheels.	16. The failure of axles.	17. The failure of brake apparatus.	18. The failure of couplings.	19. The failure of tunnels, bridges, viaducts, culverts, &c.	20. Broken rails.	21. The flooding of portions of permanent-way.
	STATE IMPERIAL.																						
1	East Indian (a)	...	1	4	...	2	4	1	2	17	3	1	...	...	...	...	...	...	...	5	...	...	...
2	Rajputana-Malwa (b)	...	1	6	1	1	3	...	...	22	3	2	...	1	2	...	...	6	...	7	...	3	...
3	Bengal-Nágpur	...	...	...	...	...	...	...	...	3	2	...	...	1	1	...	...	...	...	...	...	...	1
4	Mysore	...	...	...	...	...	...	...	...	3	...	...	...	...	1	...	...	...	..	...	...	...	...
5	Southern Mahratta (c) ...	...	1	1	1	4	4	...	...	35	...	1	...	1	3	...	...	...	...	...	...	...	...
6	Indian Midland	...	...	1	...	...	1	...	...	2	1	...	...	...	...	...	...	...	...	...	...	...	...
7	North-Western (d)	...	5	4	1	7	17	2	1	14	3	...	...	14	16	...	...	...	...	6	...	...	3
8	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...
9	Katni-Umaria	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL.																						
10	Lucknow-Sitapur Sihrámau ...	...	...	...	..	...	...	...	...	2	...	...	...	...	...	...	...	1	...	2	...	1	...
11	Eastern Bengal Railways (e) ...	...	4	3	...	1	11	6	...	54	4	...	...	1	7	...	...	1	...	7	...	1	...
12	Nalháti	...	...	...	...	...	...	...	...	1	...	...	...	...	2	...	...	...	...	2	...	...	...
13	Tirhoot	...	1	...	...	...	2	2	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
14	Burma	...	...	3	...	...	3	5	1	1	4	...	..	...	2	...	...	...	...	...	...	...	...
15	Jorhát	...	...	...	...	...	2	...	...	1	...	...	...	...	4	...	...	...	..	...	...	...	...
16	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	GUARANTEED COMPANIES.																						
17	Madras	...	...	...	...	...	24	...	...	21	2	1	...	...	1	...	...	...	...	...	...	...	...
18	South Indian (f)	...	...	1	...	1	5	...	...	24	1	2	...	2	6	...	...	...	...	...	...	...	...
19	Great Indian Peninsula (g) ...	...	...	...	...	1	2	...	...	8	1	...	...	...	...	...	...	...	...	...	...	...	...
20	Bombay, Baroda, and Central India	...	...	1	...	1	...	...	...	4	...	1	...	...	...	...	...	...	..	...	...	...	...
21	Oudh and Rohilkhand... ...	...	6	1	...	...	...	2	1	5	4	...	1	...	1	2	...	...	...	1	...	2	...
	ASSISTED COMPANIES.																						
22	Darjeeling-Himalayan	1	...	...	...	1	2	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...
23	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	Bengal and North-Western ...	...	...	...	...	2	1	...	...	4	...	...	...	...	...	...	...	1	...	...	...	1	...
25	Rohilkhand-Kumaun (h) ...	...	...	...	...	...	1	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Thâton-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27	Dibru-Sadiya	...	...	...	...	5	8	...	...	10	...	1	...	...	3	...	...	1	...	...	...	...	...
	NATIVE STATES.																						
28	The Nizam's (Guaranteed Company)	...	...	...	...	1	2	...	...	8	1	...	...	...	2	...	...	...	...	1	...	...	...
29	The Gaekwar's	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
30	Bhávnagar-Gondal-Junágarh-Porbandar.	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
31	Morvi	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...
32	Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL 1888...	1	19	24	3	28	92	18	5	245	29	9	4	20	51	2	...	11	...	31	.	8	4
	TOTAL Average for 5 corresponding previous quarters ...	2	11	18	2	18	59	14	4	210	29	13	...	16	52	1	...	8	...	34	...	8	1

Serial number.	22. Slips in cuttings or embankments.	23. Fire in trains.	24. Fire at stations, or involving injury to bridges or viaducts.	25. Other accidents.	Total all Classes.	Number of Passengers and others. Killed.	Number of Passengers and others. Injured.	Number of Servants. Killed.	Number of Servants. Injured.	Total all Classes. Killed.	Total all Classes. Injured.	Mean miles of Railway open.	Number of Passengers carried.	Train mileage of all descriptions.	Passenger mileage.	Per mile open. Number of passengers carried.	Per mile open. Train mileage of all descriptions.	Per mile open. Passenger mileage.	Total passengers. Per million of passengers. Killed.	Total passengers. Per million of passengers. Injured.	Total passengers. Per million of passenger miles. Killed.	Total passengers. Per million of passenger miles. Injured.	Serial Number.
	...	2	1	5	48	...	...	...	2	...	2	1,680	4,070,715	2,310,196	272,791,599	2,423	1,375	162,376	...	...	...	...	1
	...	...	1	4	63	...	...	...	4	...	4	1,685½	2,150,479	1,470,168	107,214,703	1,276	872	63,610	...	...	...	...	2
	...	...	...	4	12	...	...	1	...	1	...	149	206,592	149,104	5,786,420	1,386	1,001	38,835	...	...	...	...	3
	...	2	...	...	6	...	...	...	...	...	...	139¾	136,003	38,881	5,132,529	973	278	36,727	...	...	...	...	4
	1	15	1	4	72	...	...	...	1	...	1	849¾	543,732	386,941	26,410,339	640	455	31,080	...	...	...	...	5
	...	...	...	2	7	...	...	...	...	...	...	104	47,464	44,556	2,604,865	456	428	25,047	...	...	...	...	6
	3	6	5	6	113	...	...	...	1	...	1	2,465¾	2,317,654	1,798,006	138,812,603	940	729	56,296	...	...	...	...	7
	...	...	...	...	...	...	...	...	...	...	...	45	33,670	24,308	907,866	748	540	20,175	...	...	...	...	8
	...	...	...	...	...	...	...	...	...	...	...	37	11,497	6,734	351,496	311	182	9,500	...	...	...	...	9
	..	...	...	1	7	...	...	...	...	...	...	105	126,408	37,051	422,893	1,204	353	4,028	...	...	...	...	10
	...	...	3	6	109	...	10	1	5	1	15	801	1,818,654	661,213	63,197,711	2,270	825	78,899	...	5·498	...	0·158	11
	...	...	...	...	5	...	...	...	...	...	...	27¼	40,815	13,502	822,542	1,498	495	30,185	...	...	...	...	12
	...	...	...	...	6	...	...	...	...	...	...	259	530,919	193,693	20,545,934	2,050	748	79,328	...	...	...	...	13
	...	...	...	...	18	...	...	...	...	...	...	333	1,051,045	276,041	31,628,557	3,156	829	94,981	...	...	...	...	14
	...	...	...	...	7	...	...	...	...	...	...	30½	5,696	6,444	56,378	186	211	1,848	...	...	...	...	15
	...	...	...	...	...	...	...	...	...	...	...	7¼	6,184	3,269	16,278	825	436	2,170	...	...	...	...	16
	...	5	...	1	55	...	...	...	...	...	...	841	1,793,792	595,169	72,204,225	2,014	708	85,855	...	...	...	...	17
	...	4	..	...	46	...	...	...	1	...	1	737	1,702,375	532,042	58,567,989	2,310	722	79,468	...	...	...	...	18
	...	5	1	...	18	(i)1	...	...	...	1	...	1,503¾	2,324,974	2,529,078	126,409,666	1,546	1,682	84,063	...	...	...	...	19
	...	...	...	22	29	...	...	1	...	1	...	461	2,527,907	557,910	65,036,168	5,484	1,210	141,076	...	...	...	...	20
	...	...	...	5	31	...	...	...	1	...	1	694¼	1,269,248	682,869	57,009,857	1,828	984	82,117	...	...	...	...	21
	...	...	...	...	7	...	...	...	...	..	...	51	8,189	31,265	315,874	161	613	6,194	...	...	...	...	22
	...	...	...	...	...	...	...	...	...	...	...	4¾	66,818	3,350	320,058	14,067	705	67,381	...	...	...	...	23
	...	...	...	...	9	...	...	...	...	...	...	376	477,387	193,572	16,683,034	1,270	515	44,370	...	...	...	...	24
	...	...	...	...	2	...	...	...	...	...	...	91	50,704	23,648	1,398,675	557	260	15,370	...	...	...	...	25
	...	...	...	...	1	...	...	...	...	...	...	8	7,697	3,008	61,576	962	376	7,697	...	...	...	...	26
	...	...	...	...	27	...	..	...	...	...	...	78	18,806	25,406	595,975	241	326	7,641	...	...	...	...	27
	...	...	...	...	15	...	...	...	...	...	...	277	233,605	108,707	13,121,332	843	392	47,369	...	...	...	...	28
	...	...	...	...	1	...	...	...	...	...	...	59	72,423	15,848	1,589,782	1,228	269	26,098	...	...	...	...	29
	...	...	...	...	3	...	...	...	...	...	...	193	240,586	99,146	9,531,975	1,247	514	49,388	...	...	...	...	30
	...	...	...	...	2	...	...	...	...	...	...	68	32,364	17,009	1,092,010	476	250	16,059	...	...	...	...	31
	...	...	...	...	...	...	...	...	...	...	...	124	78,383	26,832	3,678,814	632	216	29,668	...	...	...	...	32
TOTAL 1888...	4	39	12	60	719	(i)1	10	3	15	4	25	14,285¼	24,002,785	12,364,966	1,104,269,723	1,680	901	77,299	0·042	0·417	0·001	0·009	
TOTAL Average for 5 corresponding previous quarters ...	1	67	8	51	627	1	17	2	8	3	25	11,544¼	18,753,525	11,088,211	889,998,408	1,624	960	77,091	0·053	0·906	0·001	0·019	

(a) Includes Sindia, Patna-Gya, Dildárnagar Ghazipur, and Tárakeshwar Railways.
(b) Includes Cawnpore-Achnera and Mehsana-Vadnagar Railways.
(c) Includes Bellary-Kistna Railway.
(d) Includes Amritsar-Pathankot and Rájpura-Patiála Railways.
(e) Includes Northern Bengal, Kaunia-Dharlia, Dacca, Assam-Behar, and Bengal Central Railways.
(f) Includes Cuddapah-Nellore, but excludes Pondicherry Railway.
(g) Includes Bhopal-Manmad, Khámgaon, Amráoti, and Bhopal Itársi Railways.
(h) Includes Bareilly-Pilibhit State Railway.
(i) Not Passenger, but a cartman.

TABLE No. 5.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., on all RAILWAYS open for Traffic in INDIA and in ENGLAND during the year 1887, distinguishing the different Classes of ACCIDENTS, the Number of PASSENGERS and OTHERS and the Number of RAILWAY SERVANTS KILLED or INJURED thereby.

RAILWAYS.	1. Collisions between passenger trains, or parts of passenger trains.	2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3. Collisions between goods trains, or parts of goods trains.	4. Collisions between light engines.	5. Passenger trains, or parts of passenger trains, leaving the rails.	6. Goods trains, or parts of goods trains, engines, &c., leaving the rails.	7. Trains or engines travelling in the wrong direction through points.	8. Trains running into stations or sidings at too high a speed.	9. Trains running over cattle on the line.	10. Trains running over obstructions on the line.	11. Trains running through gates at level-crossings.	12. The bursting of boilers of engines.	12(a). The bursting of tubes, &c., of engines.	13. The failure of machinery, springs, &c. of engines.	14. The failure of tyres.	15. The failure of wheels.	16. The failure of axles.	17. The failure of brake apparatus.	18. The failure of couplings.	19. The failure of tunnels, bridges, viaducts, culverts, &c.	20. Broken rails.	21. The flooding of portions of permanent-way.
In India	4	51	59	6	92	295	48	5	1,124	79	50	...	74	185	11	5	35	1	204	1	26	71
Per 1,000,000 train miles	0·09	1·11	1·29	0·13	2·01	6·41	1·05	0·11	24·55	1·72	1·11	...	1·62	4·04	0·24	0·11	0·76	0·02	4·46	0·02	0·57	1·55
In England (United Kingdom)	31	42	16	...	49	9	2	23	116	47		1		4	767	1	281	1	8	2	244	8
Per 1,000,000 train miles	0·11	0·15	0·06	...	0·17	0·03	0·01	0·08	0·41	0·17		...		0·02	2·71	...	0·99	...	0·01	0·01	0·86	0·03

RAILWAYS.	22. Slips in cuttings or embankments.	23. Fire in trains.	24. Fire at stations, or involving injury to bridges or viaducts.	25 Other accidents.	Total all Classes.	Number of Passengers and Others.		Number of Servants.		Total all Classes.		Mean miles of Railway open.	Number of Passengers carried.	Train mileage of all descriptions.	Passenger mileage.	Per 1,000 open miles. Passengers.		Total passengers. Per million of passengers.		Total passengers. Per million of train miles.	
						Killed.	Injured.	Killed.	Injured.	Killed.	Injured.					Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
In India	11	159	42	206	2,844	4	65	14	40	18	105	13,578	95,411,779	45,779,096	4,089,914,830	0·29	4·79	0·04	0·68	0·09	1·42
Per 1,000,000 train miles	0·24	3·47	0·92	4·50	62·13							...	...	...	...	...	...	...	...	...	...
In England (United Kingdom)	5	8	9	2	1,671	25	538	8	109	33	647	19,578	(a) 734,744,620	282,852,775	Not available	1·27	27·48	0·03	0·73	0·09	1·90
Per 1,000,000 train miles	0·02	0·03	0·03	0·01	5·91	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) Including holders of Season or Periodical Tickets.

Letter from the Consulting Engineer to Government of India for Railways, Calcutta, to Government of India, dated 28th January 1888.

I HAVE the honor to report, for the information of the Government of India, the result of the inquiry into the cause of an accident which occurred on the 26th instant, at mile 12, on the northern section of the Eastern Bengal State Railway.

No. 14 Down Goods of the 26th instant, consisting of one F class metre-gauge engine, 40 loaded goods wagons, and one brake-van, crossed over, against signals, a girder bridge during repairs, at a time when a rail had been taken up by the permanent-way inspector. The engine, tender, and five trucks fell from the top of the bridge to the ground, a distance of about 15 feet; the sixth wagon remained on the bridge but off the rails.

One of the permanent-way gangs on the bridge at the time was hurt, and died about an hour afterwards. The jack, fireman, and another of the permanent-way gangs working on the bridge were slightly hurt.

The damage to the engine was slight; two six-wheeled iron wagons were damaged beyond repair; two wooden and two six-wheeled iron wagons have their lower frames intact, but their bodies damaged beyond repair; all the wheels of the wagons are intact. A pair of 40 feet plate girders was slid forward and twisted beyond repair.

Description.

The bridge where the accident occurred consists of 16 spans of 40 feet plate girders resting on brick masonry piers. The rails over the bridge are carried on transverse wooden sleepers, resting on the top flanges of the girders, and attached to them by four hook-bolts in each sleeper. There are spaces of about 5 inches between the ends of the girders throughout the bridge, which had not been fitted up with timber to prevent the girders sliding forward in case of an accident of this kind.

The line is straight for several miles to the north of the bridge, and level for two miles in the same direction. The driver coming from Málánchi has a clear and unobstructed view for several miles.

Wooden signals kept at caution are placed at 1,100 feet on each side of the bridge, and two lamps at each signal, one on each side of the line, to show a green light at night to caution drivers to go slowly over the bridge.

Men with red and green flags are placed at the wooden signal-posts, to show red or green flag as the permanent-way inspector may order.

Also at 150 feet from the north abutment of the bridge, between the bridge and the wooden signal-post, is a lodge for the bridge watchman, who was also provided with red and green flags.

The station-masters at the stations on each side of the bridge had received orders to endorse on all line-clear massages that the speed over this bridge at mile 12 was to be 4 miles an hour, and this was endorsed on the line-clear message received at Málánchi station by the driver of No. 14 Down Goods of the 26th instant.

The first rail joint on the bridge from north abutment was 11 feet from the face of the ballast wall on No. 1 span; the second was 29 feet. At this point there was only one rail in, *viz.*, that on the east side; this was fish-plated, but not spiked. The west rail had not been put in. All the sleepers except two from the second joint were carried away by the accident. The two girders of No. 2 span from the north abutment were pushed forward off the top of No. 1 pier, and were supported on No. 2 pier, and against the side of No. 1 pier. The engine being derailed on No. 1 span, got on to the transverse sleepers of No. 2 span, and the sleepers being attached to the girders by four hook-bolts in each sleeper, the wheels of the engine caught the sleepers, and carried them, and with them the girders of 4 spans, until sufficient space had been gained by the accumulation of 5 inches (the space over piers between the ends of the girders of two contiguous spans) from each of the piers to allow of the north end of the girders of No. 2 span to drop off No. 1 pier.

Evidence.

Herbert De Garnier stated.—I am permanent-way inspector in charge of this section in which repairs to the bridge are being executed; have been in charge since October last; was formerly on the Dacca Section, and was transferred from there owing to illness; have been 4 years on the Eastern Bengal State Railway. I had passed No. 4 Down Goods of the 26th instant over the bridge about 11-30 A.M. The No. 14 Down Goods came at 12-45. I had two danger signals out. The flags are about 18 inches square, and have standards about 2 feet long. The danger signal flag nearest the bridge was about 150 feet, and the farthest one about 1,100 feet, from the north end of the bridge towards Málánchi.

The red flags were held by men, and I saw them at their posts; it is a straight line, and nothing to obstruct my view.

I had one 24 feet length of rail in on the east side, only fish-plated, not spiked. The 18 feet rails previously put in were sufficiently spiked to pass No. 4 Down Goods train at the speed of 4 miles an hour.

I was changing and re-spacing the timbers, and had 31 men working at the repairs.

I did not hear the train till the man with the danger signal called to me that the train was coming. I was working with my head down, and not looking in the direction of the coming train.

I jumped up; and held up my hands and yelled out. Some of the men jumped; others ran back along the girder to the abutment, and some got in between the girders. One of my gangmen was on the pier. I afterwards found him on the ground on the north side of first pier from the north abutment.

I gave orders to the two signal-men who were at the hut close to the bridge, to go off with their danger signal flags; this was when I saw the smoke of the engine about Málánchi. They had ample time to go to their posts before the train arrived. I did not order Dunnu, Khalassi, to hold up a red flag, nor did I see him.

I pulled up No. 4 Down Goods under exactly the same precautions.

The driver of No. 14 Down Goods did not whistle.

C. A. McRae stated.—I was the driver of No. 14 Down Goods on the 26th instant; have been 8½ years on this line, of which 7 have been driving. I have driven both mail and goods trains. At Málánchi station I was 50 minutes late. I left Málánchi at 12-20, and got to the bridge, mile 12, at 12-45; this was the time when I looked at my watch after the accident.

The station-master, Málánchi, gave the guard line-clear, which the guard handed to me. It was endorsed to go 4 miles an hour over bridge at mile 12.

The bridge where the accident occurred is about 4 miles from Málánchi.

On coming up to the wooden caution signal, I saw a green signal flag about 6 feet high on the east side of the line, *i.e.*, on my left hand coming from Málánchi; the signal was stuck in the ground close to the wooden caution signal.

Shortly after passing this caution signal, I saw a man with a red flag.

[Position noted and measured, and found to be 480 feet from the north abutment of the bridge.]

I was going about 7 to 8 miles an hour. I did not notice the red flag till almost close up to it. I saw the men working on the bridge. When I got on the bridge I was going about 3 miles an hour. My engine left the rail at the end of the second rails in the first span. There was no rail on my right-hand side. I am certain of the left or east rail being in.

I have crossed over this bridge 3 or 4 times since the permanent-way inspector began repairs. It was a cloudy day. Have never been stopped at this bridge, but have been stopped at others.

I shut off steam north of the caution signal, and on seeing the red flag, I whistled for brakes, put on the tender-brake myself, then my steam-brake, reversed my engine, and put on steam.

I was about 50 yards inside caution signal when I saw the red flag. A second red flag was about 50 yards from north of the bridge. I reversed my engine when about opposite this red flag. When I was at Atrai, No. 4 Down Goods was at the next station, Madhnagar, which is about 6 miles from Atrai. I left Atrai station at 10-37.

Alfred Duncan stated.—I was guard of No. 14 Down Goods on the 26th instant. Have been 8 months as guard on this line. Previous to joining this railway I was on the Darjeeling line for 16 months.

I was on the look-out all the way from Málánchi. I saw the wooden caution signal, but did not see a green flag or any flag near it.

I was looking out of the right-hand side of my brake-van. I saw a man quite close to the bridge with a red flag; he was about 85 yards from the bridge, and was coming from the bridge towards the train. The train was going about 4 miles an hour past the caution signal-post when my brake passed it. I put on my brake when the driver whistled.

I was about 40 feet inside caution signal-post when I heard the whistle, and when I saw the red flag.

I have been several times over this bridge since the permanent-way inspector began repairs. I did not see the men working on the bridge. I looked at my watch when I got out of my brake. The train had come to a standstill. My watch shewed between 44 and 45 minutes past 12.

Almost immediately after the whistle I felt a jerk; then looked out and saw the engine had gone over the bridge. It took me about half a minute to put on my brake. I had papers on my brake, as there is no arrangement in my brake-van to place my way-bills and other papers in. Taking off these papers caused delay in my putting on the brake.

The brake-vans are in my opinion too light to be of any use in stopping a heavy goods train like that I was guard of.

Heera Singh stated.—I have been watchman at this bridge (Bourah) for the past two months. I shew a red signal flag when ordered by the permanent-way inspector. The engine was at the distant house about a mile off when I put up my red flag. I received the order from the permanent-way inspector to shew a red flag about an hour before the arrival of the train. When the train was at Málánchi the permanent-way inspector told me to put up my red flag.

I saw the distant signal-man with a red flag standing between the rails, and when the train came up to him he crossed over to the west side of the line. The engine never whistled. The man Dunnu was not present with a red flag.

I ran towards the approaching train with my red flag up.

Awar Deen stated.—I was ordered to hold a red flag at the caution signal-post. I look after the lamps by night, and the flags by day. The lamps shew only a green light. I have got a hand signal lamp as well. I was called by the permanent-way inspector, I came to the bridge where the permanent-way inspector was at work; he told me to go and put up my red flag at the caution signal-post. I was standing between the rails with my red flag, and went to the west side when the train came up to me. The train was coming faster than usual and did not whistle. I have been in this post since the repairs to the bridge were commenced. I saw a flag stuck up between me and the house near the bridge.

Dunnu, Khalassi, stated.—I held a red flag midway between the distant signal and the hut near the bridge. I stood between the rails. I placed the red flag in the ground after the No. 4 Down Goods had passed. On arrival of the No. 14 Down Goods I rushed forward and held up the red flag. I saw the man at the caution signal-post, also Heera Singh, holding red flags.

Bal Kundi stated.—I am telegraph lineman. Was a passenger in the brake-van by the No. 14 Down Goods of the 26th instant; was looking out on the left-hand side of the brake-van. I saw a red flag beside the caution signal-post. I called to the guard that there was a red signal flag, and that it meant the train to stop. I saw this red flag from the gateman's hut at the level-crossing, which is about ¾ of a mile from the bridge.

The guard put on his brake, when I told him about the red flag.

The driver did not whistle.

The brake-van stopped about 80 yards inside the caution signal-post.

Shaik Nasib stated.—I was fireman of No. 14 Down Goods of the 26th instant, I saw a green hand signal flag tied to the caution signal-post, and saw a red signal flag at the house near the bridge. I noticed the red flag when about 200 feet inside the caution signal-post. I applied the tender-brake, and not the driver; the driver applied the steam-brake.

Mr. Fouracres, Assistant Locomotive Superintendent stated—that the driver of No. 14 Down Goods of the 26th instant, told him, on the evening of the 26th instant, that he saw the red flag at the caution signal-post, but could not stop his train in time.

Mr Chabrel, Executive Engineer in charge of Northern Section of the Eastern Bengal State Railway, stated.—Similar repairs to bridges in this section had been going on for the past three months under the same conditions as regards the distances of the fixed caution signals from the work, and of exhibiting red or green hand signal flags as occasion required.

Conclusion.

This accident was due to carelessness on the part of the driver in not keeping a proper look-out for signals.

He was evidently running at his usual speed till he got up to the caution signal-post; when he suddenly noticed the red flag at the caution signal-post, he shut off steam, applied his brakes, and reversed his engine, but too late to stop his train before reaching the bridge. The reversing lever of the engine, when examined, was back, and had been found in this state by the Assistant Locomotive Superintendent (Mr. Chase).

From the statements of the permanent-way inspector and his two signal-men, and also that of the telegraph lineman, it appears that the two danger signals were exhibited, one at 1,100 feet, the other about 200 feet from the north end of the bridge.

The driver stated that he saw a green flag stuck in the ground at the caution signal-post. A green flag at this point would be unnecessary, as the caution signal-post (its arm at 45°) served the same purpose, so that the driver's statement to Mr. Fouracres on the evening of the accident may be believed as the correct one, but he may not have noticed the red flag at the caution signal-post until he was close up to it, and this heavy train, going at even 8 miles an hour, could not be pulled up in 1,100 feet.

If the driver had been keeping a proper look-out, he would have noticed the red flag some time before coming up to it, and thus have sufficient length in which to bring his train to a halt before reaching the bridge.

The guard, if his statement is to be believed, is also to blame in not keeping a better look-out, knowing that the bridge was undergoing repairs, having passed over this bridge several times since the repairs commenced.

The statement of the guard is hardly reliable, and I believe he had his brake on before arriving at the caution signal-post as stated by the lineman, notwithstanding the guard's statement to the contrary. The guard brought prominently to my notice that the brake-vans on the northern section (metre-gauge) were much too light for

these heavy goods trains; in this case there was only one brake-van on a goods train of 40 loaded wagons.

This point should be inquired into.

The permanent-way inspector is to blame in not having his danger signals at the proper distance from his work, as laid down in Rule No. 277 of General Rules for Indian Railways, *viz.*, half a mile on a flatter grade than 1 in 250, or level, instead of which they were only 1,100 feet away from his work. Neither had he detonators placed on the line as required by the same rule.

The line at this place is straight for several miles, and level for a distance of two miles north of the bridge in the direction of Málánchi.

The wooden signal-posts which were placed at 1,100 feet instead of half a mile on each side of the bridge were fixed permanently at caution, the arm being at an angle of about 45 degrees, instead of which they should have been moveable and kept at danger, and only lowered to caution when the line over the bridge was ready for the passage of a train.

The statement of Dunnu, Khalassi, is not reliable.

It appears similar repairs to bridges on this length have been in progress for the last three months, and under the same conditions as regards the distances of signals from the work, and I presume without detonators being placed on the line, even at this short distance of 1,100 feet. As the operation of re-sleepering the bridge necessitated the removal of rails, and thus involved danger to trains, and as from Mr. Chabrel's statement similar repairs had been going on for three months, it appears that the conditions laid down in Rule No. 277 of the General Rules for Indian Railways, and the subsidiary rules framed by the Manager of the Eastern Bengal State Railway were not attended to.

Letter from the Consulting Engineer to Government of India for Railways, Central Division, to Government of India, dated 23rd June 1888.

In compliance with Public Works Department Circular No. IVR. of 24th April 1888, I have the honor to report the result of the inquiry into the causes of the serious accident to a Goods Train near Darekasa Station on the Bengal-Nágpur Railway on the night of 24th-25th March 1888, in which 24 Goods Wagons were greatly injured and a native brakesman was killed, and the permanent-way under the train was torn up.

In this case the No. 18 Up Goods train from Ráj Nándgaon to Nágpur, being a double train consisting of two engines and 51 goods vehicles, was suddenly wrecked when close to Darekasa Station, without any of the train staff being able to assign the cause.

The information prescribed in the above circular is attached.

Description.

The train was composed of—

Two Engines, small, F class, running chimney first.
19 Covered goods wagons loaded.
1 Brake-van in which the brakesman Nawab Ali was killed.
2 Timber Trucks empty.
28 Covered goods wagons loaded.
1 Brake-van loaded.
—
51 Total.
—

The thirty-third vehicle from the engines was fitted with screw brake gear but was not manned, and the brake was not in use on the occasion.

The first twenty-seven were all derailed. The first three were not much damaged; the following twenty-four were wrecked or greatly damaged. No damage was found done to wheels or axles. The draw bar of the eighteenth wagon from the engines was found broken with a bad flaw in it. The engines were not derailed and the second engine had its leading buffer casing broken.

The leading wagon was found 672 feet east of the Darekasa East Distant Signal.

The accident occurred on a descending gradient of 1 in 166·66 on a straight line. The permanent-way was in good order.

This gradient extends 4,200 feet backwards. Behind it is another of 1 in 300 for 1,800 feet, then 1,400 feet of level, and then a temporary diversion with gradients of 1 in 80 and curves of 800 feet radius. A plan and section of the line* are attached, and a sketch* showing the relative positions of the wrecked wagons and of the place where the broken buffer head was found.

Evidence.

Murphy, W., Driver.—I was driver of the above train and had charge of the front engine. Driver Dunjeebhoy being in charge of the 2nd engine. We left Bortaláo 5 minutes late owing to 2 engines taking water. I do not remember having crossed any diversion between Bortaláo and Darekasa. When near Darekasa driver of 2nd engine whistled for the signal, the signals were given; at this time we were running at about 8 miles an hour. I am prepared to take my oath that the speed was not greater than 8 miles per hour. I first put on my brake about a mile from scene of accident. The first intimation I received of the accident was through a sudden shock, the first shock was a violent shove forward, followed by a jerk towards the rear. I noticed that the fireman Peters fell down on the foot plate and then jumped off the engine. I did not leave the engine until after it had stopped.

In my opinion the accident occurred through parting of the train, my reasons for thinking so being that the two men who travelled in the middle brake-van informed me that immediately before the accident they heard a rumbling noise, and that Brakesman Nawabally, who was in the same compartment with these two men, left them and proceeded towards his brake compartment.

I felt nothing wrong with the road and nothing was damaged on my engine. The moon, at the time of the accident was obscured by clouds and the night was foggy.

My hand signal lamp glass was broken and small oil can was dinged by the accident. I was appointed as a driver on 17th of February 1888.

Dhunjeebhoy, Driver.—I was the driver of the second engine of the train in question.

We left Dongargarh at 10-5 P.M., arrived at Bortaláo at 11-5 P.M., left Bortaláo at 11-15 P.M., 4 minutes late, owing to the two engines having taken water. On our arrival at mileage 111, post 11, at 11-30 P.M., I whistled for the signal, both the signals were lowered for us to go into the station. I felt a sudden shock which threw me back, I happened to look behind and I saw the wagons were mounting each other, thus causing the 28 loaded wagons from the second engine to be derailed and telescope causing serious damage to the rolling-stock and permanent-way and also causing the death of Brakesman, Nawab Ali. The damage done to my engine was one tender buffer and coupling broken, and engine buffer casting broken, the coupling between the tender and first vehicle of the train was that broken probably causing both engines to separate themselves from the train. The volute spring casing of the front buffer of my engine was the one broken. The train consisted of 46 loaded, 2 empties, and 3 brakes, total 51 vehicles.

In the rear brake-van there was the Head Guard of the train and in the centre brake-van there was a Brakesman Nawab Ali and two other passengers, the brakesman got killed, and in the brake wagon which was loaded there was no one. From the time I was whistling till my engine came to a stand, the time occupied was only two minutes.

My engine moved about 15 to 20 yards after I first saw the wagons were mounting each other.

Lutchmon, Carriage Examiner.—I was in the same compartment with Francis. I was awake. I heard a great noise. The train mounted and I got out through the window. The hind portion of the body of my brake-van was severed from the under-frame and slipped down to the ground. I think I got out through the window. The train was running slowly. I do not know what was the cause of the accident. There was no one with Nawab Ali.

Raghoo Nursoo, Fireman.—I was the Augwallah (fireman) on 18 Up Goods on 24th instant with Driver Dhunjeebhoy. The driver shut off steam on the other side of the diversion. The driver whistled for the guard's brake, because it was on a slope.† When we arrived near the signal I felt a shock. My driver looked to see what was the matter and on looking out I found the wagons one on the other. I put on the brake after leaving the diversion. We were running slowly from the diversion up to the scene of the accident. The train pulled back and I fell forward. I fell on my face towards Darekasa in the direction of the engine.‡

I saw the rear portion of the train after passing the diversion. The line was all right. The driver's bottle and kettle fell in the direction of the tender. The front vehicle was separated from the engine about 5 yards. The tender buffer was bent and the engine buffer casing was broken. I cannot state the cause of accident.

Baily, L., Guard.—I was the Head Guard in charge of 18 Up Goods on 24th March, Dongargarh to Nágpur. My train consisted of 48 wagons and 3 brakes. Out of the 48 wagons 2 rail trucks were empty. I occupied the rear brake. Nawab Ali was my brakesman. He occupied a brake-van not a brake wagon. This brake-van, No. 3679, was the 20th vehicle from the rear engine. The 3rd brake was a brake wagon loaded, No. 321. This was the 33rd vehicle from the engine, and the rear brake which I occupied was No. 835. This was the 51st vehicle from the engine. My train was worked by two engines. Before starting from Dongargarh I examined the whole train and found that it was properly coupled up and that

* Not published in the Gazette.
† Down grade.
‡ This man contradicted himself as to how he was standing, and how he fell when the shock took place.

the bridle chains were secured. I left Dongargarh right time at 10-5 P.M. and arrived Bortaláo right time, *viz.*, 11-5 P.M. We left Bortaláo at 23-11. I exchanged the all right signal with the driver on passing the trailing points. There is a diversion between Bortaláo and Darekasa. We passed this diversion at a speed of 10 miles an hour. I put on my brake about 2 miles outside Darekasa, because there is an incline there. The driver whistled for signals about one mile outside Darekasa Station. They were lowered at once. I was standing on the left hand side of the brake at the door looking towards the engine. I felt a shock and I was thrown forward in the direction of the engine. From the time I felt a shock until the brake stopped. We ran about the length of this room at the time of the accident, the train was running slowly. On passing the diversion I could see that the whole train was intact. I am quite sure of this. Also I saw it on the 3,700 feet curve or 4,500 feet from scene of accident. I am quite certain that the train had not parted at this curve, because I could see the engine on the train length. After leaving the first curve I again saw the engine apparently connected with the train before the accident took place. I stood on the left-hand side of the brake on passing over the diversion and kept on that side up to the time of the accident. I cannot say how the accident took place.*

I was the sole occupant of the brake-van. I saw the train intact. I did not hear the driver whistle for brake.

Peters, J., Fireman.—I was the fireman on the front engine with driver Murphy. We left Bortaláo all right and crossed the diversion having shut off steam on the other side and put on the brake. The driver put on a little steam at the foot of the diversion and shut it off at the top where the brake was again applied. When about half mile off, we whistled for the distant signal. The signals were lowered at once, and I put on my brake harder and stood by it looking towards Darekasa until the shock threw me forward towards the boiler, I felt the engine being pulled back. The engine was just moving forward as I recovered myself, and on looking back I saw the wagons derailed.

The distance between tender of rear engine and first wagon was about 10 yards. I was stunned and think that the train derailed itself after the shock took place. The road was as usual. I don't know how the accident occurred. The last time I saw the rear of the train was before crossing the diversion. I cannot say whether the train parted. My engine was undamaged except that the draw-bar was slightly cracked. We were running very slowly when the accident took place. The oil cans fell in the direction of the engine tender when the accident took place.

Baboo Lall, Fitter.—I am a fitter who accompanied the material train and am employed in repairing bolsters of rail trucks. When the accident occurred the train was going at a moderate speed. I was in the passenger compartment of the rear brake and Ramkrishna Bhicaree was with me. I did not look out.

Francis, Train Inspector.—I was riding in the rear passenger compartment of the middle brake-van which was wrecked. I was sitting on the left-hand corner with my back towards the engine. I was asleep soon after I left Bortaláo. A bump on the head awoke me. I looked out towards the rear of the train and saw there was nothing wrong there. I then looked out of the window towards the front of the train, and all this time my brake was mounting up and twisting across the rails. The front portion in which was Nawab Ali was smashed by the wagon in rear mounting on it, whilst the hind portion of the body separated itself from the under-frame and slid off on the left of the truck clear off the rails, and I jumped out through the window. I had a slight bruise on my leg and arm.

Narain Rao, Permanent-way Inspector.—I saw nothing of the accident, but I reached the spot at 3-30 A.M. The road was torn up and 9 lengths of rails had to be replaced. The road was in good order. The up mixed train passed over it about 2½ hours before the accident took place.†

The road was in good order and had not been touched as conversion work had not been begun on it. It consisted of metre-gauge rails and wooden sleepers.

Evidences taken by Railway Police Inspector, W. Sargon.

Baily, L., Guard.—I left Dongargarh on the 24th of March at 10-5 P.M. with the No. 18 up goods; arrived at Bortaláo at 11-5; left again at 11-11. I had two drivers. Murphy was the trainman and Dhunjeebhoy, pilotman. The load consisted of 51 vehicles, *viz.*, three brake-vans, two empty and forty-six loaded. About four telegraph posts from Darekasa distant signal I felt a sudden shock and was thrown forward in my brake, the train was going at the speed of eight or ten miles an hour, when this occurred the train stopped at once. I went out to see what was the matter and found 28 vehicles derailed from the engines; the brake-van in which my brakesman was by name Nawab Ali was smashed up, and several wagons were on top of the brake-van, the man was inside at the time of the accident and was killed; the time the accident occurred was 11-32 P.M. I cannot say how it occurred. There was great damage done to the wagons and grains.

Petere, Francis, Train Inspector.—I was travelling with the No. 18 up goods on the night of the accident from Dongargarh. I was asleep in the spare compartment of the brake-van. Nawab Ali, brakesman, was in the same brake. I heard a crashing sound which woke me. I looked out of the window (being moon-light night) to see what was the matter. I saw the wagons on front mounting one on top of the other. On seeing this I jumped out. I cannot say what speed the train was going at the time the accident occurred near Darekasa distant signal. I don't know the cause of the accident. Brakesman by name Nawab Ali was killed in the accident. This man was in the same brake as myself, but in the guard's compartment; the

* Mr. Rooper is of opinion that the guard looking out from the left-hand side of his rear brake-van would not be able to see the distant signal until the front engine was 500 feet from it.
† When asked his opinion he stated that the train probably parted, that on the driver slowing down the rear portion of the train run into the front.

brake-van was smashed up and some wagons on top of it, a number of wagons were derailed and broken.

Murphy, W., Driver.—On the 24th March I was driver of engine No. 274 on 18 up goods. My engine was in front of another driver by name Dhunjeebhoy who was also with the train. I left Dongargarh right time, at Bortaláo I arrived to time, both engines took water. I left 6 minutes late owing to this; on nearing the distant signal of Darekasa I felt as if my engine was pushed forward, and suddenly drawn back; the engine stopped immediately, I and the other driver Dhunjeebhoy shut off steam about 2½ miles back from the spot where the accident occurred; I was going 8 miles an hour or less at the time. Twenty-eight wagons were derailed and severely damaged. A brakesman by name Nawab Ali was killed. There were some wagons on top of the brake in which Nawab Ali was killed. I cannot say how many wagons were on top. I don't know how the accident occurred.

Dhunjeebhoy Jamsetjee, Driver.—I was driver on 18 up goods on 24th March. I left Dongargarh at 10-5 P.M., 46 loaded, 2 empty, and 3 brakes. The driver was Murphy. I left Bortaláo at 11-15 P. M; on nearing the distant semaphore of Darekasa I felt a sudden shock which threw me back. I was going at the rate of 8 or 10 miles an hour. I had shut off steam about 2 miles back from the spot where the accident occurred, the train driver also shut off steam from about the same spot as myself. After receiving the shock I turned round to see what was the matter (being moon-light night). I could see the wagons mounting on the top of each other. The engines stopped at once as I and the other driver had shut off steam; 28 wagons from my engine were derailed and the brake-van in which brakesman Nawab Ali was, was smashed up and he was killed. This is what I discovered after the accident. I cannot say what was the cause of the accident; the time the accident occurred was 11-32 P. M.

Peters James, Fireman.—I was fireman to driver Murphy who was trainman of 18 up goods on the 24th of March; Dhunjeebhoy was pilot driver on 18 up goods as well. The train left Dongargarh at 10-5 P.M.; on nearing the distant semaphore of Darekasa I felt a shock which threw me forward; the engines stopped at once; the train was going at the rate of 10 miles an hour; both engines had shut off steam as it is down hill; both engines went through the diversion with steam shut off after getting out of the diverson. My driver gave the engine a little steam and shut off again. 28 wagons were derailed in the accident from the engine, a brakesman by name Nawab Ali was killed, and his brake was smashed up and several wagons were on top of it. I don't know how the accident occurred.

Finding of the Departmental Committee of Enquiry.

The evidence is conflicting.

We are of opinion that the train must have parted behind the 17th vehicle on account of the flawed leading drawbar of the 18th vehicle. The parting probably took place on the ascending grade of the diversion, and the rear portion on account of the falling grades must have acquired considerable velocity and run into the front portion, whose speed had been reduced to 8 or 10 miles an hour at the actual scene of the accident.

The extensive damage done was probably due to the awkward way in which the first wagons were derailed, causing the others to mount on or telescope into them.

(Sd.) W. V. CONSTABLE,
Deputy Agent.
" C. M. DAVIES,
Loco. Supdt.
" P. L. ROOPER,
Dist. Engr.
" J. W. HARTLEY,
Traffic Supdt.

Conclusion of Inspecting Officer.

The evidence in this case is conflicting, and leaves the immediate cause of the accident in some doubt.

The view adopted by the officers of the line is that, while the train was passing over the diversion, the steam which was given to the leading engine at the bottom of the diversion and shut off again after getting across jerked the train and fractured the drawbar of the 18th vehicle which was afterwards found broken 235 feet back from the wreck with a bad flaw in the iron extending through half its sectional area; that the detached buffer head was carried from the diversion to this point attached to the next wagon by means of the bridle chain; that the engines and 17 wagons ran on ahead, while the remainder of the train retarded by the curves and grades of the diversion was left behind, while the leading engine was steaming out of the diversion; and that on the leading portion of the train slowing down on approaching the station the rear portion ran into it and caused the derailment and wreck of the leading 17 vehicles and 7 of the following ones.

This is a consistent theory, but I think the weight of the evidence shows that, though the train was provided with sufficient total brake power, this was badly distributed. The total weight of the train was probably 390 tons, the weight of the 2 engines about 39 tons, and of the two brake-vans 12 tons, these being the 20th and the 51st or last vehicles. When the engine-brakes were put hard on near the distant signal, the great inertia of such a heavy train probably caused the derailment of one or more of the leading wagons, and when these became too far displaced to run any longer on the ballast they upset.

The difficulty is to account for the distance from the place where the broken buffer head was picked up to the place where the wagon it belonged to lay.

This is greater than would be accounted for by the shortening up of the length occupied by the wrecked wagons before the accident, added to the distance said to have been run by the engines after the first shock before coming to a stop. This would seem to have been underestimated.

The Head Guard states positively that he observed that the train had not parted either on the diversion or after it had cleared the diversion, and had got on to the descending gradients. It is true this man had an interest in showing that he was on the look-out and had not allowed such an occurrence as the parting of his train to escape his notice. It is also true that his evidence generally is somewhat vitiated by his statement that he saw the signals lowered while looking out of the left of his brake about a mile from the station. He could not have seen the signals on account of the curve extending from 5,865 to 5,876 chains. But his statement that the train had not parted after it got clear of the diversion where he could see its whole length from the left of his brake is confirmed by Dunjeebhoy, the driver of the second engine, who states he looked back and saw the brake-van lights at about half a mile or a distance which he estimated to be that of the train's length. To this it may be objected that he underestimated the distance, but it was within three days of being full-moon and he could scarcely have failed to notice the parting of the train had it occurred.

Before the Police he stated that it was a moon-light night. The statement of driver Murphy that the night was cloudy and foggy was not confirmed by the other witnesses. Driver Murphy also stated that the first shock was a violent shove forward followed by a jerk back. This would support the theory of collision. His evidence was taken on 31st March, the day after the departmental enquiry, in the Locomotive Superintendent's Office. He had probably heard of the theory as to the parting of the train. Driver Dunjeebhoy stated he was quite sure the first shock pulled his engine back, and was very clear in his evidence that the train did not part. His fireman Raghoo Nursoo confirms this in stating the train pulled his engine back and he fell forward on his face towards Darekasa.

Before the Police Inspector driver Dunjeebhoy stated he felt a sudden shock and was thrown *back*. This appears to conflict with his evidence before the Committee. Fireman Peters of the leading engine stated before the Police that the shock threw him *forward*, and gave the same evidence before the Committee stating that he felt his engine being pulled back. The damage to the rear draw-gear and to the forward buffer casing of the second engine is consistent with this view.

The evidence as to the way small articles on the engines fell at the moment of shock is of a very weak and inconclusive character. I think loose articles on the boiler inside the cab would be more likely to fall on the footplate (that is backwards) than anywhere else, no matter what the direction of the impulse throwing them down.

The fireman of the leading engine stated he put on his brake harder when near the distant signal, that is, just before the accident occurred.

I consider that this accident was caused by one or more of the leading vehicles of the train having been derailed by doubling up owing to the excessive weight of the train on a descending gradient having been too suddenly checked by the brakes of the engines. The Agent has since agreed to limit the loads of trains to 42 loaded or 52 empty. This is the limit on the Rajputana Railway, and its observance will, I think, obviate danger in future.

APPENDIX.

List showing the Damages done to Vehicles in the Darekasa Accident on 24th March.

Vehicles.		Nature of Damage.	Remarks.
Class.	No.		
Iron-covered Goods Wagon .	9219	Four axle guards bent, 4 axle boxes broken, 2 buffers bent, 2 volute springs broken, 2 guide plates broken, 2 volute spring washers broken, one underneath angle iron broken, middle bars bent, 2 flap door boards broken, 2 swing door frame pieces broken, one body angle iron broken, channel iron bent, door hinges bent.	
Ditto ditto .	589	Two pairs of wheels not in gauge, 4 bearing springs weak in camber, 2 axle guards broken, 2 axle guards bent, 4 axle boxes broken, both buffers broken, channel irons bent, 6 angle irons bent and broken, 4 iron plates torn, 4 flap door hinges bent, 2 head stock plates broken, brake lever broken, 6 flap door boards broken, 12 swing door frame pieces and 4 swing door boards broken, door hinges bent.	
Ditto ditto .	11524	One pair of wheels out of gauge, one buffer broken, one buffer bent, 4 axle guards bent, 4 bearing springs weak, 4 axle boxes broken, channel irons and middle bars bent, 5 body angle irons broken, 6 iron plates torn, 6 angle irons bent, head stock plates broken, door hinges bent.	
Ditto ditto .	562	Both buffers broken, 2 axle guards broken, 2 axle guards bent, 2 volute springs broken. 4 axle boxes broken, door hinges bent, 2 swing doors frame pieces damaged iron underframe bent, iron plates of body torn heavily, angle irons broken, head stock plate broken, floor plate damaged.	
Ditto ditto .	11532	Both buffers broken, 4 axle guards bent, 4 axle boxes broken, 2 angle irons bent, and 2 angle irons broken, 2 iron plates of body torn, middle bar slightly bent, swing doors frame broken, head stock bent, door hinges bent.	
Ditto ditto .	10379	Two buffers broken, 4 axle boxes broken, 2 axle guards bent, swing doors and flap door entirely damaged, middle bars and channel irons bent, head stock plate bent, 4 angle irons bent, 6 angle irons bent, 6 body iron plate torn and some plates bent, door hinges bent, floor plate damaged, both ends plates broken heavily and bulged in.	
Ditto ditto .	543	Two buffers broken, 3 axle boxes broken, one axle guard broken, 3 axle guards bent, 2 striking plates broken, brake lever bent, middle bars and channel irons bent, 3 iron plates of body torn, one head stock plate broken, flap doors and swing doors damaged, 4 angle irons bent and 4 angle irons broken, door hinges bent, brake lever rack broken, one end bulged in and plates damaged.	
Ditto . ditto .	10409	Two pairs of wheels loose in axle, both buffers, 4 axle guards and axle boxes broken, 6 angle irons of body and roof broken, 4 iron plates of body and roof torn, one head stock plate broken, swing door frames and boards damaged, flap door hinges bent, brake lever rack broken, 2 bridle plates missing, middle bars and channel irons bent and damaged. Floor plate damaged.	
Ditto ditto .	615	Both buffers broken, 2 pairs of wheels not in gauge, 4 axle guards bent and broken, 4 axle boxes broken, middle bars and channel irons bent and damaged, head stock plates broken, 6 angle irons of body broken and remaining bent badly, swing doors damaged and missing, flap door hinges bent, 6 body iron plates torn and rest bent, flap door boards broken and missing, brake gear damaged, floor plates damaged, body iron work is entirely useless.	
Ditto ditto .	10387	Both buffers broken, 2 pairs of wheels not in gauge, 4 axle gaurds bent and broken, 4 axle boxes broken, middle bars and channel irons bent and damaged, head stock plates broken, 6 angle irons of body broken and remaining bent badly, swing doors damaged and missing, flap door hinges bent, 6 body iron plates torn and rest bent, flap door boards broken and missing, brake gear damaged, floor plates damaged, body iron work is entirely useless.	

Vehicles.		Nature of Damage.	Remarks.
Class.	No.		
Iron-covered Goods Wagons .	10423	Both buffers broken, 4 axle guards bent, brake gear damaged, 4 axle boxes broken, swing doors damaged, flap door hinges bent, 4 beards broken, middle bars and channel irons damaged, head stock plate broken, one end entirely broken and bulged inside, body angle irons broken and plates torn, floor plates broken.	
Ditto ditto .	10400	Both buffers bent, 4 axle boxes broken, 4 axle guards broken, brake gear damaged, 2 swing door frames broken and one missing, flap door hinges bent and 2 boards broken, middle bars and channel irons bent and damaged, 4 angle irons broken, some bent, body iron plates torn badly, floor plates damaged, both ends bulged in.	
Ditto ditto .	10424	Wheels not in gauge, both buffers broken, axle guards and axle boxes broken, whole body broken into pieces, underframe very badly bent and damaged.	
Ditto ditto .	716	Both buffers and 2 axle guards bent, 2 axle guards and 4 axle boxes broken, middle bars and channel irons damaged, 2 head stock plates broken, 6 body angle irons broken, 6 iron plates torn and damaged, swing doors damaged, flap door hinges bent, brake gear damaged.	
Ditto ditto .	10416	Two pairs of wheels not in gauge, both buffers broken, 4 axle guards bent, 4 axle boxes broken, swing doors damaged, flap door hinges 2 boards broken, middle bars and channel irons bent and damaged, 6 angle irons broken, 4 angle irons bent, 6 iron plates torn and damaged, floor plate damaged, head stock plates broken, roof plates torn and both ends bulged in, and plates damaged.	
Wooden Lowsided Wagon .	6855	Both buffers broken, 4 axle boxes broken, 4 axle guards bent and damaged, whole body broken into pieces, and underframe bent and damaged.	
Iron Lowsided Wagon .	247	Both buffers broken, 4 axle boxes broken, 4 axle guards bent and damaged, whole body broken into pieces, and underframe very badly damaged.	
Ditto ditto .	259	One buffer bent and one buffer broken, 4 axle guards bent, 4 axle boxes broken, 8 iron stanchions broken, 4 T. iron broken, whole end flap badly damaged, side flaps bent and side flap hinges some bent and some broken, middle bars and channel irons bent.	
Brake-van . . .	3679	Both buffers and 4 axle boxes broken, 4 axle guards bent, whole body damaged into pieces, underframe bent and damaged, roof corrugated sheet damaged.	
Wooden-covered Goods Wagon	426	One buffer bent and one buffer broken, 4 axle guards bent, 4 axle boxes broken, one volute spring broken, brake gear damaged, 6 side and end pillars broken, 4 door hinges bent, 2 head stocks damaged, 2 rocker bars broken, 3 flap doors, 2 swing door boards and 7 new end casing boards broken, one new underneath cross piece broken, one cant rail broken, 8 side casing boards broken, 5 corrugated sheets damaged.	
Ditto ditto .	477	Both buffers bent, 2 axle boxes broken, 4 axle guards bent, 4 flap door hinges bent, 2 end pillars broken, one arch rail broken, one head stock and 2 bottom boards broken, corrugated roof sheets damaged, brake gear damaged, 2 flap door boards and 4 swing door boards broken.	
Ditto ditto .	507	Both buffers bent, 2 axle boxes broken, 4 axle guards bent, 4 door hinges bent, 2 arch rails, 4 end corner pillars, one head stock, 2 rocker bars and 5 end casing boards broken, roof corrugated sheets damaged, 2 flap door boards and 4 swing door boards damaged, brake gear damaged.	
Ditto ditto .	6807	Both buffers, 4 axle boxes and 4 axle guards broken, whole body damaged into pieces, roof corrugated sheets damaged, underframe bent and damaged, wheels not in gauge.	
Ditto ditto .	501	Both buffers, 4 axle boxes and 4 axle guards broken, whole body damaged into pieces, roof corrugated sheets damaged, underframe bent and damaged, wheels not in gauge.	
Ditto ditto .	502	Both buffers, 4 axle boxes and 4 axle guards broken, whole body damaged into pieces, roof corrugated sheets damaged, underframe bent and damaged, wheels not in gauge.	
Ditto ditto .	482	Both buffers, 4 axle boxes and 4 axle guards broken, whole body damaged into pieces, roof corrugated sheets damaged, underframe bent and damaged, wheels not in gauge.	

Vehicles.		Nature of Damage.	Remarks.
Class.	No.		
Wooden-covered Goods Wagon	410	Both buffers, 4 axle boxes and 4 axle guards broken, whole body damaged into pieces, roof corrugated sheets damaged, underframe bent and damaged, wheels not in gauge.	
Ditto ditto	398	Both buffers, 4 axle boxes and 4 axle guards broken, whole body damaged into pieces, roof corrugated sheets damaged, underframe bent and damaged, wheels not in gauge.	

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Summary for December, 1888.

The month of December usually witnesses the final retreat of the south-west humid winds of the south-west monsoon circulation from the Bay of Bengal and Arabian Sea, and the establishment of the north-east monsoon circulation over the whole Indian area, including India and the adjacent seas north of the Equator. Hence, during the first fortnight of the month, rain continues to fall under the same conditions as in November in Southern India, but is generally confined to Travancore and the most southerly districts of Madras and Mysore. The final important burst of rain frequently accompanies the march of a small cyclonic storm which usually forms in the south-west of the Bay, advances in a westerly direction across the south Coromandel Coast, and breaks up shortly afterwards under the obstructive action of the Palni and other hills of Southern India. If what are termed the north-east monsoon rains (but which are really the concluding rains of the retreating south-west monsoon circulation) terminate with a cyclonic storm accompanied by a heavy cyclonic burst of rainfall, it usually occurs in the second or third week of December. It will be seen from the following remarks that the mode and time of termination of the north-east monsoon rains of the present season were normal in character.

The conclusion of these rains in Southern India immediately precedes the establishment of conditions in Upper India which favour the occasional occurrence of cold-weather storms and rainfall in Northern India and of frequent snowfall in the Himalayan mountain region. During the first three weeks of the month weather is usually fine and clear in Northern and Central India, and temperature decreases rather rapidly (especially the night temperature in Upper India). The barometer usually oscillates somewhat rapidly through small amounts, the period of a complete rise and fall varying from two to five days. The periods of falling barometer are usually associated with a tendency to the formation of cloud, and of rising barometer with its dissipation. During the last week or ten days of the month there is, on the other hand, a marked tendency to disturbed weather in Upper India indicated by barometric movements on a larger scale and the formation of cloud; when this occurs a depression appears or forms in Upper India, and extends its influence eastwards and gives more or less rain. This weather forms the so-called "Christmas rains" of Upper India. When they occur, they are due to and accompany a feeble cyclonic depression or storm, and are usually followed by a succession of similar storms during the months of January and February. These cold-weather storms are of great economic importance, and form the most important feature of the weather of the last fortnight of December and the months of January and February. Their formation is by no means thoroughly understood as yet, but they appear to originate in the upper return current of the north-east monsoon circulation, and generally drift from west to east or in an opposite direction to the cyclonic storms of the rains. As they originate in the upper atmosphere and their action

is chiefly confined to the upper strata, (although they modify to some extent the air movement near the Earth's surface), it is much more difficult to forecast their occurrence, line of march, and general character, than it is to forecast the storms of the rains.

The preceding remarks give the normal weather conditions and features of the month in the Indian area. In the adjacent seas the south-west humid winds retreat down to the Equator (and are probably finally absorbed in the Doldrums) and are replaced by north-east winds, so that before the end of the month, north-east monsoon winds usually prevail over the whole of the Arabian Sea and Bay of Bengal.

The following gives a brief account of the chief features of the weather during the past month.

Frequent showers fell from the 1st to the 6th in the southern districts of Madras, including Madura, Tanjore, Trichinopoly, Coimbatore, South Arcot, and Chingleput, and in South Mysore and Travancore. They were as usual heaviest in the coast districts, where very favourable rain was received on the 3rd and 4th. For example, on the morning of the 4th, Negapatam registered 4 inches and Madura 2 inches, and on the morning of the 5th Madras recorded 4 inches.

Rain ceased to fall in this area on the 7th and an interval of fine weather succeeded until the 12th. During the whole period from the 1st to the 12th fine clear weather prevailed over the whole of Northern and Central India and the North Deccan. The observations of the 12th indicated the commencement of two disturbances. The first was a shallow depression which gave much cloud and modified the temperature conditions on the north-west frontier. It marched rapidly eastwards and lay over the Punjab Himalayas on the morning of the 14th. It gave snow on the higher hills and a few light showers in the north of the Punjab Fine clear weather was re-established in Upper India on the afternoon of the 13th. The second disturbance was of much greater importance, as it developed into a cyclonic storm, which gave the final heavy burst of north-east monsoon rain of the present season to Southern India. The observations of the 12th shewed that a low-pressure area was forming to the north-east of Ceylon. It increased rapidly in intensity during the next two days and marched westwards, and on the morning of the 14th, the centre was a little to the east of Negapatam. It crossed the coast on the afternoon or evening of the 14th, and was a little to the south-east of Madura on the morning of the 15th. It was, however, then filling up rapidly, and it disappeared as a cyclonic circulation and storm during the day. It gave moderately heavy rain to the same districts that had received rain on the first six days of the month. Weather cleared up in Southern India on the 16th and 17th, and fine weather prevailed until the end of the month. A small depression formed over the Punjab Himalayas on the 20th, which accompanied moderate snowfall on the higher elevations. It filled up during the day. On the morning of the 21st a shallow depression overlay Beluchistan and Upper Sind. It marched rapidly eastwards and gave overcast skies and light showers in the North and East Punjab during the day. It apparently filled up on approaching or passing over the Punjab Himalayas on the 22nd. Anti-cyclonic conditions prevailed in Upper and Central India until the morning of the 29th when a very shallow depression formed in the north-west frontier between Mooltan and Quetta. It advanced eastwards and died out during the next 24 hours after having given some light showers of rain and snow at Quetta and in the North Punjab and adjacent hills.

It will thus be seen that whilst the weather conditions have been normal in Southern India and have given favourable rain, the weather in Upper and Central India has been marked by the prevalence of strongly marked anti-cyclonic conditions and by the absence of the usual Christmas rains. Three shallow depressions have passed eastwards across Upper India, two of them during the last ten days of the month, but they failed to develop and gave very little rain. They were hence abortive attempts at cold-weather storms, and as such their history is interesting and instructive.

The chief features of the meteorology of the past month may be summarized as follows:—

(1) General excess of pressure accompanying large and important local anomalies.

(2) Diminished temperature (more especially night temperature) in Northern India, and increased temperature in Southern India more especially in the west coast districts.

(3) Normal or decreased humidity in the plains and excessive dryness of the air at the hill-stations.

(4) The prevalence of unusually steady easterly winds in the west coast districts and the West Deccan and of northerly winds in Bengal.

The most important of these features is the first. The average pressure over the whole of India during the month was ·03″ above the normal. Relatively to this general condition, pressure was in moderate defect along the foot of the hills from Rawalpindi to Dhubri, and also in Bengal. The following table gives the anomalies at the chief stations in that area:—

Sealkot	—·050″	Burdwan	—·032″
Ludhiana	—·033	Dacca	—·035
Gorakhpur	—·027	Calcutta	—·028
Dhubri	—·043	Chittagong	—·023

The deficiency was as marked in the neighbouring hill districts. These anomalies hence shew that whilst pressure is at present relatively in defect over and near the hills in Northern India, the deficiency is most marked in the western and eastern districts and least marked in the central districts.

Pressure was also, relatively to the general state, in slight defect along the west coast. The following gives the local anomalies at four representative stations:—

Kurrachee	—·008″	Karwar	—·007″
Bombay	—·006	Cochin	—·007

Between these two areas of relatively deficient pressure lay an area of excessive pressure, stretching north and south between Upper Sind and the West Punjab to the South Deccan. The axis of this is defined by the following stations (the relative anomalies of which are added):—

Ajmere	+·065″	Poona	+·044″
Neemuch	+ 057	Sholapur	+·042
Indore	+·051	Belgaum	+·032
Khandwa	+·047	Bangalore	+·023
Malegaon	+·041		

A small isolated area of excessive pressure overlay Jubbulpore (the anomaly of which for the month is +·037″) and Sutna (+·055″).

A reference to the weather reports of the two previous months show that the chief features of the pressure distribution of the month of December are similar to those of the two preceding months, the only difference being that they are more strongly marked. It is certain that these strongly marked pressure features will largely modify the distribution of rainfall during the next two months. So far as can be judged from the very imperfect investigations as yet made in this subject, they would appear to indicate the probability of more stormy weather than usual during the next two months in the Himalayan region (and perhaps the adjacent plain districts) and also perhaps less rainfall in Central India and the Central Provinces than usual.

One very remarkable feature during the past month has been the very great dryness of the air at the hill stations, where the average humidity was from 10 to 20 per cent. below the normal.

Rainfall of the month.—The preceding paragraphs have stated the conditions under which the rainfall of the month has occurred. The average rainfall of the month for the whole of India is little more than half of that of the month of November, and is very small in amount, as the month is the transition period from the south-west monsoon rains of Southern India to the cold-weather rains of Northern India. No rain fell during the month over by far the greater part of the country, including the whole of Northern and Central India and the Dec-

can (except some parts of the Punjab, North-Western Provinces and Khandesh). In the southern districts of the peninsula the rainfall of the month was normal or in moderate excess. Mysore and Bellary received their normal amounts, and the Carnatic an average of 4½ inches, or upwards of half an inch above the normal. Lower Burma and Malabar received a little rain, but less than half the small average of the month.

The following table shows the amount of rain and the difference from the average during the month of December 1888 in the twenty-one meteorological divisions into which India was divided by Mr. Blanford, so far as it is indicated by the comparatively small number of the Telegraphic returns of rainfall received from the observing stations.

Districts.	Number of stations.	Actual average rainfall.	Normal average rainfall in December.	Difference from the average in December 1888.
Punjab, West	7	0·17	0·74	—0·57
„ East	4	0	0·66	—0·66
North-Western Provinces, Trans-Gangetic	9	0·06	0·55	—0·49
North-Western Provinces, Cis-Gangetic	3	0	0·24	—0·24
Behar	2	0	0·19	—0·19
Northern Bengal	2	0	0·20	—0·20
Assam—Cachar	3	0	0·49	—0·49
Lower Bengal—Chutia Nagpur	7	0	0·29	—0·29
Orissa—Northern Circars	6	0	1·03	—1·03
Central Provinces, South	7	0	0·52	—0·52
Berar—Khandesh	2	0·21	0·70	—0·49
Rajputana, Central India, Saugor, and Nerbudda	8	0	0·37	—0·37
Sindh—Cutch	3	0	0·10	—0·10
Guzerat	3	0	0·05	—0·05
Konkan	4	0	0·35	—0·35
Deccan—Hyderabad	3	0	0·28	—0·28
Malabar	4	0·31	0·82	—0·51
Mysore—Bellary	4	1·58	1·50	+0·08
Carnatic	6	4·40	3·76	+0·64
Lower Burma	6	0·18	0·41	—0·23
Ceylon	2	4·38	6·52	—2·14

JOHN ELIOT,
Offg. Meteorological Reporter to the Government of India.

SIMLA,
The 9th January 1889.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and prospects of the Crops.

Madras.—*For week ending 12th January, 1889.*—Rainfall slight in southern districts, little or none elsewhere. More rain wanted in Ganjam, Vizagapatam, and Coimbatore. Standing crops generally good, but damaged by insects, disease or excessive rain in parts of South Arcot, Chingleput, Madura, and Tinnevelly; withering in Coimbatore. Pasture generally sufficient, except in parts of Salem and Coimbatore. Agricultural operations progressing. Prices still high in Ganjam; no material fluctuations elsewhere. General prospects

favourable, except in Ganjam and Coimbatore. Over 24,400 labourers on Rashikulya works, Ganjam.

Bombay.—*For week ending 16th January, 1889.*—Slight rain in parts of Shikarpur. Late crops in parts of Khandesh, Nasik, Ahmednagar, and Sholapore, and in one taluka of Poona, and two of Surat suffering for want of moisture. Cotton in parts of Bijapore and exotic cotton and wheat in parts of Dharwar injured by blight, *jowari* in two talukas of Belgaum by blight and unfavourable winds, and late crops generally in two taluks of Satara by blight and insects. Standing crops otherwise good, except wheat in Broach. Opium crop in Baroda good. Harvesting of late crops progressing in parts of Kaira, Khandesh, and Bijapore, and cotton-picking in parts of Guzerat and Kathiawar. Fodder scarce in parts of Broach, Nasik, Belgaum, and Kathiawar. Agricultural stock poor in one taluka of Belgaum, and in parts of Kathiawar. Drinking-water scarce in two talukas of Nasik.

Bengal.—*For week ending 15th January, 1889.*—Weather unseasonably warm during the last few days. Beneficial showers fell on the 13th and 14th instant in Behar, Chota Nagpore, and Central and Northern Bengal. Prospects of all cold-weather crops, including poppy and tobacco, are promising. *Boro* or spring rice is coming on well, sugarcane is being cut and pressed in some districts, and is generally a fair crop. The winter rice harvest is practically over, with an average outturn of from eight to ten annas in the majority of districts, about twelve annas in the districts of Chota Nagpore and in Backergunge, and almost sixteen annas in Dacca, Furreedpore, Mymensingh, Tipperah, and Noakholly. The Collector of Chumparun reports that prices are gradually rising, and that the pressure upon the labouring classes in the affected area is consequently on the increase.

North-Western Provinces and Oudh.—*For week ending 16th January, 1889.*—Weather is cloudy but no rain. Rain much needed. Irrigation continues. *Rabi* prospects fair. Poppy thriving. Sugarcane being pressed. Markets well supplied. Prices steadier. Condition of agricultural stock generally satisfactory.

Punjab.—*For week ending 16th January, 1889.*—Slight rain in Rawalpindi. Prices rising in Rawalpindi, stationary in all other districts. *Rabi* sowings completed. Watering of crops in progress in Lahore. Rain is urgently wanted throughout the province for the *rabi* crops. Crops reported to be suffering for want of rain in parts of Umballa, Amritsar, and Sialkot. No serious damage has yet been done, but if rain holds off much longer large areas will be injured. Stock cattle healthy. Pasturage or fodder sufficient, except in Hissar, Dera Ismail Khan and in parts of Mooltan, Rawalpindi and Sialkot.

Central Provinces.—*For week ending 16th January, 1889.*—Weather clear. Rain required in northern and eastern districts for winter crops. Linseed injured by insects in Bilaspur. Cattle in fair condition. Prices rising in northern districts.

Burma.—*For week ending 12th January, 1889.*—No rainfall during last week. Crop prospects are good except in parts of Prome and Thayetmyo. The price of paddy has fallen in Akyab, Sandoway, Thôngwa, Amherst, Toungoo, Tavoy, Pakôkku, and Minbu, and risen slightly in Henzada.

Assam.—*For week ending 16th January, 1889.*—Weather seasonable. Slight rain in Assam Valley districts, Sylhet and Garo Hills. Reaping of winter rice almost over; gathering of pulses and mustard commenced in some districts. State of other crops generally good.

Mysore and Coorg.—*For week ending 16th January, 1889.*—Slight rain in parts of Mysore. Crops in good condition. Outturn of crops harvested fair. Water-supply deficient in one taluk of the Mysore district. Prices risen somewhat in the Tumkur district.

In Coorg the weather is favourable for harvesting paddy and the coffee crop.

Berar and Hyderabad.—*For week ending 16th January, 1889.*—In Berar picking of cotton and harvesting of other *kharif* crops still in progress in some parts; outturn of cotton estimated from 12 to 14 annas, *jowari* from 10 to 12 annas. *Rabi* crops promise well. Wheat in ear, linseed in flower, and gram in pod. Cattle healthy. Fodder insufficient in some districts. Prices, same as last week.

No rain during week at Hyderabad. *Rabi* crops thriving. Sowing of *tabi* continues. Scarcity of fodder still felt. Prices stationary.

Central India.—*For week ending 16th January, 1889.*—Bhopawar reports crops suffering from want of winter rain. Report regarding agricultural stock and prospects in Neemuch somewhat better than last week.

Rajputana.—*For week ending 16th January, 1889.*—Agricultural operations satisfactory. Standing crops thriving. Agricultural stock good. Pasturage or fodder sufficient except in Kherwara, Meywar, and parts of Marwar. Prices steady generally.

Nepal.—*For week ending 10th January, 1889.*—No rain. Weather dry; strong winds. Rain needed. Prospects of the crops fair in the valley.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

LEVY OF FEES AND TRAVELLING ALLOWANCE FOR THE ATTENDANCE OF REGISTRARS OF BIRTHS AND DEATHS UNDER ACT VI OF 1886 AT PRIVATE RESIDENCES.

No. $\frac{\text{I.}}{36-48.}$

Extract from the Proceedings of the Government of India in the Home Department (Judicial), under date, Calcutta, the 17th January 1889.

READ again:—

Home Department Notification No. 1173, dated 19th July 1888, promulgating rules framed under sections 26, 28 and 36 of the Births, Deaths and Marriages Registration Act, VI of 1886.

Read also:—

Letter from the Government of Madras, No. 903, dated the 15th September 1888.

RESOLUTION.

With its letter dated the 15th September last, cited in the preamble to this Resolution, the Government of Madras forwards a copy of a general order of that Government, in paragraph 11 of which it is suggested that, in cases in which a person is unable to attend at the office of the District Registrar and requires his presence at his private residence for the purposes of section 22 of the Births, Deaths and Marriages Registration Act, VI of 1886, the same fees should be charged for such attendance as are levied under section 78 of the Indian Registration Act, 1877. The Governor General in Council observes that, for the purpose of registering births and deaths, Act VI of 1886 contemplates the attendance of parties at a Registrar's Office. If, however, he is requested to attend at a private

residence, His Excellency in Council sees no objection to his doing so if he thinks that course necessary, on payment of a fee for such attendance and of such travelling allowances as may be prescribed under section 78 of the Indian Registration Act, 1877, for similar attendances under that Act. His Excellency in Council is accordingly pleased to direct that a fee of Rs. 10 shall be charged for every attendance at a private residence. In rule 20 of the rules promulgated by Home Department Notification No. 1173, dated the 19th July 1888, it is provided that a register (in the prescribed form) is to be kept of all fees realised under those rules, and that the fees should be credited to Government. The fees referred to in this Resolution should be treated in the same way, but the travelling allowances may be appropriated by the Registrar, who will receive no travelling allowance from Government.

ORDER.—Ordered that this Resolution be communicated to Local Governments and Administrations, to the Foreign Department and to the Department of Finance and Commerce, for information.

Ordered also that it be published in the Supplement to the *Gazette of India.*

(True Extract.)

A. P. MACDONNELL,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first nine months of the official year 1888-89, and of the seventeen preceding years.

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE NINE MONTHS, APRIL TO DECEMBER.																																			
	BENGAL.				BOMBAY.				MADRAS.				BURMA.				SINDH.				TOTAL BRITISH INDIA.							
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	Total Import Revenue.	Export Revenue.	Total Revenue.	YEAR.
1871-72	7,65	55,99	16,59	80,23	5,00	33,67	3,10	41,77	93	93	1,38	3,24	2,66	8,92	9,93	21,51	1,17	3,16	12,78	17,11	17,41	1,02,67	1,20,08	43,78	1,63,86	1871-72
1872-73	9,08	52,55	18,12	79,75	3,93	31,83	2,59	38,35	81	92	1,62	3,85	2,88	8,68	7,96	19,52	2,19	3,54	22,31	28,04	18,89	97,52	1,16,41	52,60	1,69,01	1872-73
1873-74	7,79	51,64	14,08	73,51	4,51	34,03	2,64	41,18	90	77	90	2,57	2,17	10,24	9,87	22,81	2,38	3,46	16,41	22,25	18,28	1,00,14	1,18,42	43,90	1,62,32	1873-74
1874-75	8,85	58,68	11,14	78,67	4,97	34,99	3,01	42,97	86	63	1,10	2,59	10,17	9,64	22,52	2,92	3,67	5,10	11,22	19,24	20,31	1,09,57	1,29,88	36,11	1,65,99	1874-75
1875-76	9,37	57,45	11,65	78,47	4,95	30,55	3,77	39,27	97	79	1,02	2,78	3,15	10,41	8,60	22,16	2,87	3,80	19,35	25,89	21,31	1,02,87	1,24,18	44,39	1,68,57	1875-76
1876-77	9,65	49,49	10,93	70,07	6,18	31,26	83	38,27	1,16	58	20	1,94	4,11	9,06	5,63	18,80	3,14	3,80	13,59	20,53	24,24	94,19	1,18,43	31,18	1,49,61	1876-77
1877-78	10,71	59,44	13,04	83,19	6,31	35,95	77	43,03	1,49	70	32	2,51	4,06	6,58	1,54	12,18	3,62	4,60	10,17	18,39	26,19	1,07,27	1,33,46	25,84	1,59,30	1877-78
1878-79	9,68	49,72	11,62	71,02	6,28	33,26	1,54	41,08	1,42	44	19	2,05	4,03	6,81	3,39	14,23	4,92	5,07	15,33	25,32	26,33	95,30	1,21,63	32,07	1,53,70	1878-79
1879-80	9,04	46,91	7,68	63,63	7,04	28,75	1,46	37,25	2,40	55	19	3,14	3,90	6,93	5,28	16,11	5,07	4,91	18,00	27,98	27,45	88,05	1,15,50	32,61	1,48,11	1879-80
1880-81	9,73	45,62	9,27	64,62	6,36	40,98	1,77	49,11	3,39	86	18	4,43	3,92	7,99	5,89	17,80	3,51	5,94	21,87	31,32	26,91	1,01,39	1,28,30	38,98	1,67,28	1880-81
1881-82	9,61	40,83	11,24	61,68	7,43	35,08	1,21	43,72	2,83	97	26	4,06	3,66	7,24	3,63	14,53	5,10	5,87	25,38	36,35	28,63	89,99	1,18,62	41,72	1,60,34	1881-82
1882-83	10,40	11	11,91	22,42	7,36	-1,04*	1,15	7,47	2,59	3	44	3,06	4,04	2	2,88	6,94	5,73	6	30,23	36,02	30,12	—82*	29,30	46,61	75,91	1882-83
1883-84	10,45	22	12,98	23,65	7,96	41	1,08	9,45	2,64	4	38	3,06	3,73	7	3,88	7,68	5,77	11	21,97	27,85	30,55	85	31,40	40,29	71,69	1883-84
1884-85	9,13	26	8,16	17,55	7,70	33	1,39	9,42	2,87	5	43	3,35	3,57	4	3,78	7,39	5,67	4	16,97	21,78	28,94	72	29,66	29,83	59,49	1884-85
1885-86	9,73	22	10,08	20,03	8,90	40	88	10,18	3,17	5	59	3,81	3,65	8	2,72	6,45	4,65	4	25,40	30,09	30,10	79	30,89	39,67	70,56	1885-86
1886-87	9,79	37	8,08	18,24	9,00	42	1,05	10,47	3,82	9	70	4,61	4,64	13	3,96	8,73	6,42	9	21,86	28,37	33,67	1,10	34,77	35,65	70,42	1886-87
1887-88	9,52	38	10,72	20,62	10,63	40	1,38	12,41	3,61	6	59	4,26	7,48	6	3,26	10,80	6,67	2	22,14	28,83	37,91	92	38,83	38,09	76,92	1887-88
1888-89	11,04	4,85	10,63	26,52	10,88	3,04	1,10	15,02	3,83	65	33	4,81	7,74	71	3,74	12,19	6,32	77	14,91	22,00	39,81	10,02	49,83	30,71	80,54	1888-89

* The amount refunded is greater than the duty collected.

A. U. FANSHAWE,

Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,

STATISTICAL BRANCH;

Calcutta, 15th January, 1889.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXVIII OF 1888-89.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 24th December, 1887. Total.	Receipts for week ending 24th December, 1887. Per mile open.	Total mean length open.	Receipts for week ending 22nd December, 1888. Total.	Receipts for week ending 22nd December, 1888. Per mile open.	Total Receipts from 1st April to 24th December, 1887. Total.	Total Receipts from 1st April to 24th December, 1887. Per mile open per week.	Total Receipts from 1st April to 22nd December, 1888. Total.	Total Receipts from 1st April to 22nd December, 1888. Per mile open per week.	Total Increase in 1888-89.	Total Decrease in 1888-89.
	State Lines worked by Companies.		R	R		R	R	R	R	R	R	R	R
Last 9 days of Dec., 1888	East Indian	1,514	10,13,389	669	1,514	10,50,893	694	3,24,53,693	564	3,10,66,880	540	...	13,86,813
29th Dec., 1888	Rajputana-Malwa (a)	1,664	3,91,529	235	1,664	3,99,000	238	1,14,55,083	180	1,30,15,008	200	15,59,925	...
Last 9 days of Dec., 1888	Sindia	75	8,902	119	75	6,276	84	3,25,624	115	2,55,195	90	...	70,429
Ditto	Patna-Gya	57	8,490	148	57	8,027	140	3,70,266	170	3,55,968	164	...	14,298
Ditto	Bengal-Nagpur (b)	186	30,231	163	225	53,395	237	9,18,136	129	10,7 ,784	150	1,54,648	...
Ditto	Dildarnagar-Ghazipur	12	1,027	86	12	1,158	97	34,419	75	33,347	73	...	1,072
29th Dec., 1888	Mysore	140	9,575	69	140	11,397	82	3,77,631	71	4,37,750	82	60,119	...
29th ditto	Southern Mahratta (c)	850	54,451	64	854	64,278	75	23,40,770	85	28,40,249	87	4,99,532	...
22nd ditto	Indian Midland	42	3,012	72	136	16,134	119	1,20,075	75	4,76,026	92	3,55,951	...
22nd ditto	Cuddapah-Nellore	83	3,888	47	83	3,939	47	(d)38,698	32	1,79,441	57	1,40,743	...
Last 9 days of Dec., 1888	Bareilly-Pilibhit	36	2,552	71	36	2,304	64	63,912	47	62,977	46	...	935
22nd Dec., 1888	Lucknow-Sitapur-Sihramau	105	4,807	46	105	5,814	55	1,46,428	37	1,83,981	46	37,553	...
	TOTAL	4,764	15,31,853	322	4,901	16,19,615	330	4,86,44,682	278	4,99,79,606	270	13,34,924	...
	State Lines worked by Government.												
Last 9 days of Dec., 1888	North-Western (e)	2,433	4,77,690	196	2,415	5,44,170	225	1,49,85,198	176	1,85,52,778	202	35,67,580	...
22nd Dec., 1888	Wardha Coal	45	15,615	347	45	18,961	421	4,85,244	282	5,80,109	343	100,865	...
22nd ditto	Bengal Central	125	12,159	97	125	12,280	98	4,91,417	103	5,24,735	110	33,318	...
22nd ditto	Eastern Bengal Railways (f)	645	2,15,018	333	673	2,47,900	368	70,98,412	290	78,47,615	307	7,49,203	...
Last 9 days of Dec., 1888	Nalhati	27	1,635	60	27	1,880	69	64,386	62	72,407	70	8,021	...
Ditto	Tirhoot	259	35,522	137	273	28,337	104	12,31,459	129	11,76,790	118	...	54,669
22nd Dec., 1888	Burma	333	45,588	137	441	51,019	116	20,70,265	164	21,29,708	143	59,443	...
29th ditto	Jorhat	28	1,032	37	31	1,658	54	39,993	38	45,786	43	5,793	...
22nd ditto	Cherra-Companyganj	7	177	24	7	227	30	9,543	33	6,084	21	...	3,458
	TOTAL	3,902	8,04,436	206	4,037	9,06,432	223	2,64,75,916	188	3,09,42,012	205	44,66,096	...
	Lines worked by Guaranteed Companies.												
29th Dec., 1888	Madras	831	1,76,711	213	840	1,86,273	222	59,82,401	189	61,76,238	103	1,93,837	...
22nd ditto	South Indian	654	99,990	153	654	1,31,347	201	37,31,574	149	40,44,528	163	3,12,954	...
22nd ditto	Great Indian Peninsula	1,504	7,05,945	470	1,504	9,16,065	609	2,80,10,707	488	2,91,47,794	511	11,37,087	..
29th ditto	Bombay, Baroda and Central India	461	2,43,956	529	461	2,69,000	584	86,29,202	489	88,31,046	504	2,01,844	..
Last 9 days of Dec., 1888.	Oudh and Rohilkhand	693	1,55,787	225	693	1,42,201	205	46,83,826	179	48,83,679	186	1,99,853	...
	TOTAL	4,143	13,82,389	334	4,152	16,44,886	396	5,10,37,710	322	5,30,83,285	337	20,45,575	...
GRAND TOTAL (GUARANTEED AND STATE)		12,809	37,18,678	290	13,090	41,70,933	311	12,61,58,308	266	13,40,04,903	271	78,46,595	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	6,56,74,554	139	7,24,82,277	147	...	...
NET RECEIPTS		...	...	...	...	...	...	6,04,83,754	127	6,15,22,626	124	10,38,872	...
	Assisted Companies.												
Last 9 days of Dec., 1888.	Bengal and North-Western	376	33,888	90	376	37,780	100	14,41,764	100	16,35,674	114	1,93,910	...
Ditto	Tarakeshwar	22	3,873	174	22	4,180	188	1,88,961	224	1,95,037	231	6,076	...
Ditto	Rohilkhand-Kumaun	67	5,916	88	67	4,146	62	2,43,101	95	2,63,226	103	20,125	...
22nd Dec., 1888	Dibru-Sadiya	78	6,991	90	78	7,883	101	3,05,941	102	3,21,970	109	16,029	...
	TOTAL	543	50,668	93	543	53,989	99	21,79,767	105	24,15,907	117	2,36,140	...
	Native States.												
Last 9 days of Dec., 1888.	The Nizam's Guaranteed Company	208	34,213	164	310	38,384	124	11,49,821	144	12,27,236	110	77,415	...
29th Dec., 1888	The Gaekwar's	59	2,986	51	59	2,960	50	1,13,556	50	97,030	43	...	16,526
29th ditto	The Gaekwar's Mehsana-Vadnagar	21	701	33	27	750	28	26,697	33	31,737	39	5,040	...
22nd ditto	Bhavnagar-Gondal-Junagarh-Porbandar	193	19,845	103	209	23,367	112	7,11,715	96	7,45,672	98	33,957	...
Last 9 days of Dec., 1888.	Morvi	68	1,998	29	68	2,747	40	1,02,432	40	1,24,001	48	21,569	...
29th Dec., 1888	Jodhpore	124	7,762	63	124	7,100	57	2,46,401	52	2,48,029	53	1,628	...
	TOTAL	673	67,505	100	797	75,308	94	23,50,622	91	24,73,705	85	1,23,083	...

(a) Includes the Cawnpore-Achnera State Railway.
(b) Includes the Katni-Umaria State Railway.
(c) Includes the Bellary-Kistna State Railway.
(d) Total receipts from 15th September to 24th December, 1887.
(e) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(f) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.

CALCUTTA,
The 17th January, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Under-Secretary.

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SUPPLEMENT TO

The Gazette of India.

No. 4.} CALCUTTA, SATURDAY, JANUARY 26, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and prospects of the Crops.

Madras.—*For week ending 19th January, 1889.*—Rainfall very slight in Tanjore and Salem and none elsewhere; more rain wanted in Ganjam and Coimbatore. Standing crops generally good, but damaged by disease or excessive rain in parts of Chingleput, South Arcot and Tinnevelly and withering in Coimbatore. Pasturage generally sufficient, except in parts of Salem and Coimbatore. Agricultural operations progressing. Prices rising in Ganjam and six other districts, falling in eight and stationary elsewhere. General prospects favourable except in Ganjam and Coimbatore. 28,383 labourers on Rushikulya works, Ganjam.

Bombay.—*For week ending 23rd January, 1889.*—Slight rain in parts of Shikarpur. Late crops in Khandesh and Nasik, in one taluka of Poona, three of Surat and almost throughout Ahmednagar and Sholapur unsatisfactory; also cotton in parts of Sholapur and Bijapur, *jowari* in parts of Belgaum and exotic cotton and wheat in parts of Dharwar blighted; grain in one taluka of Ahmedabad injured by insects; *jowari* in two talukas of Ahmednagar by cloudy weather, and late crops in three talukas of Satara by blight and insects; standing crops, including opium in Baroda, otherwise good. Fodder scarce in Khandesh and Nasik and in parts of Hyderabad, Ahmednagar, Baroda, and Kathiawar. Prices rising in two talukas of Nasik.

Bengal.—*For week ending 22nd January, 1889.*—The rainfall reported last week, which extended to places in Western and Eastern Bengal, besides Behar, Chota Nagpore and Central Bengal, though slight and not general, has been useful, in spite of the hail, with which it was attended in Behar. The *rabi* crops are generally promising, but more rain is much needed throughout Chota Nagpore and in some districts in Central Bengal. Poppy and tobacco crops are reported on favourably. Sugarcane, which is being harvested in some districts, is expected to yield a good outturn. *Boro* rice is being transplanted, and is

doing well. Prices of rice and other grains continue to be very high as compared with the past year. No fresh report received concerning the affected tracts in North Behar, which are being personally inspected by His Honour the Lieutenant-Governor. The Collector of Chumparun, however, states that the pressure upon the people is not acute, but is increasing.

North-Western Provinces and Oudh.—*For week ending 23rd January, 1889.*—Weather cloudy. Light showers fell during the week in five districts. Rain is urgently needed everywhere to improve the prospects of the *rabi*. Poppy crop doing well. Irrigation continues. Sugarcane pressing in progress. Markets well supplied. Prices steady. Fodder becoming scarce and dear in places. Cattle healthy except in Kumaon.

Punjab.—*For week ending 23rd January, 1889.*—Slight rain in Rawalpindi and Peshawar. Prices unsettled in Delhi and Peshawar, stationary in all other districts. *Rabi* sowings completed. Watering of crops in progress in Lahore. Rain is urgently wanted throughout the Province. Crops on irrigated lands are reported to be in good condition, but those on unirrigated lands are already injured in many districts from want of rain, and will be much damaged if rain does not fall within the next week. Stock cattle are reported healthy. Fodder sufficient, except in Hissar, Dera Ismail Khan and in parts of Sialkot, Multan and Rawalpindi.

Central Provinces.—*For week ending 23rd January, 1889.*—Weather rather cloudy and warm. Light shower in Jubbulpore District. Wheat and other winter crops below average in Northern districts and in Bilaspur. Elsewhere prospects favourable. Cattle in fair condition.

Burma.—*For week ending 19th January, 1889.*—No rain has fallen during the past week. Crops are generally good, except in parts of Thayetmyo and Prome. The price of paddy has fallen in Akyab, Prome, Henzada, Sagaing, Kyaukse and Magwé and risen in Rangoon, Tharrawaddy, Thôngwa and Moulmein.

Assam.—*For week ending 23rd January, 1889.*—Weather cold. Slight rain in Upper Assam. Harvesting of winter rice nearly finished. Pulses and mustard are being gathered; sugarcane crushed and tea pruned.

Mysore and Coorg.—*For week ending 23rd January, 1889.*— No rain. Standing crops in good condition. Paddy and sugarcane sown in parts. Prospects generally favourable. Water-supply diminishing in parts of two taluks in the Mysore District. No material change in prices.

Rice crop harvested in Coorg. Coffee-picking in progress.

Berar and Hyderabad.—*For week ending 23rd January, 1889.*—Picking of cotton and harvesting of other *kharif* crops nearly over in Berar. *Rabi* crops are doing well. Prospects favourable. Cattle in fair condition. Fodder insufficient in some districts. Prices stationary.

No rain in Hyderabad. *Rabi* crops thriving; *tabi* sowings continue; scarcity of fodder still felt. Prices stationary.

Central India.—*For week ending 23rd January, 1889.*—The report from Bhopal this week shows rain wanted in the Bhilsa district. Standing crops and probable cutturn only fair. Prices of food-grains fallen in Dhar and risen elsewhere in Bhopawar agency.

Rajputana.—*For week ending 23rd January, 1889.*—Agricultural operations satisfactory. Standing crops thriving, but wheat withering in Kotah for want of rain. Agricultural stock good. Pasturage or fodder sufficient, except in Marwar, Kherwara, Meywar and Dholepore. Prices steady generally except in Marwar. Opium satisfactory. Cotton fair.

Nepal.—*For week ending 17th January, 1889.*—Showers fell during the week. Weather chilly and cloudy at times. Dry winds in the morning and evening. Prospects improved in the valley.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF DECEMBER, 1888.

No. 1.—As to Age and Sex.

	Trinidad.				Demerara.				Fiji.				Mauritius.				Natal.				Surinam.				Guadeloupe.				Total.		
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Grand Total.
Under 2 years	...	...	...	...	12	14	26	40·00 women to every 100 men.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	14	26
From 2 to 10 years	...	...	...	...	25	25	50		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25	25	50
„ 10 „ 20 „	...	...	...	...	49	18	67		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	49	18	67
„ 20 „ 30 „	...	...	...	...	269	103	372		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	269	103	372
„ 30 „ 40 „	...	...	...	...	38	22	60		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38	22	60
„ 40 „ 50 „	...	...	...	...	3	...	3		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	3
Above 50 „	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand Total	...	...	...	...	396	182	578		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	396	182	578

No. 2.—As to places whence Emigrants came to Calcutta for Embarkation.

	Trinidad.				Demerara.				Fiji.				Mauritius.				Natal.				Surinam.				Guadeloupe.				Total.		
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Grand Total.
Orissa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Western Bengal	...	...	...	...	2	2	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	4
Central „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Eastern „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Behar	...	...	...	...	87	54	141	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	87	54	141
North-Western Provinces	...	...	...	...	217	92	309	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	217	92	309
Oudh	...	...	...	...	73	28	101	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	73	28	101
Central India	...	...	...	...	3	5	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	5	8
Punjab	...	...	...	...	7	1	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	1	8
Nepal and Native States	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mixed, Bombay & Madras	...	...	...	...	7	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	...	7
Grand Total	...	...	...	...	396	182	578	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	396	182	578

No. 3.—As to Caste and Religion.

	Trinidad.				Demerara.				Fiji.				Mauritius.				Natal.				Surinam.				Guadeloupe.				Total.		
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Grand Total.
Brahmins and high castes	...	...	...	...	69	22	91	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	69	22	91
Agriculturists	...	...	...	...	101	37	138	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	101	37	138
Artisans	...		...	...	57	26	83	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	57	26	83
Low castes	...	...	...	...	120	64	184	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	120	64	184
Musulmans	...	...	...	...	49	33	82	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	49	33	82
Christians	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand Total	...	...	...	...	396	182	578	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	396	182	578

MEMORANDUM.	Male.	Female.	Total.
1. Hindus	347	149	496
2. Musulmans	49	33	82
3. Christians	...	...	...
Total	396	182	578

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXIX OF 1888-89.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 31st December, 1887. Total.	Per mile open.	Total mean length open.	Receipts for week ending 29th December, 1888. Total.	Per mile open.	Total Receipts from 1st April to 31st December, 1887. Total.	Per mile open per week.	Total Receipts from 1st April to 29th December, 1888. Total.	Per mile open per week.	Total Increase in 1888-89.	Total Decrease in 1888-89.
	State Lines worked by Companies.		R	R		R	R	R	R	R	R	R	R
First 12 days of Jan., 1889	East Indian	1,514	9,05,072	598	1,514	8,56,424	566	3,33,58,765	565	3,20,69,364	543	...	12,89,401
12th Jan., 1889	Rajputana-Malwa (*a*)	1,664	3,70,208	222	1,664	3,91,000	235	1,18,25,381	181	1,34,22,858	207	15,97,477	...
First 12 days of Jan., 1889	Sindia	75	10,106	135	75	6,921	92	3,35,730	115	2,62,525	90	...	73,205
Ditto	Patna-Gya	57	9,880	173	57	8,859	155	3,80,146	170	3,65,488	164	...	14,658
12th Jan., 1889	Bengal-Nagpur (*b*)	186	71,476	384	225	43,049	191	9,89,612	135	11,17,794	152	1,28,182	...
First 12 days of Jan., 1889	Dildarnagar-Ghazipur	12	1,101	92	12	659	55	35,520	76	33,923	72	...	1,597
First 5 days of Jan., 1889	Mysore	140	9,812	70	140	10,504	75	3,86,204	70	4,48,254	82	62,050	...
Ditto	Southern Mahratta(*c*)	850	59,745	70	854	70,258	82	24,00,435	80	29,10,507	87	5,10,072	...
Ditto	Indian Midland	42	(*g*)—1,842	—44	136	12,440	91	1,18,233	72	4,88,231	92	3,69,998	...
Ditto	Cuddapah-Nellore	83	9,755	118	83	4,234	51	(*d*)48,453	38	1,83,150	57	1,34,697	...
Last 9 days of Dec., 1888	Bareilly-Pilibhit	36	1,612	45	36	2,618	73	65,524	47	65,594	47	70	...
First 5 days of Jan., 1889	Lucknow-Sitapur-Sihramau	105	4,945	47	105	5,686	54	1,51,373	37	1,89,859	46	38,486	...
	TOTAL	4,764	14,51,960	305	4,901	14,12,652	288	5,00,95,376	276	5,15,57,547	271	14,62,171	...
	State Lines worked by Government.												
12th Jan., 1889	North-Western (*e*)	2,433	4,58,295	188	2,415	4,88,756	202	1,54,43,493	176	1,90,41,533	202	35,98,040	...
First 5 days of Jan., 1889	Wardha Coal	45	27,390	609	45	21,691	482	5,12,634	290	6,08,543	347	95,909	...
Last 9 days of Dec., 1888	Bengal Central	125	14,167	113	125	11,861	95	5,05,584	104	5,38,237	110	32,653	...
Ditto	Eastern Bengal Railways (*f*)	645	2,51,294	390	673	2,40,077	357	73,49,706	892	80,97,233	309	7,47,527	...
Ditto	Nalhati	27	1,569	57	27	1,821	67	66,093	62	74,379	70	8,286	...
First 12 days of Jan., 1889	Tirhoot	259	34,505	133	273	25,938	95	12,71,222	130	12,04,241	118	...	66,981
First 5 days of Jan., 1889	Burma	333	64,249	193	441	51,156	116	21,34,514	164	21,80,864	142	46,350	...
Ditto	Jorhat	28	555	20	31	1,483	48	40,548	38	47,269	43	6,721	...
Ditto	Cherra-Companyganj	7	(*g*)—551	—73	7	234	31	8,991	31	6,318	22	...	2,673
	TOTAL	3,902	8,51,473	218	4,037	8,43,017	209	2,73,32,785	188	3,17,98,617	205	44,65,832	...
	Lines worked by Guaranteed Companies.												
29th Dec., 1888	Madras	831	1,62,829	196	840	1,97,018	235	61,45,230	188	63,58,508	194	2,13,278	...
First 5 days of Jan., 1889.	South Indian	654	1,42,853	218	654	1,07,154	164	38,74,427	151	41,52,200	163	2,77,773	...
Ditto	Great Indian Peninsula	1,504	9,56,926	637	1,504	8,34,577	555	2,89,67,633	491	2,99,87,971	511	10,20,338	..
12th Jan., 1889	Bombay, Baroda and Central India	461	2,85,514	619	461	2,47,000	536	89,14,716	492	90,83,384	505	1,68,668	..
First 5 days of Jan., 1889.	Oudh and Rohilkhand	693	2,05,733	297	692	1,30,040	188	48,89,559	182	50,19,317	186	1,29,758	...
	TOTAL	4,143	17,53,855	423	4,151	15,15,789	365	5,27,91,565	324	5,46,01,382	337	18,09,817	...
GRAND TOTAL (GUARANTEED AND STATE)		12,809	40,57,288	317	13,089	37,71,458	288	13,02,19,726	266	13,79,57,546	272	77,37,820	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	6,77,14,604	139	7,44,98,125	147	...	...
NET RECEIPTS		...	...	...	...	...	...	6,25,05,122	127	6,34,59,421	125	9,54,299	...
	Assisted Companies.												
First 12 days of Jan., 1889.	Bengal and North-Western	376	54,982	146	376	48,129	128	14,96,746	101	16,82,291	115	1,85,545	...
Ditto	Tarakeshwar	22	4,267	192	22	4,782	217	1,93,228	223	2,02,014	233	8,786	...
Last 9 days of Dec., 1888.	Rohilkhand-Kumaun	67	11,700	175	67	4,942	74	2,54,801	98	2,68,168	103	13,367	...
Ditto	Dibru-Sadiya	78	6,428	82	78	6,331	81	3,12,369	102	3,28,301	108	15,932	...
	TOTAL	543	77,377	142	543	64,184	118	22,57,144	106	24,80,774	117	2,23,630	...
	Native States.												
First 5 days of Jan., 1889.	The Nizam's Guaranteed Company	208	27,710	133	310	43,878	142	11,77,401	144	12,71,114	110	93,683	...
12th Jan., 1889	The Gaekwar's	59	4,335	74	59	2,490	42	1,17,891	51	1,00,141	44	...	17,750
Ditto	The Gaekwar's Mehsana-Vadnagar	21	928	44	27	700	26	27,625	33	32,762	39	5,137	...
First 5 days of Jan., 1889.	Bhavnagar-Gondal-Junagarh-Porbandar	193	20,177	105	209	23,007	110	7,31,892	97	7,72,089	99	40,197	...
Ditto	Morvi	68	2,696	40	68	2,762	41	1,05,128	40	1,26,824	48	21,696	...
12th Jan., 1889	Jodhpore	124	7,434	60	124	6,300	51	2,53,835	52	2,54,732	53	897	...
	TOTAL	673	63,280	94	797	79,137	99	24,13,802	91	25,57,662	86	1,43,860	...

(*a*) Includes the Cawapore-Achnera State Railway.
(*b*) Includes the Katni-Umaria State Railway.
(*c*) Includes the Bellary-Kistna State Railway.
(*d*) Total receipts from 15th September to 31st December, 1887.
(*e*) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(*f*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.
(*g*) Due to adjustments.

CALCUTTA,
The 25th January, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Under-Secretary.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING THE 30th JUNE 1888.

(See Supplement to the *Gazette of India*, dated 28th July 1888.)

Districts.	Average wages per month. Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter or Blacksmith.
	R a. p.	R a. p.	R a. p.
MADRAS (*Revised*).			
Ganjam	4 11 0	6 9 0	9 6 0
Vizagapatam	3 14 0	4 7 0	9 11 0
Godávari	5 0 0	5 0 0	15 0 0
Kistna	5 10 8	7 10 8	17 14 3
Nellore	5 8 0	6 4 0	16 10 8
Cuddapah	7 8 0	7 8 0	15 0 0
Anantapur	4 0 0	7 8 0	15 0 0
Bellary	5 5 0	7 0 0	15 0 0
Kurnool	4 11 0	4 11 0	20 10 0
Madras	5 0 0	5 8 0	13 9 6
Chingleput	4 8 0	5 0 0	13 8 0
North Arcot	5 3 7	5 12 10	15 6 4
South Arcot	5 6 4	6 3 4	12 11 4
Tanjore	5 9 8	6 12 9	15 0 0
Trichinopoly	4 2 0	6 8 0	12 3 0
Madura	4 14 0	5 8 0	12 8 6
Tinnevelly	5 4 0	6 10 8	12 6 8
Coimbatore	4 12 0	5 13 4	17 8 0
Nilgiris	7 8 0	9 0 0	25 0 0
Salem	4 3 8	5 5 4	13 13 4
South Canara	6 14 0	6 12 0	18 2 0
Malabar	6 0 0	6 10 2	13 4 2

E. J. SINKINSON,
Offg. Secretary to the Government of India.

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A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.

Establishment.

RECRUITMENT OF THE SUPERIOR AND SUBORDINATE DIVISIONS OF THE ACCOUNTS BRANCH OF THE PUBLIC WORKS DEPARTMENT.

No. 19 A.—E., Calcutta, the 25th January 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read the following :—

Home Department Office Memorandum No. 633, dated 16th March 1888.
Report of the Public Service Commission, Chapter X, paras. 99 and 100.
Public Works Department Code, Volume I, Chapter II, paras. 52 to 62.
Report, dated 3rd October 1888, of a Committee appointed to revise the subjects of examination for entrance to the Superior and Subordinate Divisions of the Accounts Branch, Public Works Department.

OBSERVATIONS.—The Government of India has had under consideration the Report of the Public Service Commission on the Accounts Branch of the Public Works Department, in which the opinion is expressed that the present system of recruitment for this Branch of the service is unsatisfactory. The recruitment hitherto has generally been—

(1) by transfer of Officers (Military and Civil) from the Engineer Establishment of the Public Works Department;
(2) by promotion of selected Accountants from the Subordinate service; and
(3) by appointment of nominated candidates outside the service, who have passed a prescribed entrance examination.

The Public Service Commission considered that the number of Engineers and Military Officers already employed was excessive; and recommended certain alterations in the mode of recruitment of outside candidates.

2. The transfer of Military Officers to the Accounts Branch, except under special circumstances, has already been stopped; and it is expected that the transfer of Civil Engineers to that Branch will also become exceptional when the present surplus staff of Engineers has disappeared.

3. A Committee was appointed to work out the details of a revised scheme for the examinations qualifying for appointment to the Accounts Branch, both Superior and Subordinate, and, with certain modifications, the Government of India is pleased to accept its recommendations.

RESOLUTION.—The Government of India is now pleased to lay down the following general rules on the subject of the future recruitment for the Superior service of the Accounts Branch of the Department :—

I.—Appointments will be made mainly from successful candidates in a nominated (not open) competitive examination, and occasionally from senior Accountants as instanced in Public Works Department Code, Volume I, Chapter II, para. 59.

II.—Nominations to the competitive examination will, as now, rest with the Accountant General, on the conditions laid down in Public Works Code, Volume I, Appendix C, paras. 1 to 5, except that the maximum age in para. 4 will be increased to 23 years, and that the number of candidates nominated will be at least three for each vacancy.

III.—The Accountant General will submit annually to the Government of India, early in January, a report stating which, if any, of the Accountants in the Subordinate service he recommends for promotion, on approval, to the Superior service.

IV.—After orders have been passed on that report an advertisement will be issued in the *Gazette of India* about the beginning of February, stating the number of vacancies to be competed for at the next examination.

V.—The candidates who pass the examination will be appointed Apprentice Examiners, in order of merit, and to the extent of the number of vacancies announced for competition. With respect to confirmation and subsequent promotion, they will be subject to the conditions laid down in Public Works Code, Volume I, Chapter II, paras. 52 and 54.

2. The examination for appointment to the Superior Accounts Branch will, in future, be in two parts, preliminary and general, as detailed in the accompanying Appendix. The preliminary examination is meant to be a test of hand-writing and of knowledge of Arithmetic and Hindustani, and candidates failing to pass this test will be debarred from appearing at the general examination.

3. The examination will be held by the Principal of the Thomason Civil Engineering College, Rurki. Candidates whose names have already been registered for examination should, accordingly, be instructed to communicate with that Officer and to state what subjects in groups IV and V they propose to take up. An examination fee of Rs. 32 should, at the same time, be remitted by each candidate to the Principal.

4. A notification will issue subsequently prescribing the date and locality of the examinations.

5. The limitation of age to 23 years will not apply to any candidates whose names may have been registered before this date for the next examination, and who may be above the prescribed age when it is held.

6. The only modification considered necessary in the entrance examination for the Subordinate Division is to make it competitive. This is explained in the last paragraph of the Appendix to this Resolution. The examination will continue to be conducted as at present ordered.

7. The Government of India desires to acknowledge the promptness and completeness with which the Committee,* referred to in para. 3 of the preamble, have carried out the work entrusted to them.

* Mr. R. Logan, C.S
„ T. C. Lewis.
„ R. B. Buckley.
„ R. G. Macdonald.

ORDER.—Ordered, that this Resolution be forwarded to the Local Governments and Administrations and Officers noted on the margin, for information, and that it be published in the *Gazette of India*.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners, Central Provinces, Burma, Assam, and Coorg.
The Resident at Hyderabad.
The Resident at Mysore (through Foreign Department).
The Agents to the Governor General for Central India, Rajputana, and Biluchistan.
The Superintendent of Port Blair and Chief Commissioner, Andaman and Nicobar Islands.
The Director General of Telegraphs.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Central Division.
The Comptroller General.
The Accountant General, Bengal.

Also to the Department of Finance and Commerce for information.

Also to the Accountant General, Public Works Department, for further necessary action.

R. C. B. PEMBERTON, *Colonel, R.E.*,
Secretary to the Govt. of India.

Document accompanying.
Appendix.

Appendix to Public Works Department Resolution No. 19 A.—E., dated 25th January 1889.

Entrance examinations for appointment to the Superior and Subordinate Accounts Branches of the Public Works Department.

SUPERIOR DIVISION.

Preliminary test.

Handwriting—

The candidate will be required to write a short passage of English from dictation, and also to copy two octavo pages of ordinary printed matter, the time allowed for the latter being 45 minutes, and for the whole examination 1 hour.

The tests will be clearness and rapidity.

Arithmetic—(to cover the whole subject).—One paper.

Text-books.—Lock's Arithmetic for schools, or Barnard Smith's Arithmetic.

Note.—Solutions by Algebraical methods will be accepted.

Mental Arithmetic.—One paper.

Hindustani—

(*a*) Translation into English of an easy Hindustani passage printed in Roman character.
(*b*) Translation into Hindustani of easy English sentences. If Persian or Nagri characters are not used the Hunterian system of spelling must be followed.
(*c*) Oral replies to grammatical questions given in English by the Examiner.
(*d*) Conversation in Hindustani with an educated native on ordinary subjects.

To pass in the preliminary test a candidate must obtain 75 per cent. of the total marks in each of the subjects.

General competitive test.

Groups of subjects.

I.—English.
II.—Mathematics.
III.—Book-keeping.

Also, not more than two subjects to be selected out of groups IV and V.

IV.—Latin, Sanskrit, Arabic, Persian, French and German.
V.—Physics or Chemistry.

The subjects and marks to be :—

Groups.	Subjects.	Particulars.	Marks.
I	English . . .	2 papers on the text-books—500 marks for each paper	1,000
		1 Essay paper	500
			1,500
II	Mathematics . .	Euclid, Algebra, and Plane Trigonometry—2 papers,—750 marks each . .	1,500
		Conic Sections, Statics, Dynamics and Hydrostatics—1 paper	750
			2,250
III	Book-keeping . .	1 paper on general subjects . . .	250
		1 paper on the system of ordinary Public Works Accounts as prescribed in the Code	250
IV	Languages . . .	1 paper in each language,—500 marks each .	1,000
V	Physics and Chemistry	1 paper on each subject,—500 marks each subject	
		TOTAL .	5,250

In the English papers half of the marks given to each question will be awarded for correct English used in answering it.

No candidate will be eligible for appointment who fails to get 40 per cent. of the marks in each of the subjects in groups I and papers 1 and 2 of group II, or be allowed to count marks in any subject in which he fails to get 25 per cent. of the maximum.

The standards and text-books will be as follows; the text-books being changed when necessary:

English text-books.

1. A recent History of England—Molesworth's History of England (1830-74).
2. A book about India—Sir W. W. Hunter's Indian Empire (Trübner's Oriental Series).
3. A. Marshall's Economics of Industry.
4. Huxley's Physiography.

English Essay.

Several subjects to be given, out of which the candidate must select one, such subjects being selected from the text-books.

Mathematics.

Paper I.—Euclid and Algebra.

Euclid—Books I to IV, VI, XI to proposition 21, with definitions of Book V, also easy deductions.

Algebra—including progressions, permutations and combinations, binomial, and exponential theorems, logarithms and logarithmic series.

Text-book—Todhunter's Algebra.

Paper II.—Plane Trigonometry—As far as solution of triangles, properties of triangles, and area of circle.

Text-book—Todhunter's Plane Trigonometry.

Elementary mensuration—No special text-book.

Paper III.—Geometrical Conic Sections (the Parabola and Ellipse).

Statics, Dynamics, and Hydrostatics, treated mathematically, but without the aid of the Differential and Integral Calculus.

Text-books—Drew's Geometrical Treatise on Conic Sections.
Wilson's Elementary Statics (or any other).
Garnett's Elementary Dynamics.
Besant's or Babu S. B. Mukerjee's Elementary Hydrostatics.

Book-keeping.

One paper to cover whole subject.

Text-books.—Ball and Hamilton, and W. Inglis.

One paper on ordinary Public Works accounts—
Public Works Department Code, Volume I, Chapter XII.

I.—Latin.

Horace—Odes I & II.
Cicero—De Oratore I.
Livy—XXI and XXII.
Gow's Companion to School Classics.
} Text-books.

II.—Sánskrit.

Bánabhatta—Kádambari Uttarbhága, page 85 to end, in Calcutta edition of Samvat 1919 . . . . .
Bháravi—Kirátárjuniya, Cantos I—III . . . .
Sakuntalá.
Also Sayce's Principles of Comparative Philology . . .
} Ditto.

III.—Arabic.

1. Arabic (B.A. Course of Punjab University).
2. Hamasa, 31 pages (Urdu Guide Press).

E. W. Lane's Arabian Society in Middle Ages [Studies of "Thousand and One Nights."] Publisher, Allen & Co.
} Ditto.

IV.—Persian.

1. Persian (B.A. Course of Punjab University).
2. Shah Namah, first 50 pages, Macan's Calcutta edition.
3. Firoz Shahi, first 50 pages, Asiatic Society's edition.

Geiger's Civilisation of Eastern Iranians in Ancient Times, Vol. I, Ethnography and Social Life (Translated). Clarendon Press.
} Ditto.

V and VI.

French and German.

If any candidates appear in these subjects, papers will be set containing passages in prose and verse by modern authors, and idiomatic phrases for translation into English, and similar English prose passages and idiomatic phrases for translation into French and German. Specimen papers showing the nature of the examination will be supplied on application.

Physics—2 papers.

* Deschanel's Natural Philosophy . . . . . .
* S. P. Thompson's Elementary Lessons in Electricity and Magnetism.
Jevons' Principles of Science, 2nd edition, omitting Books I and II.
} Ditto.

Chemistry—2 papers.

Frankland and Japp's Inorganic Chemistry, edition 1884, omitting all the sections in small type, and the parts relating to the following elements :—Zirconium, Thorium, Niobium, Tantalum, Beryllium, Palladium, Iridium, Rhodium, Osmium, Ruthenium, Norwegium, Cerium, Didymium, Lanthanum, Yttrium, Erbium, Terbium, Scandium, Samarium, and Decipium.
Remsen's Organic Chemistry . . . . . .
Jevons' Principles of Science, 2nd edition, omitting Books I and II.
} Ditto.

SUBORDINATE DIVISION.

The examination prescribed in paragraph 18 of Appendix C, Volume I of the Public Works Department Code, will be continued, but, in future, this examination will be a competitive one, conducted by the Rurki, Seebpore, Madras and Poona Colleges, for a place on the Accountant General's list of selected candidates. This list will be circulated to Examiners by the Accountant General, and appointments will be made by Examiners only from persons whose names are on this register.

* NOTE.—It is probable that Daniell's Text Book of the Principles of Physics will be shortly substituted for these two books.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 1st HALF OF DECEMBER 1888.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu. (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus*.)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	11 8	11 8	14 2	14 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	14 9	14 9
Tavoy	...	...	...	...	9 9	8 13	11 7	10 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 0	399 3	16 1	16 1
Moulmein and Amherst	9 0	9 0	...	...	7 14	7 14	8 11	8 11	...	...	...	...	...	...	...	...	9 5	10 2	12 2	12 2	...	...	220 0	220 0	20 15	20 15
Pegu (deltaic)—																										
Pegu	...	...	...	...	8 10	8 10	9 3	9 3	...	...	...	...	...	...	...	...	12 2	12 2	...	...	...	...	160 0	160 0	17 0	17 0
Rangoon	11 2	11 2	...	...	10 6	10 6	11 2	11 2	...	...	...	...	...	...	...	...	13 0	13 0	*	*	...	...	250 0	250 0	16 10	19 7
Thongwa	...	...	...	...	9 12	9 1	11 1	9 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	17 13	17 13
Bassein	...	...	...	...	9 10	9 11	10 12	11 4	...	...	...	...	...	...	...	...	9 5	9 14	...	...	...	...	216 14	216 15	16 4	16 4
Pegu (inland)—																										
Shwaygyin	...	...	...	...	7 1	7 4	7 12	8 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	12 3	14 2
Tharawadi	...	...	...	...	10 0	10 0	13 5	13 5	...	...	...	...	...	...	...	...	9 0	11 0	...	...	8 2	...	450 0	535 11	11 8	14 8
Henzada	...	...	...	...	11 15	8 15	15 10	11 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	183 8	183 8	39 7	39 7
Prome	8 2	8 2	...	...	12 0	7 7	10 0	9 13	...	...	...	...	...	...	...	...	8 14	10 6	44 9	21 12	9 5	9 5	180 0	167 9	12 0	14 0
Toungoo	...	...	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	9 7	9 7	...	...	..	...	54 0	54 0	14 1	14 1
Thayetmyo	7 7	7 7	...	...	11 11	9 5	12 9	10 10	...	...	...	...	...	...	...	...	10 11	10 11	37 8	37 8	...	...	245 0	245 0	11 3	11 3
Upper Burma—																										
Mandalay	8 0	7 12	...	...	11 0	8 13	12 9	9 5	...	...	...	...	...	...	...	...	8 4	7 13	12 7	12 4	...	...	155 0	160 0	16 0	16 4
Arakan—																										
Sandoway	...	...	...	...	16 0	16 0	18 0	18 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	11 9	10 6	12 7	11 2	...	...	...	...	...	...	...	...	5 0	5 0	...	...	...	...	225 0	225 0	24 0	24 0
Akyab	...	...	...	...	12 0	8 0	13 0	9 8	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	170 0	160 0	20 0	18 0
Assam—																										
Surma—																										
Sylhet	10 0	10 0	...	...	12 11	12 11	21 7	21 7	...	...	...	...	...	...	...	...	11 8	11 8	...	...	11 12	11 12	168 0	168 0	10 0	10 0
Cachar	8 0	7 12	...	...	13 5½	12 0	17 12½	17 8	...	...	...	...	...	...	...	...	11 6⅔	11 12	...	...	10 1⅔	10 10	80 0	80 0	9 11	9 12
Khási and Jaintiá Hills	...	...	...	...	7 8	7 0	10 0	11 0	...	...	...	...	...	...	...	...	9 8	10 0	16 0	16 0	9 0	7 8	100 0	100 0	7 8	8 0
Garo Hills	...	8 0	...	...	6 0	6 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	6 8	9 0	160 0	160 0	6 7	8 0
Brahmáputra—																										
Goálpára	16 0	16 0	...	...	8 0	8 0	13 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	10 0	10 0	80 0	80 0	9 8	9 0
Kámrúp	10 0	10 0	...	...	8 0	8 0	18 0	18 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	11 4	11 4	160 0	160 0	10 0	10 0
Darrang	6 8	6 8	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	11 0	12 0	...	...	9 0	9 0	150 0	150 0	8 0	8 0
Nowgong	8 0	8 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	9 0	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	6 0	6 8	20 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	10 0	10 0	200 0	160 0	8 0	8 0
Lakhimpur	8 0	7 8	...	...	8 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	11 0	10 0	10 0	10 0	10 0	8 0	160 0	160 0	9 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	11 6¾	10 0	13 5	13 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	8 0	...	...	9 0	10 0	20 0	18 0	...	...	...	...	...	...	...	...	10 0	12 0	...	...	8 0	12 0	...	...	8 0	9 0
Nágá Hills	...	...	..	...	...	...	10 0	9 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	4 0	4 0	100 0	100 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	12 5	12 5	14 7	14 9	...	...	...	...	...	...	...	...	11 0	10 10	...	...	10 10	10 10	120 0	120 0	10 0*a*	10 0
Noakholly	...	...	...	...	18 0	16 0	20 0	18 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	...	...	...	...	8 0*b*	8 0
Chittagong	11 0	10 8	..	...	13 0	11 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	9 0	9 0	110 0	110 0	9 0*c*	9 0
Tipperah	12 8	12 8	...	...	16 0	13 0	20 0	16 0	...	...	...	...	...	...	...	...	15 4	14 4	...	...	8 0	8 0	...	...	8 0	8 0
Dacca	15 0	15 0	20 0	20 0	14 0	13 0	16 0	15 0	...	...	...	...	...	...	...	...	13 0	16 0	...	...	16 0	17 0	120 0	120 0	9 2*d*	9 8
Mymensingh	9 0	10 0	...	...	12 0	12 0	20 0	16 0	...	...	...	...	...	...	...	...	12 12	12 0	...	...	13 0	13 0	...	...	9 10*e*	9 11
Deltaic—																										
Koolna	...	...	...	...	13 0	13 4	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	10 0*f*	9 0
24-Pergunnahs	12 0	12 0	14 0	14 0	8 0	8 0	17 0	16 0	...	...	...	...	...	...	13 0	10 8	16 0	15 0	...	...	20 0	17 0	100 0	100 0	10 4*g*	10 0
Midnapore	13 5	14 0	40 0	40 0	13 0	14 0	16 8	16 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	14 0	14 0	120 0	120 0	10 8*h*	10 8
Howrah	‡	‡	...	...	11 8	12 0	17 12	20 0	...	...	...	...	...	...	...	...	15 0	15 4	...	...	12 8	12 8	100 0	100 0	10 8	10 9
Calcutta	12 7	12 3	18 3	16 4	10 10	10 0	15 8	15 0	...	12 4	12 4	12 0	...	...	17 12	17 11	15 2	14 14	16 0	15 8	16 4	15 15	95 0	94 10	10 10	10 10
Hooghly	13 0	13 0	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	13 0	13 0	120 0	120 0	9 0*i*	9 0
Nuddea (Kishnaghur)	14 0	13 5¼	20 0	‡	12 5	12 5	18 5	18 5	...	...	...	...	...	...	...	...	15 4	15 10	...	...	17 12	17 12	...	...	9 2*j*	9 2
Jessore	11 0	11 0	...	...	11 0	10 0	17 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	18 0	100 0	100 0	10 0*k*	10 0
Furreedpore	13 0	18 0	32 0	32 0	10 0	12 0	13 0	14 0	...	...	...	...	...	...	...	...	14 0	12 0	...	...	...	...	120 0	120 0	10 0	9 0
Central—																										
Bankoora	12 0	12 0	14 0	14 0	15 0	14 8	21 0	18 2	...	...	...	...	...	...	...	...	14 8	14 0	22 0	22 0	19 0	19 0	320 0	320 0	10 0	10 0
Burdwan	11 14	11 0	...	§	13 8	12 12	19 2	18 0	...	...	...	...	...	...	...	...	16 0	14 12	§	§	17 13	18 0	107 0	107 0	10 7*l*	10 7¼
Beerbhoom	11 4	11 4	...	...	12 0	12 0	16 8	16 8	...	...	...	...	...	...	...	...	13 8	14 4	...	...	10 0	9 0	160 0	160 0	10 0*m*	10 0
Moorshedabad	13 8	12 12	...	...	13 0	14 0	19 0	16 0	...	...	...	...	...	...	...	...	16 0	15 0	...	...	18 0	19 0	200 0	200 0	10 10*n*	10 10
Sonthal Pergunnahs	13 0	11 8	...	...	12 8	12 8	19 0	19 0	...	...	...	...	...	...	...	...	14 8	14 0	20 0	20 0	17 0	17 0	200 0	200 0	9 0	8 8
Pubna	15 0	15 0	...	...	8 0	7 8	17 4	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	22 8	21 0	200 0	200 0	10 0*o*	10 0
Bogra	12 0	12 0	...	...	13 8	15 0	19 8	19 8	...	...	...	...	...	...	...	...	9 12	19 12	...	...	...	...	90 0	90 6	8 4	8 0
Rajshahye	15 12	15 12	26 4	26 4	12 0	12 12	16 2	16 8	...	...	...	...	...	...	...	...	13 8	13 8	...	...	17 12	11 8	240 0	240 0	9 12*p*	9 12
Maldah	14 0	14 8	...	...	13 0	12 0	17 8	16 8	...	...	...	...	...	...	...	...	14 0	16 0	...	...	...	...	160 0	160 0	9 4	9 8
Northern—																										
Rungpore	14 3	15 0	...	...	12 4	13 0	16 0	17 2	...	...	...	...	...	...	...	...	10 5	15 3	...	...	7 5	7 7	120 0	120 0	9 6*q*	9 6
Dinagepore	12 0	12 0	12 0	12 8	15 8	15 8	19 5	19 3	...	...	...	...	...	...	...	...	10 8	10 8	...	...	9 8	9 8	160 0	160 0	10 0	10 0
Jalpáiguri	10 0	0 0	16 0	16 0	11 0	11 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	11 0	...	...	11 0	9 0	128 0	128 0	9 0*r*	9 0
Darjeeling	10 0	10 0	10 0	10 0	5 0	5 0	12 0	11 0	...	...	...	...	14 0	14 0	...	...	10 0	10 0	20 0	20 0	8 0	8 0	120 0	120 0	8 0	...
Orissa—																										
Pooree	10 8	10 8	...	...	11 13	11 13	17 1	17 1	...	...	...	...	...	...	...	...	13 2	13 2	...	...	13 2	13 2	80 0	80 0	11 13	11 13
Cuttack	13 2	11 13	...	...	11 13	11 13	21 0	21 0	...	...	...	...	...	...	...	...	17 1	17 1	...	...	17 1	17 11	80 0	80 0	11 0	11 0
Balasore	12 0	13 0	13 0	13 0	12 0	12 0	22 0	22 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	12 0	12 0	140 0	140 0	9 8*s*	9 8
Chota-Nagpur—																										
Singbhoom	10 0	10 0	20 0	20 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	15 0	15 0	260 0	260 0	7 0	7 0
Manbhoom	11 0	10 8	...	...	12 8	12 0	22 0	21 0	...	...	...	...	...	...	...	...	13 5	13 5	24 0	25 0	16 0	16 8	280 0	280 0	8 0*t*	9 2
Lohardugga	11 8	12 0	17 0	‡	14 8	13 0	20 8	17 0	...	...	...	...	31 0	‡	...	...	15 0	14 8	17 0	‡	19 0	16 8	140 0	140 0	8 0	8 8
Hazáribágh	12 8	12 0	12 0	12 0	8 0	8 0	17 0	17 0	¶	¶	¶	¶	24 0	26 0	¶	¶	15 0	14 0	19 0	20 0	16 0	15 0	320 0	320 0	8 0	8 0

* None in market. ‡ Not available. § No sale. ¶ Not procurable.

a In sub-divisions retail prices of salt per rupee are:—Patuakhali and Bhola 8 sers, Perozepore and 9 sers.
b In Feny sub-division retail price of salt 8 sers per rupee.
c At Cox's Bazar retail price of salt 8 sers per rupee.
d In sub divisions retail prices of salt per rupee are:—Manickgunge 9 sers, Moonshigunge 8-14 sers, and Naraingunge 10 sers.
e In sub-divisions retail prices of salt per rupee are:—Kishoregunge, Jamalpore and Sherpore 8 sers, Attea 10 sers, and Netrokona 9 sers.
f In sub-divisions retail prices of salt per rupee are:—Satkhira 9-13 sers and Bagirhat 8 seers.
g In sub-divisions retail prices of salt per rupee are:—Baraset and Bassirhat 9 sers, Diamond Harbour (Kalpihat) 8 sers, Barrackpore 9-2 seers and Dum-Dum 10 sers.
h In sub-divisions retail prices of salt per rupee are:—Ghattal 11-4 sers, Tumlook 8 sers, and Contai 10 sers.
i In sub-divisions retail price of salt per rupee are:—Serampore 11 sers and Jehanabad 10-6 sers.
j In sub-divisions retail prices of salt per rupee are:—Kooshtea, Chooadanga and Ranaghat 10 sers, Meherpore 10-8 sers.
k In sub-divisions retail prices of salt per rupee are:—Jhenidah 9 sers, Magoora 10 sers, Narail 7½ sers, and Bongong 10 sers.
l In sub.division retail prices of salt per rupee are:—Culna 10 sers, Cutwa 9-15 sers, Raneegunge 10-4 sers.
m At Rampore Haut retail price of salt 10-8 sers per rupee.
n In sub-divisions retail prices of salt per rupee are:—Lalbagh 9 sers, Kandi, 9-2 sers and Jungipore 10 sers.
o At Seraigunge retail price of salt 10-4 sers per rupee.
p In sub-divisions retail prices of salt per rupee are:—Natore 9-12 sers and Nowgong 8-11 sers.
q In sub-divisions retail prices of salt per rupee are:—Kurigram 9 sers, Nilphamari 10 sers, and Gaibanda 7-8 sers.
r Fallacotta in Alipore sub-division retail price of salt 8 sers per rupee.
s At Bhudruck retail price of salt 9 sers per rupee.
t At Govindpore retail price of salt 9 sers per rupee.

RETAIL PRICES FOR THE 1st HALF OF DECEMBER 1888—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum (*Sorghum vulgare*). Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). Past fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	15 12	15 4	13 15	13 13	12 9	12 9	16 12	16 12	...	16 12	...	...	...	...	...	...	18 5	17 13	18 9	17 0	18 5	17 13	168 0	168 0	9 8*u*	9 15
Gya	13 8	13 8	15 4	15 4	9 8	9 8	15 8	14 0	...	...	...	...	...	...	14 4	15 4	16 0	16 0	...	...	19 0	18 0	200 0	200 0	9 0*v*	9 0
Patna	17 0	16 8	19 8	21 0	11 8	12 0	17 5	16 8	18 0	...	...	...	23 0	23 0	15 0	13 0	19 8	19 0	21 8	21 0	22 0	20 8	130 0	160 0	10 0	9 12
Shahabad	14 8	14 8	18 0	18 0	9 0	10 8	15 8	14 13	18 0	19 0	...	...	...	...	...	...	18 0	17 8	...	...	13 8	13 8	160 0	160 0	10 0*w*	10 0
Behar, north—																										
Purneah	14 0	13 0	...	...	14 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	16 0	16 0	200 0	120 0	9 0*x*	9 0
Bhágalpur	15 12	15 7	12 10	12 10	11 6	11 6	15 2	15 2	...	...	...	...	...	...	...	...	16 1	16 0	18 4	17 10	17 10	16 0	189 0	176 8	10 1	10 1
Durbhunga	13 0	13 4	18 0	19 0	11 8	12 4	15 0	16 6	...	...	...	...	22 0	22 0	...	16 8	15 8	16 8	18 4	19 12	19 12	20 4	160 0	160 0	11 0*y*	11 0
Mozufferpore	12 8	12 8	...	...	10 0	10 0	13 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	19 8	19 0	20 0	20 0	160 0	160 0	10 0*z*	10 0
Sarun	15 0	14 0	18 8	16 8	8 8	8 8	13 8	12 0	...	...	...	...	20 0	22 0	15 0	15 0	17 8	16 8	20 8	19 4	20 8	19 8	160 0	160 0	10 0	9 14
Chumparun	14 0	14 0	22 0	17 0	9 0	9 0	15 0	17 0	...	...	...	...	26 0	25 0	...	...	16 0	16 0	21 8	21 0	22 0	22 0	160 0	160 0	9 8*z1*	10 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	12 8	12 8	17 0	17 0	8 0	8 0	12 8	12 8	18 0	18 0	15 0	15 0	16 0	16 0	14 0	14 0	16 0	16 0	16 0	16 0	17 0	17 0	100 0	100 0	9 8	9 8
Benares	13 13	13 13	16 8	17 1	9 12	11 6	14 10	15 11½	16 8	17 5½	15 7	16 13	17 14	17 5½	13 12	13 12	16 13	16 13	17 14	19 8	16 13	17 9½	120 0	120 0	10 11	10 11
Ghazipur	14 3	14 3	18 0	18 0	7 2	7 2	11 9	11 9	21 14	21 14	15 7	15 7	20 9	20 9	15 7	15 7	17 6	17 6	18 0	18 0	17 6	17 6	154 8	154 8	9 10	9 10½
Jaunpur	14 8	13 0	18 8	17 0	7 0	7 0	14 0	14 0	...	...	...	...	...	19 0	...	...	21 0	21 0	...	...	19 0	18 0	140 0	140 0	9 0	9 0
Allahabad	12 8	12 8	17 0	17 0	8 0	8 0	13 0	13 8	22 0	22 0	16 0	16 0	...	...	...	...	16 4	16 4	16 0	16 0	14 0	14 0	160 0	130 0	10 0	10 0
Central—																										
Bánda	16 0	16 8	16 0	17 0	8 0	8 0	12 8	12 8	20 0	22 0	17 0	18 0	...	...	12 0	...	17 8	17 8	...	...	14 0	12 8	160 0	160 0	9 8	9 8
Fatehpur	13 8	13 8	16 0	16 0	12 0	12 0	13 0	13 0	18 0	19 0	15 8	16 8	...	...	...	...	16 0	15 8	...	...	20 4	19 12	160 0	160 0	10 0	10 0
Hamírpur	16 0	15 9	17 13	19 8	9 0	8 0	12 0	12 0	19 0	20 8	17 4	19 0	...	...	...	...	17 0	18 6	...	...	...	...	140 0	140 0	10 8	10 8
Jalaun	15 0	15 0	17 0	17 0	9 0	9 0	10 0	10 0	20 0	20 0	17 0	17 0	...	...	16 0	16 0	17 0	17 0	18 0	18 0	17 0	17 0	140 0	140 0	11 0	11 0
Cawapore	15 0	15 0	18 0	18 0	9 0	9 0	13 0	13 0	18 8	21 0	17 8	19 0	...	20 0	17 8	18 8	18 0	17 12	22 0	21 0	20 8	21 0	140 0	130 0	12 0	12 0
Etáwah	15 2	15 4	17 8	19 6	6 8	6 4	12 8	12 4	19 4	19 0	18 4	18 4	15 8	16 8	14 0	14 4	19 8	20 4	18 8	20 0	20 8	22 8	120 0	120 0	11 0	11 0
Farukhabad	14 0	14 8	17 4	18 8	6 8	6 8	10 8	10 0	...	...	15 8	16 0	...	...	23 0	23 0	18 0	19 8	18 8	19 0	19 12	20 0	140 0	140 0	11 4	10 12
Mainpuri	15 0	15 2	18 0	18 6	4 8	4 12	15 0	14 0	16 8	16 8	16 8	17 0	...	...	...	...	13 8	16 0	20 8	19 12	17 0	16 0	160 0	160 0	10 10	10 6
Etah	15 12	16 0	19 0	20 12	8 8	8 8	12 8	13 12	18 0	18 12	16 0	17 8	...	...	16 0	16 0	23 0	24 0	20 0	22 0	15 0	16 8	120 0	120 0	11 0	11 4
Western—																										
Lalitpur	13 12	13 10	18 0	17 8	9 8	9 8	11 8	11 0	16 8	16 8	13 0	13 0	20 0	20 0	15 0	16 0	16 0	16 0	18 0	18 0	10 12	10 0	160 0	160 0	9 4	9 4
Jhánsi	14 4	14 2	19 0	19 0	7 8	7 8	11 8	11 8	17 2	...	15 4	15 0½	...	...	...	...	17 14½	16 15	20 4	17 12	...	...	180 0	180 0	10 8	10 8
Agra	13 8	13 8	18 8	19 8	5 0	5 0	9 0	9 0	17 0	17 8	15 0	16 0	...	...	17 0	17 0	21 0	21 8	20 0	20 0	14 8	14 0	100 0	100 0	12 0	12 0
Muttra	14 0	14 0	20 0	21 0	7 8	7 8	11 8	11 8	19 0	20 0	16 0	17 0	...	...	12 0	12 0	22 8	22 0	19 8	21 0	24 0	23 0	120 0	120 0	11 8	11 8
Aligarh	14 12	14 8	21 0	21 4	5 4	5 8	10 8	11 8	21 0	22 0	16 8	17 4	...	...	15 0	14 0	22 0	23 0	22 8	22 8	26 0	26 0	140 0	130 0	12 0	12 0
Bulandshahr	15 8	15 8	20 0	20 8	7 0	7 0	11 8	11 0	20 0	24 0	16 8	18 0	...	...	16 0	16 0	22 8	23 0	21 0	21 0	16 0	17 0	140 0	140 0	11 4	11 0
Meerut	14 8	15 0	21 0	20 8	6 0	6 0	13 0	13 0	18 8	18 8	16 0	17 0	14 0	14 0	14 0	14 0	21 8	21 9	19 0	18 8	21 0	21 0	95 0	100 0	13 4	11 4
Sub-montane—																										
Ballia	14 4	14 4	19 4	18 0	10 4	9 8	15 8	14 4	18 0	20 8	...	...	...	...	15 0	15 0	18 0	18 0	18 0	18 0	19 4	19 4	100 0	100 0	10 4	10 4
Azamgarh	13 4	13 4	15 14	15 14	10 5	10 5	13 4	...	...	...	...	...	...	...	...	...	16 10	16 8	19 8	20 10	13 4	13 4	177 8	177 8	9 13	9 13
Gorakhpur	13 8	13 8	18 0	18 0	9 0	9 0	14 6½	14 6½	18 0	...	...	...	19 13	21 9½	18 0	19 13	17 9½	17 11½	18 14½	19 13	20 12	20 11	140 0	140 0	10 3	10 3
Basti	17 0	15 4	21 0	19 0	...	...	28 0	26 0	...	...	...	...	...	...	...	...	18 8	18 0	21 0	21 0	21 0	19 0	140 0	140 0	10 0	9 8
Shahjahánpur	15 4	15 8	21 0	21 0	8 8	8 8	15 8	15 8	19 0	19 0	17 8	19 0	26 0	28 0	22 0	22 0	17 8	18 0	20 0	23 9	20 8	20 8	160 0	160 0	11 0	11 0
Budaun	15 4	15 4	18 8	18 8	6 0	6 0	14 0	14 8	19 3	...	17 4	17 8	...	...	...	...	18 0	18 8	19 3	20 0	20 6	20 8	192 0	192 0	11 4	11 4
Pilibhit	13 12	14 0	20 0	20 0	12 8	13 12	15 0	15 0	20 0	20 0	17 8	17 8	...	...	...	...	17 8	17 8	22 8	22 8	21 8	21 4	200 0	160 0	10 8	10 8
Bareilly	13 12	14 1	18 12	18 2	6 4	6 4	13 7	13 2	18 12	19 6	16 14	16 14	...	23 2	16 14	18 2	17 13	18 2	19 6	21 4	18 2	19 11	150 0	150 0	10 10	10 10
Moradabad	16 0	15 13	23 0	22 8	10 8	10 8	14 8	15 4	24 8	21 8	17 12	19 4	...	...	16 4	16 4	20 0	19 8	22 8	23 0	23 8	23 8	165 0	165 0	11 8	11 8
Tarái	17 8	17 8	28 12	27 8	10 0	9 8	14 8	15 0	27 8	25 0	20 0	20 0	...	...	30 0	30 0	18 12	17 8	25 0	26 4	22 8	22 8	100 0	100 0	10 0	10 0
Bijnor	15 3	15 12	21 10	21 6	7 14	7 14	12 15	13 8	...	...	17 7	18 0	...	...	...	...	20 0	20 4	22 8	...	...	...	135 0	135 0	11 0	11 0
Muzaffarnagar	15 6	15 6	22 0	23 2	6 9	6 9	12 10	12 10	22 0	22 0	18 11	17 10	17 10	17 10	16 8	16 8	22 0	22 8	22 0	22 0	14 5	14 5	132 0	132 0	11 9	11 4
Saháranpur	15 1	15 1	22 9	21 8	8 9½	8 9½	11 13	11 13	23 10½	22 9	18 4½	19 5½	21 8	32 4	21 8	21 8	21 8	21 8†	21 8	21 8	15 1	16 2†	129 0	129 0	11 4½	11 4½
Dehra Dún	14 4	14 0	20 8	21 0	6 8	6 8	11 0	11 0	18 0	20 0	16 0	14 0	20 0	20 0	...	...	19 8	19 0	19 0	20 0	16 0	16 0	160 0	160 0	10 0	10 0
Kuma	14 0	14 0	16 0	16 0	12 0	12 0	13 0	13 0	...	...	...	...	18 0	20 0	20 0	24 0	12 0†	12 0†	20 0	20 0	8 0‡	9 8‡	160 0	160 0	8 0	8 0
Garhwál	13 12	13 8	17 0	17 0	7 12	6 12	12 8	12 8	...	...	...	...	23 12	23 8	...	...	10 8	10 8	...	...	8 8	8 8	180 0	180 0	8 8	8 0
Oudh—																										
Southern—																										
Partabgarh	15 0	15 0	19 0	19 8	13 5	13 8	14 0	15 8	18 9	19 8	16 0	18 0	...	20 0	...	...	19 0	18 0	...	14 0	13 0	14 2	180 0	...	9 9	10 0
Sultánpur	14 8	14 8	19 0	19 0	9 0	9 0	15 8	15 8	19 0	19 0	16 0	16 0	40 0	40 0	20 0	20 0	20 0	20 0	16 0	16 0	20 8	20 8	160 0	160 0	10 8	10 8
Rae-Bareli	15 0	15 0	19 0	19 0	7 0	7 0	14 0	14 0	20 0	17 0	17 8	20 0	20 0	20 0	16 0	16 0	19 0	19 0	16 0	16 0	22 0	22 0	160 0	160 0	10 0	10 0
Unao	14 12	15 0	16 8	17 0	9 0	9 0	13 8	13 8	17 0	17 0	17 0	18 0	20 0	20 0	15 0	15 0	18 0	18 0	19 0	22 0	14 8	14 8	160 0	160 0	11 0	11 0
Lucknow	14 12	14 0	19 0	18 10	6 0	6 0	13 0	13 4	19 4	18 10	18 0	18 10	23 0	22 0	20 0	18 0	17 4	17 2	21 0	20 12	21 0	20 12	130 0	130 0	10 8	10 6
Hardoi	16 1	16 8	18 8	19 0	7 0	7 0	15 0	15 8	18 0	18 0	17 2	18 8	31 0	32 0	22 0	25 0	19 0	19 0	21 8	22 0	14 0	14 0	140 0	140 0	10 8	10 8
Northern—																										
Fyzabad	13 12	13 8	18 0	18 4	9 0	9 0	13 0	13 0	18 0	18 0	15 8	15 0	20 0	20 0	17 0	17 0	18 0	18 0	19 8	19 12	20 8	20 0	110 0	100 0	10 0	10 0
Barabanki	14 0	13 14	18 0	18 0	10 0	10 0	12 8	12 0	20 0	18 8	19 0	18 0	24 0	24 0	15 0	14 12	17 0	16 8	20 8	19 8	19 12	19 8	120 0	120 0	10 0	10 0
Gonda	14 8	14 8	16 8	18 4	12 0	11 12	13 0	13 0	21 0	19 8	19 0	18 8	22 0	22 0	14 0	14 0	20 0	19 12	22 8	22 8	22 0	20 0	200 0	200 0	10 8	10 12
Bahraich	14 8	14 8	22 0	22 0	12 0	12 0	14 8	14 8	25 0	24 0	17 0	18 0	32 0	32 0	14 0	14 0	21 0	21 0	25 0	25 0	22 0	22 0	140 0	130 0	10 8	10 0
Sitapur	16 4	16 12	21 8	22 8	8 0	8 0	14 0	14 0	23 0	24 0	21 8	21 8	31 0	29 0	24 0	24 0	20 0	22 0	23 0	27 0	22 8	23 0	160 0	160 0	10 8	10 8
Kheri	16 0	17 0	20 0	20 0	8 0	8 0	16 0	16 0	26 0	29 0	25 0	25 0	20 0	18 0	15 0	14 0	17 8	18 0	20 0	29 0	22 8	22 8	140 0	140 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	14 11	15 0	18 12	20 0	6 4	6 4	8 2	7 8	16 4	...	11 4	10 0	...	...	...	...	18 12	17 8	17 8	17 8	20 0	16 4	...	...	14 14	14 0
Bánswára	16 4	15 0	15 0	15 0	6 4	6 4	8 12	8 2	8 2	7 8	...	...	...	...	...	...	15 0	15 0	18 12	18 12	8 9	8 2	...	...	10 5	10 0
Meywar (Oodeypore)	10 15	10 8¾	14 7½	14 1	7 0½	7 0½	7 13	7 13	13 4½	9 6	11 11½	10 15	*Nil*	*Nil*	10 2½	9 6	14 13½	14 1	13 10¾	13 4½	10 2½	9 12½	160 0	160 0	10 15	10 8¾
Sirohi	11 0	11 0	16 0	15 0	6 0	6 0	7 0	7 0	13 0	13 0	14 0	14 0	...	...	19 0	19 0	14 8	14 8	15 0	14 8	9 8	10 0	160 0	160 0	12 0	12 0
Erinpura	12 3	12 3	15 4	15 4	...	...	8 0	8 0	14 6	14 6	13 12	13 12	...	...	...	...	16 11	16 11	...	...	...	...	240 0	240 0	12 0	12 0
Ajmere	13 0	12 0	16 0	16 0	3 0	3 0	8 0	8 0	16 0	17 0	14 0	14 0	...	...	...	...	18 0	18 0	15 0	16 0	...	...	80 0	80 0	12 0	12 0
Abu	10 12	10 10	14 8	14 0	6 4	6 4	8 0	7 4	...	...	13 8	12 0	...	...	...	...	14 12	14 0	...	...	10 0	10 0	...	...	11 0	11 0
Kishengarh	14 0	14 0	17 12	17 12	9 0	9 0	10 0	10 0	19 0	17 8	14 4	14 4	...	...	...	...	18 8	18 0	17 0	16 0	...	...	120 0	...	13 0	13 0
Boondee	16 8	16 0	21 8	19 0	7 8	7 8	8 0	9 0	20 8	19 8	15 0	...	...	...	...	...	20 0	19 0	20 8	19 8	...	...	160 0	160 0	11 8	11 8
Kotah	15 0	15 0	14 0	14 0	7 0	7 0	9 0	8 0	18 0	18 0	12 0	12 0	...	...	...	...	17 0	17 0	16 0	16 0	11 0	11 0	240 0	240 0	10 0	10 0
Jhallawar	13 9	13 2	12 15	11 15	7 5½	7 5½	9 6	9 6	16 7½	15 4	14 2½	11 9	...	...	11 1	11 1	15 12½	14 13	16 7½	16 5	7 3½	7 13½	175 0	175 0	10 3	10 3
Tonk	14 3	14 1	21 7	20 6	8 9	8 10	9 10	9 13	20 10	20 12	18 6	18 5	...	...	...	...	20 12	21 11	19 0	19 9	...	...	100 0	100 0	11 4	11 10
Jeypore	14 12	14 0	21 0	20 0	4 12	4 12	8 0	8 0	21 8	17 8	17 4	16 0	...	...	13 0	13 0	19-0 to 21 0	18-8 to 20 0	21 8	20 0	21 0	2 0	115 0	115 0	12 0	12 0
Kerauli	16 4	16 4	21 14	21 14	10 0	10 0	12 8	12 8	20 0	18 12	17 8	18 2	...	...	11 4	11 12	21 4	21 14	...	...	25 0	25 0	200 0	200 0	11 4	11 4
Dholpur	14 4	14 6	21 10	22 4	10 2	10 2	13 8	13 8	19 2	20 7	18 2	18 9	...	...	13 8	13 8	21 14	22 1	...	...	24 15	25 12	90 0	90 0	11 1	11 4
Bhartpur	14 12	14 14	21 8	21 14	7 12	7 12	9 8	9 8	18 4	22 0	16 12	16 4	...	...	11 12	11 12	22 3	23 0	19 0	20 4	21 8	22 2	160 0	180 0	11 8	11 8
Alwar	16 1	16 12	22 10	22 10	8 0	8 0	10 8	10 0	23 1	25 9	18 3	18 6	...	...	14 8	14 8	23 1	23 2	21 7	22 14	31 0	31 0	200 0	200 0	12 12	12 12
Deoli Cantonment	14 3	13 9	20 10½	18 1	4 0	4 0	9 0	7 0	18 2½	14 0	17 12	15 8	...	...	...	...	19 10½	18 7½	...	...	...	...	230 0	230 0	11 5	11 4
Nasirabad Cantonment	13 8	13 5½	18 2	17 12½	7 0	7 0	8 0	8 0	18 0	15 9½	15 0	14 7	...	...	12 0	12 0	19 1	18 8½	16 8	15 14	12 0	11 15½	90 0	90 0	12 4	12 4
Hilly Tracts of Meywar	12 0	10 8	15 0	16 0	...	...	7 12	8 0	...	...	...	...	...	...	...	...	14 0	12 0	17 0	17 0	...	...	§	¶	10 0	9 0
Bálmer	10 9	10 9	...	...	5 0	5 0	6 8	6 8	...	...	12 3	12 3	...	...	...	...	9 12	9 12	...	...	...	...	260 0	260 0	13 0	13 0
Anádra	11 2	11 6	14 8	15 0	6 0	6 0	8 0	8 0	...	...	14 0	14 0	...	...	...	...	14 8	15 0	14 8	14 5½	10 12	10 12	...	...	12 0	12 0
Shahpura	13 12	12 12	16 6	15 12	8 4	7 0	10 6	9 4	14 2	13 8	14 0	11 8	...	...	...	...	16 8	16 0	...	14 12	...	...	160 0	160 0	12 0	11 12
Western—																										
Jodhpur	12 3	11 9	15 0	15 0	6 4	6 4	7 8	8 2	13 12	12 8	13 2	11 14	...	...	...	...	16 4	16 4	12 8	11 4	...	...	...	...	13 12	13 7
Jaisulmer	9 12	9 12	...	...	7 12	7 10	9 4	9 4	12 10	12 4	10 12	10 6	...	...	...	...	10 0	9 12	...	...	...	...	...	...	21 0	21 0
Bickanir	11 12	11 8	...	...	3 2	3 2	6 11	6 11	...	...	12 12	12 8	...	...	...	...	16 4	16 0	...	...	8 0	8 0	100 0	100 0	13 4	13 4
Central India—																										
Indore	13 8	13 8	13 0	13 0	7 0	7 8	8 0	10 0	16 0	16 8	15 8	15 8	*	*	*	*	16 4	16 0	22 0	22 0	13 12	14 12	120 0	120 0	10 4	10 4
Nimach Cantonment	12 6	12 4	19 0	19 3	7 0	7 0	9 0	9 0	17 9	17 4½	15 0	15 0	...	...	...	...	18 8	18 2	18 3	18 6½	11 8	11 0	160 0	180 0	12 0	12 0
Baghelkhand (Satna)	17 0	16 12	22 8	21 8	8 0	8 0	14 0	15 0	18 0	18 0	16 4	16 8	*	*	*	*	17 4	18 0	*	*	21 0	20 8	160 0	160 0	10 8	10 8
Goona	14 8	14 8	15 0	15 0	7 12	7 12	8 0	8 0	17 8	*	...	*	...	*	...	*	17 4	17 0	18 0	17 8	...	11 8	200 0	200 0	10 0	10 0
Gwalior	12 0	11 12	16 1	16 5	7 4	7 12	8 2	8 6	15 7	14 2	13 10	13 12	...	*	9 1	9 1	17 10	17 1	15 7	14 8	19 10	19 4	126 14	126 14	10 0	10 0

* No sale. † For unhusked grain. ‡ For husked grain. § Nine pies per bundle. ¶ Six pies per bundle.

u In sub-divisions retail prices of salt per rupee are:—Reguserai 9-4 sers and Jamui 9 sers.

v In sub-divisions retail prices of salt per rupee are:—Nowada 8 sers and Aurungabad 9-8 seers.

w In sub divisions retail prices of salt per rupee are:—Buxar 10-4 sers, Sasseram 10 sers, and Bhaboua 9-8 sers.

x At Kissengunge retail price of salt 10 seers per rupee.

y In sub-divisions retail prices of salt per rupee are:—Madhubani 10 sers, and Tajpore 11 sers.

z In Sitamarhi and Hajipore sub-divisions retail price of salt 10 sers per rupee.

z1 In Bettiah sub-division retail price of salt 10 sers per rupee.

RETAIL PRICES FOR THE 1st HALF OF DECEMBER 1888—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum. Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu. Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi. Past fortnight.	Kangni or Kakun, Italian millet (*setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	Ch. S.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	17 0	16 0	22 0	21 0	...	...	10 0	10 0	22 0	21 0	17 0	17 0	...	...	...	...	22 0	23 0	17 0	18 0	...	...	85 0	90 0	11 0	11 0
Ferozepore	16 0	16 0	24 0	23 0	...	...	8 0	10 0	24 0	23 0	19 0	19 0	...	...	20 0	20 0	23 0	22 0	22 0	22 0	...	12 0	100 0	100 0	12 8	12 8
Montgomery	15 0	15 0	20 0	21 0	...	...	9 0	9 0	18 0	19 0	15 0	15 0	...	...	20 0	20 0	20 0	20 0	16 0	17 0	12 0	12 0	200 0	200 0	11 0	12 0
Central—																										
Gurgaon	17 0	16 0	23 0	22 0	...	...	10 0	...	22 0	22 0	18 0	18 0	...	...	...	...	23 0	23 0	18 0	...	22 0	...	130 0	130 0	11 0	...
Delhi	15 0	15 0	22 0	21 0	...	...	12 0	12 0	20 0	18 0	16 0	16 0	...	...	14 0	14 0	22 0	22 0	21 0	20 0	23 0	21 0	70 0	70 0	10 0	11 0
Rohtak	16 0	16 0	22 0	22 0	...	...	11 0	11 0	24 0	24 0	19 0	20 0	...	...	...	...	25 0	25 0	17 0	18 0	20 0	20 0	120 0	120 0	11 0	11 0
Karnál	16 0	16 0	23 0	24 0	...	...	12 0	12 0	25 0	24 0	17 0	16 0	22 0	22 0	17 0	17 0	25 0	25 0	24 0	24 0	22 0	22 0	120 0	120 0	10 8	10 0
Lahore	15 0	15 0	22 0	22 0	...	...	8 0	8 0	25 0	25 0	14 0	14 0	...	...	20 0	20 0	21 0	21 0	21 0	21 0	12 0	12 0	100 0	110 0	12 0	12 0
Sub-montane—																										
Umballa	18 0	19 0	24 0	24 0	...	...	12 0	12 0	22 0	24 0	16 0	16 0	20 0	24 0	12 0	10 0	25 0	26 0	23 0	23 0	16 0	18 0	130 0	130 0	12 0	12 0
Ludhiána	19 0	19 0	26 0	26 0	...	...	11 0	11 0	25 0	25 0	22 0	22 0	...	...	20 0	20 0	25 0	25 0	25 0	25 0	14 0	14 0	110 0	110 0	12 8	12 8
Jullundur	18 0	17 0	24 0	23 0	...	...	8 0	8 0	24 0	24 0	18 0	18 0	...	...	20 0	20 0	22 0	22 0	24 0	24 0	...	...	100 0	110 0	12 8	12 8
Hoshiárpur	18 0	18 0	23 0	21 0	...	...	10 0	11 0	24 0	24 0	16 0	17 0	13 0	13 0	16 0	16 0	22 0	21 0	23 0	22 0	16 0	16 0	90 0	110 0	13 0	13 0
Gurdáspur	17 0	17 0	22 0	22 0	...	...	12 0	12 0	22 0	22 0	14 0	14 0	...	...	12 0	12 0	19 0	19 0	22 0	22 0	8 0	8 0	120 0	120 0	12 0	13 0
Amritsar	17 0	17 0	23 0	23 0	...	...	11 0	10 0	22 0	23 0	17 0	18 0	...	...	19 0	19 0	22 0	22 0	23 0	22 0	...	...	90 0	90 0	13 0	13 0
Hills—																										
Simla	13 0	14 0	*	14 0	...	...	10 0	8 0	16 0	14 0	15 0	14 0	*	16 0	*	8 0	18 0	17 0	*	18 0	*	...	65 0	65 0	9 8	8 0
Kángra	13 0	13 0	16 0	16 0	...	...	10 0	10 0	13 0	13 0	10 0	10 0	22 0	22 0	8 0	8 0	15 0	15 0	16 0	16 0	12 0	12 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkote	17 0	17 0	24 0	24 0	...	...	12 0	12 0	23 0	23 0	21 0	21 0	...	...	30 0	35 0	22 0	22 0	21 0	21 0	12 0	12 0	160 0	160 0	13 0	13 0
Gujránwála	16 0	16 0	23 0	23 0	...	...	9 0	11 0	21 0	20 0	12 0	12 0	‡	...	10 0	10 0	20 0	20 0	19 0	20 0	8 0	8 0	90 0	90 0	13 0	13 0
Gujrát	16 0	16 0	21 0	21 0	...	...	9 0	9 0	19 0	22 0	18 0	19 0	...	...	12 0	12 0	19 0	19 0	18 0	19 0	11 0	11 0	120 0	120 0	13 0	13 0
Jhelum	16 0	16 0	23 0	21 0	...	...	11 0	11 0	21 0	18 0	18 0	17 0	...	...	...	...	19 0	19 0	20 0	17 0	13 0	...	160 0	150 0	13 0	14 0
Ráwalpindi	15 0	15 0	20 0	20 0	...	...	9 0	9 0	22 0	22 0	16 0	16 0	...	...	16 0	16 0	19 0	19 0	16 0	17 0	18 0	22 0	80 0	80 0	13 8	13 8
Házára	13 0	12 0	18 0	17 0	...	...	11 0	10 0	...	...	12 0	12 0	...	...	12 0	...	15 0	15 0	15 0	15 0	...	...	80 0	60 0	11 0	10 8
Peshawar	14 0	13 0	21 0	22 0	...	...	10 0	10 0	22 0	21 0	14 0	15 0	...	...	20 0	20 0	16 0	16 0	19 0	19 0	23 0	23 0	100 0	100 0	41 0	41 0
Kohát	13 0	11 0	18 0	18 0	...	...	11 0	11 0	17 0	15 0	16 0	16 0	...	...	15 0	...	15 0	15 0	15 0	17 0	...	...	120 0	100 0	56 0	55 0
Western—																										
Shahpur	16 0	16 0	20 0	20 0	...	...	9 0	9 0	22 0	22 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	10 0	10 0	240 0	240 0	13 0	13 0
Jhang	16 0	15 0	24 0	23 0	...	...	10 0	10 0	20 0	20 0	20 0	16 0	18 0	21 0	18 0	19 0	20 0	19 0	20 0	20 0	10 0	10 0	240 0	240 0	13 0	12 0
Mooltan	14 0	13 0	21 0	21 0	...	...	10 0	10 0	20 0	20 0	17 0	18 0	...	...	28 0	26 0	17 0	17 0	17 0	17 0	...	...	100 0	100 0	12 0	13 0
Bannu	15 0	15 0	21 0	21 0	...	...	10 0	9 0	20 0	21 0	16 0	16 0	8 0	8 0	8 0	8 0	19 0	18 0	21 0	20 0	11 0	11 0	60 0	60 0	40 0	40 0
D. I. Khán	14 0	13 0	22 0	23 0	...	...	8 0	8 0	20 0	20 0	18 0	17 0	15 0	15 0	5 0	5 0	17 0	17 0	13 0	12 0	...	...	112 0	112 0	40 0	42 0
Muzaffargarh	15 0	14 0	20 0	20 0	...	...	12 0	12 0	16 0	16 0	16 0	16 0	...	...	...	...	17 0	16 0	...	...	11 0	12 0	110 0	110 0	11 0	12 0
D. G. Khán	14 0	15 0	21 0	21 0	...	...	13 0	10 0	23 0	21 0	19 0	18 0	...	10 0	...	12 0	17 0	16 0	...	...	...	...	75 0	75 0	27 8	27 8
Sind and Baluchistan—																										
Karáchi	11 8	11 8	18 0	18 0	8 0	8 0	10 0	10 0	15 0	15 0	13 0	12 8	*	*	*	*	14 0	14 8	14 0	14 0	7 0	7 0	90 0	90 0	14 0	14 0
Hyderabad (Gidu Bándar)	11 8	11 0	19 0	17 8	7 8	7 8	10 8	9 8	17 8	17 8	14 8	15 0	...	...	...	...	13 8	12 8	...	...	...	...	140 0	140 0	11 8	11 8
Thar and Párkar (Umarkot)	12 0	12 0	...	...	...	...	10 0	11 0	...	...	12 12	12 0	...	...	...	...	...	...	...	...	...	...	120 0	120 0	12 0	12 0
Sukkur	13 0	13 0	18 0	18 0	8 0	8 0	12 0	12 0	19 0	19 0	19 0	19 0	...	...	...	...	16 0	16 0	...	...	11 0	11 0	160 0	120 0	12 8	12 8
Shikárpur	11 8	11 0	15 8	15 8	7 12	7 12	8 8	8 8	18 8	18 0	17 8	19 0	...	...	...	...	14 8	14 8	...	...	10 0	10 0	140 0	140 0	11 8	11 8
Upper Sind Frontier	12 0	12 4	16 0	15 0	9 0	8 0	11 0	10 0	20 0	19 0	18 0	19 0	...	...	...	...	15 0	16 0	...	...	12 4	12 4	160 0	160 0	11 0	11 0
Quetta	11 8	12 8	13 0	12 12	5 0	5 0	7 8	8 14	15 8	15 8	...	...	...	...	...	...	12 0	12 0	12 8	13 0	...	...	64 0	64 0	9 0	9 0
Bombay—																										
Konkan—																										
Karwar	11 0	10 0½	...	...	7 0	7 0	11 0	12 0	18 0	18 0	...	16 0	24 0	24 0	12 0	12 0	12 0	12 0½	...	...	10 0	9 0	213 5	213 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	9 2	9 2	10 5	10 5	15 5	15 5	12 2	11 5	16 3	15 2	...	...	13 1	12 4	...	...	9 4	9 4	135 0	135 0	11 0	10 5½
Colába (Alibág)	...	...	...	...	...	...	11 4	11 4	...	...	...	...	...	...	...	...	...	...	...	...	7 0	7 0	90 0	90 0	...	...
Bombay	8 13	8 15	16 7	17 0	6 1	6 3	10 1	9 13	15 9	16 10	12 10	12 1	14 10	15 14	11 13	13 12	12 15	13 6	15 5	16 8	7 5	6 14	67 1	67 1	10 1	10 1
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 5	9 7	...	12 0	11 4	11 4	...	...	...	...	12 5	12 5	...	...	6 7	6 7	71 2	71 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	15 0	15 0	...	...	10 0	10 0	11 0	11 0	23 0	23 0	23 0	23 0	31 0	31 0	...	...	14 0	14 0	...	...	9 0	12 0	80 0	80 0	9 0	9 0
Belgaum	16 0	15 0	...	...	11 8	11 0	12 0	11 8	20 0	21 0	19 0	18 0	27 0	27 0	19 0	19 0	13 0	14 0	...	...	11 0	11 0	67 0	67 0	11 8	11 8
Satara	10 11	10 11	13 0	13 0	8 3	8 3	10 0	10 0	13 5	13 5	12 5	12 5	16 5	16 5	18 3	18 3	16 4	16 4	19 2	19 2	16 8	16 8	97 1	97 1	11 10	11 10
Sholápur	13 9	13 9	17 6	17 6	8 8	8 1	10 6	10 0	21 11	19 13	19 4	18 13	...	...	...	...	16 6	15 8	...	...	13 12	13 5	80 0	80 0	11 8	11 8
Bijápur	13 5	13 5	10 4	10 4	7 3	7 3	9 15	9 15	18 0	17 14	16 3	16 3	...	...	...	...	14 14	14 14	...	...	10 2	10 2	80 0	80 0	9 10	9 10
Poona (City)	10 6	10 6	10 3	10 3	8 9	8 9	9 13	9 13	15 3	14 2	11 8	12 10	16 6	16 6	...	...	16 2	13 13	...	...	10 2	10 2	60 13	60 13	11 2	11 2
Khandesh—																										
Ahmadnagar	13 6	12 8	...	...	8 0	8 0	9 1	9 1	15 0	14 0	13 0	12 8	...	...	...	...	16 0	14 6	...	...	11 3	11 3	85 0	87 0	11 6	11 6
Násik	14 12	14 8	...	...	9 0	9 6	10 10	10 8	...	...	14 6	14 6	18 3	18 3	...	...	17 2	17 2	...	...	11 4	11 4	106 8	106 8	12 12	12 12
Khandesh (Dhulia)	12 0	13 12	...	...	7 8	7 8	9 6	9 6	13 12	15 3	12 7	13 9	...	...	12 10	12 10	13 8	14 5	...	...	8 12	9 10	106 0	106 0	10 8	10 8
Guserat—																										
Surat	12 0	12 0	11 0	11 0	6 0	6 0	8 8	8 0	13 8	13 0	12 0	12 0	...	...	...	...	12 0	12 0	...	...	8 8	8 0	120 0	120 0	12 0	12 0
Broach	10 8	10 8	...	...	8 0	8 0	9 8	9 8	14 0	13 0	12 8	12 8	...	...	...	...	12 8	12 8	...	...	9 0	9 0	120 0	120 0	12 12	12 12
Kaira	11 13	11 6	16 0	16 0	7 10	7 10	9 6	9 6	16 0	16 0	14 8	14 8	16 13	16 13	...	...	13 0	12 13	...	...	11 6	11 0	90 0	90 0	13 5	13 5
Baroda Camp (Sadar Bazar)	8 9	8 9	13 11	13 2½	6 4½	6 4½	6 15	6 15	...	...	12 9	12 0	13 11	13 11	...	...	10 13½	10 13½	...	...	9 2	9 2	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	11 0	10 8	18 0	12 8	6 0	6 0	8 0	8 0	14 0	13 0	14 0	13 8	...	...	...	...	16 0	14 0	...	...	10 0	10 0	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	9 0	9 0	...	...	8 0	8 0	10 0	9 0	13 4	13 4	12 2	12 1	16 0	16 0	...	...	15 0	14 2	14 0	14 0	10 0	10 0	160 0	160 0	11 2	11 2
Deesa Cantonment	12 0	11 8	12 0	12 0	7 0	7 0	8 0	7 13	10 12	10 8	13 8	13 0	...	...	...	...	14 0	14 0	...	...	9 0	9 0	150 0	150 0	11 4	10 12
Kathiawar—																										
Rájkot	11 0	11 0	...	...	6 8	6 8	7 8	7 8	12 4	11 12	11 0	11 0	...	...	...	...	7 8	8 2	...	...	7 8	7 12	100 0	100 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	14 4	13 8	...	...	7 8	7 8	11 7	11 7	17 11	13 8	...	...	...	...	...	...	14 3	14 3	...	...	10 11	10 11	120 0	120 0	10 13	10 13
Khandwa-Ásirgarh Cant.	13 0	13 0	...	...	9 0	9 0	11 0	11 0	16 3	14 10	13 11	13 10	...	...	13 0	13 0	14 8	14 8	...	...	9 8	9 5	160 0	160 0	10 0	10 0
Hoshangabad	13 0	13 8	...	...	8 10	6 0	9 0	8 0	16 0	16 0	...	...	...	...	...	...	18 0	17 0	...	...	9 0	9 0	80 0	80 0	9 0	9 0
Betúl	13 9	13 9	...	...	9 9	9 9	10 0	10 0	17 7	17 7	...	...	...	...	...	...	18 4	18 4	...	...	11 6	11 6	320 0	320 0	7 9	7 9
Chhindwára	14 0	14 0	...	...	8 0	8 0	11 7	11 7	24 0	20 9	...	...	...	...	...	...	21 11	21 11	...	...	10 8	12 0	160 0	160 0	8 0	9 2
Nágpur	16 14	16 4	...	...	8 7	8 2	12 3	12 3	19 11	19 6	...	...	...	...	...	...	19 11	18 12	...	...	11 4	11 4	119 0	119 0	9 13	9 13
Wardha	17 2	17 2	...	...	8 0	8 0	11 7	11 7	24 0	20 0	...	...	...	...	...	...	17 2	16 0	...	...	12 13	15 0	124 0	124 0	9 10	9 10
Central—																										
Narsinghpur	13 8	13 8	...	...	9 12	9 12	11 8	11 8	...	...	...	...	...	...	...	...	18 11	18 11	...	...	13 11	13 10	200 0	160 0	9 2	9 2
Saugor	14 13	14 13	...	...	7 15	7 15	8 10	8 10	...	...	...	...	...	...	...	...	17 1	17 1	...	...	10 8	9 8	140 0	140 0	...	...
Damoh	16 0	17 2	...	...	10 0	10 0	11 7	12 1	...	...	...	...	...	...	...	...	18 7	18 7	...	...	...	10 11	200 0	200 0	2	8 12
Jubbulpore	13 0	13 0	...	...	7 0	7 0	9 4	9 4	19 0	16 8	...	...	...	...	...	...	17 12	17 8	...	...	10 8	11 0	120 0	120 0	4	9 0
Mandla	17 8	18 0	...	...	10 0	9 0	14 0	12 0	...	...	...	...	...	...	...	...	25 0	22 0	...	...	9 0	10 0	256 0	256 0	0	9 0
Seoni	14 15	14 15	...	...	10 3	10 3	13 9	13 9	...	...	...	...	...	...	...	...	19 8	19 0	...	...	13 15	10 15	200 0	200 0	10	9 10
Bálághát	18 6	18 6	...	...	13 12	13 12	17 14	17 14	...	...	...	...	...	...	...	...	19 3	19 3	...	...	12 8	12 8	192 0	192 0	8 0	8 0
Bhandára	18 12	18 12	...	...	...	...	16 4	16 4	...	...	...	...	...	...	...	...	18 12	18 12	...	...	10 0	10 0	195 0	190 0	8 0	8 0
Chánda	18 10	18 10	...	...	...	...	14 7	14 7	23 6	21 5	...	...	...	...	...	...	19 3	19 3	...	...	10 6	10 6	400 0	400 0	9 0	9 0
Eastern—																										
Bilaspur	17 12	16 11	...	...	10 3	9 0	11 4	13 8	...	...	...	...	...	...	...	...	14 0	11 3	...	...	10 14	10 14	64 0	64 0	7	7 1
Raipur	19 11	19 11	...	...	10 4	10 4	15 15	15 15	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	80 0	80 0	8	8 0
Sambalpur	14 0	14 0	...	...	12 4	12 4	16 10	17 8	...	...	...	...	...	...	...	...	13 8	13 8	...	...	8 0	10 8	160 0	160 0	8 1	8 12
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	10 0	10 0	17 0	17 0	17 0	17 0	...	...	...	...	19 0	19 0	...	...	12 0	12 0	†	†	9 0	9 0
Básim	16 10	16 1	...	...	7 10	7 8	9 10	9 5	19 4	17 7	22 0	15 0	...	...	...	...	21 0	19 14	...	...	13 0	12 0			9 13	9 8
Akola	15 0	15 0	...	...	6 8	7 0	7 8	8 8	17 0	16 0	15 0	15 8	...	...	...	...	17 0	17 0	...	...	15 0	15 0			9 8	10 0
Ellichpur	14 12	14 4	8 0	8 0	7 0	7 0	8 6	8 6	18 12	16 0	15 0	15 0	...	...	...	...	14 12	14 12	...	...	10 0	10 0			9 4	9 4
Amráoti	15 0	15 0	...	...	7 3	8 0	8 11	10 0	17 9	17 0	14 11	14 12	...	...	...	...	16 0	16 0	...	...	11 0	12 4			9 0	13 2
Wún	14 0	15 0	...	...	8 0	9 0	10 0	10 0	17 0	16 0	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 11	12 11	...	...	7 2	7 2	10 8	10 3	18 13	17 12	18 4	17 12	...	...	...	...	12 11	13 3	...	...	16 12	11 4	130 0	130 0	8 12	8 12
Boláram	11 9	11 8	...	...	7 1	7 1	8 5	8 5	15 2	15 2	...	...	...	...	...	...	11 15	11 15	...	...	...	...	116 14	116 14	9 0	9 0
Chadarghat	10 8	10 0	...	...	7 0	6 0	9 0	8 0	19 0	18 0	19 0	18 0	...	...	...	...	13 8	13 8	...	...	...	...	120 0	120 0	9 8	9 8

* Not procurable.

† Firewood is sold by head-load, cart-load, and bullock-load.

† Not produced.

RETAIL PRICES FOR THE 1st HALF OF DECEMBER 1888—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Cholai, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus*).		Firewood.		Sa.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 5	8 5	...	...	12 10	12 10	13 6	13 6	* *	* *	* *	* *	20 6	20 6	...	...	12 0	12 0	...	...	...	...	136 2	136 2	111 11	111 11
S. Canara	8 2	8 2	...	...	12 10	12 10	14 13	14 13	* *	* *	* *	* *	25 0	21 13	...	...	10 8	10 8	...	...	...	...	128 13	126 6	135	135
South, central—																										
Coimbatore	9 13	9 13	...	...	12 10	12 10	13 10	13 10	22 3	22 3	25 6	25 6	26 3	26 3	...	...	12 0	12 0	...	...	...	...	133 10	133 10	111 11	111 11
Nilgiris	8 8	8 8	...	...	9 10	9 10	11 3	10 6	20 13	20 13	16 13	16 13	20 3	19 6	...	...	10 8	10 8	...	...	...	...	161 13	161 13	3 3	3 3
Salem	10 3	10 3	...	...	12 3	12 3	13 3	13 3	24 10	24 10	23 0	23 0	29 2	29 2	...	...	11 0	11 0	...	...	...	...	186 10	186 10	8	8
Central—																										
Bellary	13 0	13 0	...	...	11 13	11 3	13 8	13 0	30 14	30 14	21 3	21 3	38 13	37 13	...	...	12 0	12 0	...	...	...	...	97 3	97 3	11 14	11 14
Anantapur	11 8	11 8	...	...	12 5	12 5	15 2	14 0	32 8	32 8	25 6	25 6	34 0	34 0	...	...	10 0	10 0	...	...	...	...	155 8	155 8	1 5	1 5
Cuddapah	12 2	12 2	...	...	12 13	12 6	14 2	14 2	23 11	23 11	26 13	26 13	29 10	30 0	...	...	11 0	11 0	...	...	...	...	140 0	140 0	12 10	12 10
Kurnool	11 6	11 6	...	...	11 6	11 6	12 3	12 3	21 14	21 14	23 2	23 2	29 2	*	...	...	12 0	12 0	...	...	...	...	124 0	124 10	11 5	11 8
East Coast, north—																										
Ganjam	8 14	8 2	...	...	12 3	12 3	13 0	13 0	* *	* *	* *	* *	20 8	20 8	...	...	12 0	12 0	...	...	...	...	194 6	194 6	11 3	11 3
Vizagapatam	12 0	11 6	...	...	9 0	9 0	10 3	10 3	19 13	20 0	17 13	17 13	18 3	18 3	...	...	10 0	10 0	...	...	...	...	116 10	116 10	11 11	11 11
Godavari	11 11	10 13	...	...	15 13	12 14	17 0	14 0	21 2	23 0	21 2	21 2	25 8	25 8	...	...	10 0	10 0	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	13 2	13 2	14 0	14 0	* *	* *	* *	* *	20 14	16 6	...	...	12 0	12 0	...	...	...	...	170 2	170 2	13 3	13 3
Nellore	9 14	9 14	...	...	12 14	12 14	14 0	14 0	20 14	20 14	21 2	21 2	25 8	24 10	...	...	12 0	12 0	...	...	...	...	93 5	93 5	11 11	11 11
East Coast, south—																										
Madras	10 10	10 10	...	...	11 10	11 10	13 3	13 3	* *	* *	* *	* *	27 6	26 2	...	...	12 0	12 0	...	...	...	...	89 14	89 1	12 5	12 0
Chingleput	* *	* *	...	...	13 2	13 2	15 0	14 11	* *	* *	17 3	17 3	24 11	24 11	...	...	12 0	12 0	...	...	...	...	122 8	122 3	11 10	11 3
N. Arcot	9 6	8 14	...	...	13 2	13 2	14 2	14 2	* *	* *	* *	* *	35 14	34 3	...	...	12 0	12 0	...	...	...	...	194 6	194 3	11 5	11 5
S. Arcot	8 10	8 8	...	...	13 14	13 8	14 14	14 0	20 3	20 3	26 14	26 3	26 3	26 3	...	...	12 0	12 0	...	...	...	...	209 0	200 0	10 13	10 13
Tanjore	8 8	8 2	...	...	12 8	12 8	15 0	15 0	* *	* *	29 0	29 6	29 6	29 6	...	...	14 0	14 0	...	...	...	...	166 3	166 3	12 14	12 14
Trichinopoly	8 10	8 10	...	...	11 8	11 8	12 0	12 0	* *	* *	22 3	23 10	23 10	23 10	...	...	14 0	14 0	...	...	...	...	143 6	143 6	13 0	12 10
Southern—																										
Tinnevelly	8 8	8 8	...	...	10 11	11 2	11 10	12 0	* *	* *	* *	* *	* *	* *	...	...	12 0	12 0	...	...	...	...	52 8	52 8	14 13	14 13
Madura	9 14	9 14	...	...	11 13	11 13	12 5	12 5	25 14	22 11	23 8	23 8	24 13	24 13	...	...	12 0	12 0	...	...	...	...	131 3	131 3	13 10	13 5
Mysore—																										
Mysore	10 8	10 8	10 0	10 0	11 0	11 0	12 0	11 0	32 0	30 0	22 0	22 0	28 0	28 0	*	*	12 0	12 0	13 0	13 0	13 0	13 0	84 0	84 0	8 8	8 8
Bangalore	10 0	10 0	10 0	10 8	10 8	9 8	10 8	10 8	21 0	21 0	...	...	31 1	32 0	...	...	10 8	10 8	14 8	15 8	14 8	14 8	84 0	84 0	9 4	9 4
Kolar	10 0	10 0	9 0	9 4	10 0	10 0	14 0	14 0	...	...	...	...	40 0	39 0	...	...	10 0	10 0	15 0	15 0	15 0	15 0	144 0	144 0	8 8	8 8
Tumkur	11 0	11 0	11 0	11 0	10 8	10 8	12 0	12 0	...	...	...	...	40 0	40 0	...	...	12 0	12 0	15 0	15 0	15 0	15 0	340 0	340 0	9 0	9 8
Hassan	...	...	10 0	10 0	10 0	10 0	14 0	14 0	...	...	...	...	48 0	48 0	...	...	14 0	14 0	12 0	13 0	12 0	13 0	96 0	96 0	7 8	7 0
Kadur	10 0	11 0	10 0	11 0	12 0	12 0	19 0	19 0	...	...	...	...	47 4	53 9	...	...	14 0	14 0	10 0	10 0	10 0	10 0	320 0	320 0	9 0	9 0
Shimoga	10 8	10 8	...	...	16 0	16 0	14 11	14 11	33 10	52 8	32 0	32 0	53 9	65 0	...	...	11 9	12 5	...	...	...	...	436 0	436 0	8 6	8 6
Chitaldrug	12 0	12 0	14 0	14 0	10 8	10 8	12 8	12 8	48 0	48 0	32 0	32 0	55 0	55 0	...	...	10 0	10 0	...	...	...	...	320 0	320 0	8 0	8 0
Coorg—																										
Coorg	8 8	9 0	7 8	8 0	13 8	15 0	16 0	...	...	...	...	...	34 0	...	...	...	22 8	22 8	...	...	...	...	110 0	110 0	9 8	8 0
Aden	8 0	8 0	...	...	6 3	8 0	8 0	10 3	9 4	9 4	10 3	10 3	33 8	34 0	...	...	9 4	9 4	5 9	5 9	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

E. J. SINKINSON,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XL of 1889.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 7th January, 1888. Total.	Receipts for week ending 7th January, 1888. Per mile open.	Total mean length open.	Receipts for week ending 5th January, 1889. Total.	Receipts for week ending 5th January, 1889. Per mile open.	Total Receipts from 1st April, 1887 to 7th Jany., 1888. Total.	Total Receipts from 1st April, 1887 to 7th Jany., 1888. Per mile open per week.	Total Receipts from 1st April, 1888 to 5th Jany., 1889. Total.	Total Receipts from 1st April, 1888 to 5th Jany., 1889. Per mile open per week.	Total Increase in 1888-89.	Total Decrease in 1888-89.
	State Lines worked by Companies.		R	R		R	R	R	R	R	R	R	R
19th Jan., 1889	East Indian	1,514	9,31,518	615	1,514	9,08,278	600	3,42,90,283	562	3,29,77,642	545	...	13,12,641
12th ditto	Rajputana-Malwa (*a*)	1,664	3,46,682	208	1,664	4,23,000	254	1,22,80,681	183	1,38,51,991	208	15,71,310	...
19th ditto	Sindia	75	8,707	116	75	7,184	96	3,44,436	114	2,69,709	90	...	74,727
19th ditto	Patna-Gya	57	8,391	147	57	8,598	151	3,88,536	169	3,74,086	164	...	14,450
19th ditto	Bengal-Nagpur (*b*)	186	33,287	179	225	49,553	220	10,22,899	137	11,67,347	154	1,44,448	...
19th ditto	Dildarnagar-Ghazipur	12	840	70	12	919	77	36,360	75	34,841	73	...	1,519
12th ditto	Mysore	140	9,592	68	140	9,999	71	3,95,796	71	4,58,253	82	62,457	...
12th ditto	Southern Mahratta(*c*)	850	58,735	69	854	68,459	80	24,59,170	80	29,78,966	87	5,19,796	...
First 5 days of Jan., 1889.	Indian Midland	42	4,554	108	374	(*d*)16,937	45	1,22,787	73	(*d*)5,05,083	90	3,82,296	...
Ditto	Cuddapah-Nellore	83	3,568	43	83	5,915	71	(*e*) 52,021	38	1,89,076	57	1,37,055	...
First 12 days of Jan., 1889.	Bareilly-Pilibhit	36	1,710	47	36	2,318	64	67,234	46	68,503	48	1,269	...
12th Jan., 1889	Lucknow-Sitapur-Sihramau	105	4,590	44	105	5,628	54	1,55,963	37	1,95,101	46	39,138	...
	Total	4,764	14,12,174	296	5,139	15,06,788	293	5,16,16,166	277	5,30,70,598	272	14,54,432	...
	State Lines worked by Government.												
12th Jan., 1889	North-Western (*f*)	2,433	4,42,707	182	2,390	5,15,431	216	1,58,86,200	176	1,95,56,964	202	36,70,764	...
First 5 days of Jan., 1889.	Wardha Coal	45	27,714	616	45	22,986	511	5,40,348	298	6,31,529	351	91,181	...
First 12 days of Jan., 1889.	Bengal Central	125	10,836	87	125	12,164	97	5,16,420	103	5,50,314	110	33,894	...
Ditto	Eastern Bengal Railways (*g*)	645	1,52,534	236	673	2,25,289	335	75,02,239	288	83,21,971	309	8,19,732	...
Ditto	Nalhati	27	2,232	83	27	1,743	65	68,325	63	76,227	70	7,902	...
Ditto	Tirhoot	259	35,879	138	273	26,372	97	13,07,101	130	12,41,306	118	...	65,795
First 5 days of Jan., 1889.	Burma	333	69,709	209	441	57,293	130	22,04,223	165	22,41,908	142	37,685	...
Ditto	Jorhat	28	610	22	31	1,175	38	41,158	37	48,444	42	7,286	...
Ditto	Cherra-Companyganj	7	178	24	7	304	41	9,169	31	6,622	22	...	2,547
	Total	3,902	7,42,399	190	4,012	8,62,757	215	2,80,75,183	188	3,26,75,285	205	46,00,102	...
	Lines worked by Guaranteed Companies.												
12th Jan., 1889	Madras	840	1,60,963	192	840	1,57,827	188	63,06,193	186	65,12,409	194	2,06,216	...
First 5 days of Jan., 1889.	South Indian	654	98,527	151	654	1,10,373	169	39,72,954	151	42,62,091	163	2,89,137	...
12th Jan., 1889	Great Indian Peninsula	1,504	6,23,934	415	1,447	8,77,610	606	2,95,91,567	490	3,08,72,632	515	12,81,065	...
12th ditto	Bombay, Baroda and Central India	461	2,10,623	457	461	2,48,000	538	91,25,339	491	93,51,220	507	2,25,881	...
12th ditto	Oudh and Rohilkhand	693	1,61,932	234	692	1,46,177	211	50,51,491	183	51,63,333	187	1,11,842	...
	Total	4,152	12,55,979	302	4,094	15,39,987	376	5,10,47,544	323	5,61,61,685	338	21,14,141	...
GRAND TOTAL (Guaranteed and State)		12,818	34,10,552	266	13,245	39,09,532	295	13,37,38,893	266	14,19,07,568	273	81,68,675	...
Gross Estimated Expenses		...	...	...	...	...	...	6,94,82,281	138	7,65,12,636	147	...	...
Net Receipts		...	...	...	...	...	...	6,42,56,612	128	6,53,94,932	126	11,38,320	...
	Assisted Companies.												
19th Jan., 1889	Bengal and North-Western	376	34,885	93	376	38,080	101	15,31,631	101	17,20,371	114	1,88,740	...
19th ditto	Tarakeshwar	22	4,541	204	22	4,876	219	1,97,770	221	2,06,890	232	9,120	...
First 12 days of Jan., 1889.	Rohilkhand-Kumaun	67	3,724	56	67	4,300	64	2,58,525	96	2,73,197	102	14,672	...
First 5 days of Jan., 1889.	Dibru-Sadiya	78	7,591	97	78	8,183	105	3,19,960	102	3,36,485	108	16,525	...
	Total	543	50,741	93	543	55,439	102	23,07,886	106	25,36,943	117	2,29,057	...
	Native States.												
12th Jan., 1889	The Nizam's Guaranteed Company	277	23,937	86	310	38,385	124	12,01,368	142	13,09,499	111	1,08,131	...
12th ditto	The Gaekwar's	59	2,614	44	59	2,450	42	1,20,505	51	1,02,588	43	...	17,917
12th ditto	The Gaekwar's Mehsana-Vadnagar	21	666	32	27	1,100	40	28,039	33	33,910	39	5,871	...
12th ditto	Bhavnagar-Gondal-Junagarh-Porbandar	193	20,032	104	209	22,837	109	7,51,924	97	7,94,926	99	43,002	...
First 5 days of Jan., 1889.	Morvi	68	2,086	31	68	2,548	37	1,07,214	39	1,29,747	48	22,533	...
12th Jan., 1889	Jodhpore	124	6,540	53	124	7,000	56	2,63,020	53	2,62,132	53	...	888
	Total	742	55,875	75	797	74,320	93	24,72,070	91	26,32,802	85	1,60,732	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Katni-Umaria State Railway.
(*c*) Includes the Bellary-Kistna State Railway.
(*d*) Includes Bhopal-Itarsi State Railway from 1st January, 1889.
(*e*) Total receipts from 15th September to 7th January, 1889.
(*f*) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(*g*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.

M. C. BRACKENBURY, *Major, R.E.*,
Under-Secretary.

CALCUTTA,
The 31st January, 1889.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and prospects of the Crops.

Madras.—*For week ending 26th January, 1889.*—No rain. More rain wanted in Ganjam, Tinnevelly, Coimbatore, and Salem. Standing crops generally good, but withering in Coimbatore and parts of Bellary, and suffering from want of water in parts of Ganjam, Vizagapatam, Cuddapah, Chingleput, and from disease in South Arcot. Pasture generally sufficient except in parts of Salem and Coimbatore. Agricultural operations progressing. Prices rising in nine districts, including five northern, falling in six, and stationary elsewhere. General prospects favourable except in Ganjam and Coimbatore. Laborers on Gopalpore canal and Rushikulya works, Ganjam, 2,900 and 30,853, respectively.

Bombay.—*For week ending 30th January, 1889.*—Rain in parts of Sind. Late crops in three talukas of Surat, two of Poona, and in parts of Khandesh, Ahmednagar, and Sholapur unsatisfactory. Gram in one taluka of Ahmedabad damaged by insects, and late crops in three talukas of Satara by insects and blight. Cotton in parts of Sholapur and Bijapur. *Jowari* in parts of Belgaum and exotic cotton and wheat in parts of Dharwar blighted; standing crops including opium in Baroda otherwise good except wheat in Broach. Probable outturn of cotton in Broach from ten to twelve annas. Fodder scarce in parts of Khandesh and Kathiawar. Prices rising in three talukas of Nasik.

Bengal.—*For week ending 29th January, 1889.*—Slight rain fell on the 24th instant in Behar and North Bengal, and in a few places in Chota Nagpur and Central Bengal. Yesterday morning (30th) there was a smart shower, with high wind, in and around Calcutta. The *rabi* crops are generally reported to be fair, but in Chota Nagpur and parts of Central Bengal the prospects are not very hopeful on account of want of sufficient rain. Spring rice is still being transplanted and is doing well. Poppy and tobacco crops are reported on satisfactorily, and sugarcane, which is being harvested in some districts, is expected to yield a fair outturn on the whole. The latest report regarding the affected tracts in the Patna Division shows that the rain of the 24th instant has done some good to the scanty *rabi* crops; that grain stocks are everywhere sufficient and prices are fairly stationary; that the number of persons on relief works is steadily increasing; and that gratuitous relief has been given to a few persons only in the districts of Mozufferpore and Durbhanga.

North-Western Provinces and Oudh.—*For week ending 30th January, 1889.*—Rain has fallen in nearly all districts, greatly improving the prospects of the *rabi* crops, but more is still needed. Poppy is doing well. Sugarcane being pressed. Markets well stocked. Prices steady. Condition of cattle satisfactory.

Punjab.—*For week ending 30th January, 1889.*—Rainfall good and general throughout the province; though no rain is reported from Rawalpindi and Shahpur, it is believed that rain has fallen there. Prices rising in Sialkot and Rawalpindi, unsettled in Delhi, and stationary elsewhere. *Rabi* sowings completed. Watering of crops in Lahore. More rain is wanted in Hissar, Umballa, and Mooltan. The crops have been generally improved by the recent rain, but those on unirrigated lands are reported to be slightly damaged by previous want of rain. Stock cattle are reported healthy. Pasturage or fodder sufficient, except in Hissar, Mooltan, Dera Ismail Khan, and in parts of Rawalpindi.

Central Provinces.—*For week ending 30th January, 1889.*—Slight rain in northern districts, but not sufficient to benefit winter crops which are below average in Nagpur and Chattisgarh, elsewhere they are favourable. Cattle in fair condition.

Burma.—*For week ending 26th January, 1889.*—A little rain has fallen in Tavoy. Prospects are favourable on the whole. There is scarcely any alteration in the price of paddy since last week.

Assam.—*For week ending 30th January, 1889.*—Weather warm at Dibrugarh, normal elsewhere. Slight rain in most districts. Reaping of winter rice finished; pulses and mustard are still being gathered and sugarcane being pressed. Sowing of early rice begun. Potatoes being sown in the Khasi Hills.

Mysore and Coorg.—*For week ending 30th January, 1889.*—No rain. Crops in good condition. Outturn of crops harvested generally favourable. Water-supply ample except in one taluk of the Mysore District. Prices slightly risen in the Tumkur District.

Coffee-picking nearly completed in Coorg.

Berar and Hyderabad.—*For week ending 30th January, 1889.*—Picking of cotton and harvesting of other *kharif* crops almost completed. *Rabi* crops are thriving. Prospects unchanged. Agricultural stock good. Fodder insufficient in some districts. Prices steady.

No rain during the week in Hyderabad *Rabi* crops thriving. Sowing of *tabi* nearly finished. Scarcity of fodder still felt. Prices stationary.

Central India.—*For week ending 30th January, 1889.*—Slight rain in Gwalior, Bundelkhund, Baghelkhund, and Goona. Weather cloudy with high wind at Indore. Crops in Goona damaged by hail and want of rain. Prices of food-grains rising in Neemuch.

Rajputana.—*For week ending 30th January, 1889.*—Slight rain at many places. Agricultural operations satisfactory. Standing crops thriving. Agricultural stock good. Pasturage or fodder sufficient except in Marwar, Kherwara, Meywar, and Dholpur. Prices rising in Meywar, steady elsewhere. Opium and cotton fair.

Nepal.—*For week ending 24th January, 1889.*—Slight rain. Weather fair. Prospects good.

E. C. BUCK,

Secretary to the Government of India.

Printed and published for the GOVERNMENT OF INDIA, *at the Office of the* SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA, *No. 8, Hastings Street, Calcutta.*

SUPPLEMENT TO

The Gazette of India.

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Telegraph.

ADMINISTRATION REPORT OF THE INDIAN TELEGRAPH DEPARTMENT FOR THE YEAR 1887-88.

No. 30 T., dated Calcutta, the 1st February 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Letter from the Director General of Telegraphs, No. 476 T., dated 12th November 1888, and its enclosure, the Administration Report of the Indian Telegraph Department for the year 1887-88.

OBSERVATIONS.—The Government of India notices with satisfaction that Colonel Mallock, the Officiating Director General of Telegraphs, submitted the Administration Report of the Telegraph Department for 1887-88 on the 12th November 1888; this is more than a month earlier than it was received last year, and is the earliest date on which the report has ever been submitted to Government.

2. The Telegraph Department of India had, up to the 15th February 1888, administered only the lines of telegraph situated within India itself, including Burma and Baluchistan; but on the date mentioned the Department undertook the administration of the telegraph lines and cables extending from Karachi to Teheran in Persia, which had formerly been administered by a Director-in-Chief whose head-quarters were in London. The accounts of this system are not, however, included in the present report.

3. The Capital expenditure of the year in the Indian Telegraph Department was Rs. 23,49,550, as given in the following statement :—

	Expenditure of the year.	
	1887-88.	Expenditure to end of the year 1887-88.
	Rs.	Rs.
Lines	17,16,026	3,22,63,581
Buildings	2,11,243	51,36,797
Tools and Plant	92,352	17,12,614
Stores, Exchange and suspense heads	3,29,929	36,64,591
Total	23,49,550	4,27,77,583

It is necessary to bear in mind with reference to this statement of the Capital Account of the Department that it is not an absolutely correct one from a purely financial point of view. The capital expenditure to date, Rs. 4,27,77,583, does not represent the total sum of money which has been actually expended on the construction of telegraph lines in India. The cost of experimental lines, abandoned lines, and of outlay incurred upon the lines and offices not now working, has been excluded from the capital sum of 428 lakhs.

4. The capital expenditure of the year was mainly incurred on new lines and wires for departmental purposes; 5,014 miles of wire and cable having been constructed. The principal works which fell under this head are enumerated in pages 21 to 23 of the report, the most important being an additional wire from Hyderabad (Deccan) to Bezwada, a wire from Multan *viâ* Sukkur and Sibi to Quetta, and a line connecting Assam *viâ* Manipur and the Kubo Valley with Upper Burma. In addition to purely departmental lines, 1,634 miles of wire and cable were constructed specially for Railways and were rented to them. The working of the last few years of the telegraph lines has shown that the trunk lines are now nearly taxed to their full power by the traffic which has been thrown upon them by the large number of branch telegraph lines and offices which have been established. Further capital expenditure will be devoted rather to strengthening these over-taxed lines than to opening new branches and feeders. A large demand for expenditure on strengthening the trunk lines has been already submitted by the Director General of Telegraphs to the Government of India.

5. The extensions made in the Telegraphic system of India in the year 1887-88 are expressed by the following figures :—

	At end of 1886-87.	At end of 1887-88.	Increase.
Miles of line	30,035	31,894	1,859
Miles of wire and cable	87,087	93,743	6,656
Number of Signal Offices	699	745	46

These extensions fall, on the whole, slightly below the average of the previous three years. A large proportion of the wires owned by the Telegraph Department are specially provided for State and Guaranteed Railways for their exclusive use; 32,959 miles out of the total of 93,743 are special wires rented to the Railways. The extensions of the year were larger than usual in Departmental wires and smaller in Railway ones.

6. The following statement shows the working expenses of the year :—

	1886-87.	1887-88.	Increase.
	Rs.	Rs.	Rs.
Working expenses	41,21,873	42,92,248	1,70,375

7. The most noticeable increases are under the head of "Direction, Superintendence and Accounts," Rs. 89,714; under "Line Maintenance and Establishment," Rs. 42,163; under "Departmental signal offices," Rs. 1,19,953; and under "Stationery and Printed Forms," Rs. 41,085. The increase under the first head is not explained in the report, but is understood to be mainly due to the re-organisation of the Superior Establishment of the Telegraph Department, which was carried out with the object of ameliorating the position of those Officers in the Department who had suffered from the block in promotion. The increase under the second head is probably due to increase in the mileage to be maintained particularly in Burma. The increase under the third head is 5·5 per cent., while the number of signal offices increased by 6·6 per cent., and this rise is, therefore, moderate. Under the last head the increase is stated to be due partly to the increased number of printed forms used, and partly to a replenishment of the reserve stock of stationery and forms. It should be noted that the expenditure here shewn includes outlay incurred in the Public Works Department on the construction and repair of buildings which, as well as the cost of stationery, is not shewn against the Telegraph Department in the Finance Accounts.

There have, on the other hand, been decreases in the Working Expenses under the head of "Repairs to Lines." The expenditure under this head is subject to considerable fluctuation, mainly on account of the varying amount of damage done by floods and storms. The expenditure of 1887-88 was about 1¼ lakhs less than in 1886-87, but about 1½ lakhs more than in the previous year.

8. The following statement shews the receipts of the year under review, and differs sligthly from the Finance Accounts of the year, as being the earnings rather than the actual receipts of the Department :—

	Rs.
Receipts	66,28,660
Working expenses (see para. 6 above)	42,92,248
Net Revenue	23,36,412

9. In the year 1883-84 the net Revenue was Rs. 3,80,078, which was only 1·19 per cent. of the Capital at that time. The rapid improvement which has taken place in the last four years is due not merely to the increase in receipts (which has, however, been large), but also to the very small increase which has taken place in the working expenses. Thus—

	Receipts.	Working Expenses.	Net Revenue.
	Rs.	Rs.	Rs.
1883-84	41,24,264	37,44,186	3,80,078
1887-88	66,28,660	42,92,248	23,36,412

The receipts have increased by 25 lakhs, but the working expenses have only increased by 5½ lakhs. The working expenses of the Telegraph Department are primarily divided into the two main heads—"Line Maintenance"

and "Signalling." The following statement shews the expenditure under these heads for the years mentioned :—

Year.	Number of messages dealt with.	Number of miles of wire and cable, including Railway wires.	Working Expenses.		Cost of "Line Maintenance" per mile of wire.	Cost of "Signalling" per message dealt with.
			Line Maintenance.	Signalling.		
			Rs.	Rs.	Rs.	Rs.
1883-84 . .	1,818,886	68,829	11,70,128	25,74,058	17·0	1·4
1887-88 . .	2,804,485	93,743	12,08,480	30,83,768	12·89	1·1

The amounts expended both on "Line Maintenance" and on "Signalling" are largely composed of the cost of establishments which are permanently entertained. The figures in the above statement seem to shew that in 1888 it was possible to deal with a much larger message traffic without any sensible addition to the working expenses, or, in other words, that a considerable proportion of the establishments were formerly working below their real power.

The net Revenue of the year was 5·46 per cent. on the capital of Rs. 4,27,77,583. It is again the largest which has been recorded, and is more than fifty per cent. in excess of the average of the previous three years. It must, however, be remembered that the gross receipts of Rs. 66,28,660 include Rs. 17,07,657 for State messages, which are payments from the State back to itself, and Rs. 34,522, the amount which might have been charged for messages which were sent free of charge, such as reports of the arrival of Mail Steamers: if these receipts are excluded from the account the net revenue is reduced to Rs. 5,94,234 and the interest on capital to 1·39 per cent.

10. The receipts of the Department consist mainly in message revenue and in receipts from State Railways for wires rented; the figures of the two years which have been selected are shown below :—

	State messages.	Private messages.	Claims from State Railways.	Other sources of revenue, including credit taken for value of free messages.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.
1883-84	5,06,239	27,05,131	5,89,813	3,23,081	41,24,264
1887-88	17,07,657	34,60,339	11,47,983	3,12,681	66,28,660
Increase in four years .	12,01,418	7,55,208	5,58,170	—10,400	25,04,396

The number of messages sent during the year was a little over two million eight hundred thousand. This number is 11·55 per cent. larger than in the previous year. The number of State telegrams was again in excess of the unprecedented figures of the previous year, but it is satisfactory to notice that there was generally a more extended use of "Deferred" State telegrams and a reduction in their length in all parts of India except in Upper Burma, where the rather extravagant use of State telegrams was unchecked during 1887-88. On this point the Director General of Telegraphs writes :—

"It may be added that since the 1st April 1888, the number and value of State telegrams sent from Upper Burma have fallen considerably, due, no doubt, to a great extent to the enforcement from that date of the rule requiring all such telegrams to be prepaid. During the first three months of the current year the number of telegrams sent was at the rate of less than half the number sent in 1886-87, and the average value of each was only Rs. 2·4.

After making due allowance for the more settled state of the province, these results shew that the rule regarding prepayment of State telegrams by officials acts as a most salutary check on an undue use of the wires to the detriment of the paying public."

The Foreign State messages showed a slight decrease as compared with the previous year.

11. It is interesting to notice how largely political affairs influence the financial results of the Indian Telegraph Department. The following statement shows the number and value of Inland State messages in 1887-88 :—

Telegraph Division.	Number of messages.	Value of messages.
		Rs.
Upper Burma	169,084	8,18,776
Lower Burma	47,255	1,67,979
Punjab	80,326	1,97,445
Bengal	43,701	95,377
Thirteen other Divisions	196,827	3,66,220
Total Inland State Messages .	537,193	16,45,797

The location of the Government of India at Simla and Calcutta explains the excess of the State messages in the Punjab and Bengal as compared with all other provinces except Upper Burma. The figures which refer to Burma show the very free use which is made of the telegraph lines in that province. Considerably more than half the entire State message revenue of the whole of India is due to Burma alone. When a normal condition of affairs is established in Burma, the Inland State message revenue should fall to about seven or eight lakhs of rupees yearly, which is somewhat more than the average before the operations in Burma were undertaken. This change would at once reduce the net revenue of the Telegraph Department from 5½ to a little over 3 per cent. on the Capital invested.

12. The State messages from which a gross revenue of Rs. 17,07,657 was derived were divided between Inland and Foreign thus :—

	Number.	Value.
		Rs.
State, Inland	537,193	16,45,797
" Foreign	6,286	64,268
Total State .	543,479	17,10,065

In order to make these figures agree with those given in para. 10 of this Resolution, it is necessary to deduct certain messages of which the receipts (Rs. 2,409) are credited to Provincial Revenues. State messages showed an increase under the head of "Deferred" messages as compared with "Urgent" ones, a larger proportion of the former class having been used.

Similarly, the Private messages from which a revenue of Rs. 34,60,339 was derived were divided thus—

	Number.	Value.
		Rs.
Private, Inland	1,860,390	19,81,814
" Foreign	403,748	14,81,166
Total Private .	2,264,138	34,62,980

The messages included in these figures, which were credited to Provincial Revenues, were 2,385 in number and Rs. 2,640 in value. The proportion of "Private" messages sent as "Deferred," and the proportion of those sent "Urgent" both decreased during the year, with a corresponding increase in the proportion of "Ordinary" ones.

13. The average length of inland private telegrams in all classes remains very constant at a little over ten chargeable words, exclusive of the address which is not taken into account in India. The average charge is about Rs. 1·1 per message. The privilege of a free address is one which has been with-

drawn in England, and the principle that senders should be fully charged for the amount of work involved—that is that the address should be charged for—is now generally adopted in Europe. A free address was adopted in India in 1872, mainly because it was found that senders would not pay for a sufficient address. In comparing the India tariff with that of other countries, it is necessary to remember that the address, which is not paid for, is often longer than the body of the message itself.

14. The following statement shows the progress of private traffic as compared with the increased number of offices :—

	Departmental and Combined Signal Offices.		Inland Private Messages.			
	Number open.	Percentage of increase compared with previous year.	Number.	Percentage of increase in number compared with previous year.	Value.	Percentage of increase in value as compared with previous year.
					Rs.	
1883-84 . .	349	11·14	1,236,140	3·92	14,15,754	2·10
1884-85 . .	521	49·28	1,364,814	10·40	15,04,633	6·27
1885-86 . .	634	21·68	1,527,990	11·95	16,38,165	8·87
1886-87 . .	699	10·25	1,683,758	10·19	18,17,798	10·96
1887-88 . .	745	6·58	1,860,390	10·49	19,81,814	9·02

The facilities offered by the Telegraph system may be roughly gauged by the figures in the columns of the statement in paragraph 9, which shows the increase in the number of miles of wires, and by the figures in the second column of the table in this paragraph, which show the increase in the number of signal offices. The increase in the revenue derived from Private messages hardly keeps pace with the increase in those facilities, while the revenue from State messages increases in a much more rapid ratio. The number of Signal Offices has increased since 1883-84 by 113 per cent., the State message revenue by 240 per cent., and the Private message revenue by 40 per cent.

15. Although the progress made in the development of the Inland private message traffic has been rather slow in comparison with the facilities afforded, this class of traffic has steadily increased during the last six years. It is impossible to determine whether this increase is primarily due to the new tariff, which was introduced in 1882, or to the large increase in the mileage of wires and in the number of offices, or to progress on the part of the people. Probably all these causes have tended in different degrees to produce the effect. It is, however, a fact that previously to the introduction of the new tariff in 1882, Inland private messages had for five years shown a tendency to decrease in number, and had actually decreased largely in value, whereas since 1882 the increase, both in number and value, has been progressive. This fact seems to shew that the tariff has been successful, both financially and administratively, and has had its share, along with the other causes named, in producing the increase which has occurred.

16. During the year under review there was a large increase of nearly three lakhs of rupees, or about 40 per cent. in the revenue derived from State Railways; this was due partly to the extension of the wires rented to railways, but chiefly to the introduction of higher rates which it was found necessary to impose, the rates previously in force having been proved to be too low.

17. Private foreign messages increased 7·98 per cent. in number and 12·78 per cent. in value as compared with the previous year; this was a rather larger increase than is usual in this class of traffic. Foreign State messages showed a decrease of 8·87 per cent. in number and 18·12 per cent. in value. The revenue shewn in the Report as received on account of these messages is only about one-ninth of the total cost to the senders, the remainder being credited to the Administrations which carry the messages beyond Indian limits.

18. The speed of transmission of telegrams over all the main routes continues to improve considerably in spite of the increase in the number of messages sent. There was a material increase in speed in the year under

review on all lines, except two, as compared with the speed in the previous year: "Ordinary" and "Urgent" messages are now transmitted in about two-thirds of the time which was taken in sending them five years ago. The actual average time in transmission of all foreign messages between Bombay and Madras for the six months ending 31st March last was a few seconds over nine minutes.

19. The rules for Telegraphic money orders were simplified, and the charges reduced from the 1st January 1887. The result has been a very large extension of remittances by this system. During the three months, January, February and March 1887, the number of advices was 2,379 in each month; during the year under review the number increased to an average of 3,868.

20. There were rather more interruptions than usual in the lines and offices, but the average duration of the interruptions was considerably smallar than in the previous year. In Bengal much damage was done to the lines by exceptional storms in May and June; the same cause produced similar results in the neighbourhood of Rangoon. Forty-four faults in Upper Burma were due to the lines being cut by dacoits. An abnormal rise in the Pudda River near Goalundo caused the destruction of two of the four cables in the Calcutta-Rangoon line which crossed the river at that place. The Superintendent of the Dacca Division and his staff deserve credit for the efficient work they performed in saving two of the four cables, and in making temporary arrangements for passing messages across the river.

21. A new line of communication between Upper Burma and India was established during the year by the completion of the line from Assam *viâ* Manipur, Tammu, Kendat, the Chindwin Valley, and Ava to Mandalay. The line is not at present much used as it is liable to interruption in parts; but in time this route will be a valuable alternative route to Upper Burma. It is also important in view of the possible connection of the Burmese Telegraph lines with those of China. There has been marked progress in the construction of telegraph lines in China during the year. The Northern line from Shanghai through the provinces of Hupé and Szechneu was completed to Yunnan, and three offices have been opened in that province which is partly conterminous with the British Frontier of Upper Burma. A comparatively short distance now intervenes between the Chinese lines and the extremity of the India Telegraph system at Bhamo.

22. The operations of the Telephone Companies at Bombay, Calcutta, Karachi, Madras, Moulmein and Rangoon shewed a small increase in revenue and in the number of private lines; but the number of subscribers and exchange connections decreased.

23. The Government of India desires again to acknowledge the excellent services which Sir A. J. Leppoc Cappel, the Director General of Telegraphs, has rendered to the Government during the past year.

ORDER.—Ordered, that a copy of this Resolution, and of the report, be forwarded to the Secretary of State and to the Local Governments and Administrations noted on the margin, and to the Government of Ceylon and the Commissioner in Sind.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, and Assam.
The Resident at Hyderabad.
The Agents to the Governor General for Central India, Rajputana, and Baluchistan.

Also to the Foreign Department for communication to the Residents at Mysore and Coorg.

Also that a copy of this Resolution be forwarded to the Director General of Telegraphs for information.

Also that a copy of this Resolution and of the Report and Appendices A, B, and F be forwarded to the Home Department of the Government of India for information, and be published in the *Gazette of India*.

R. C. B. PEMBERTON, *Colonel, R.E.*,
Secretary to the Govt. of India.

ADMINISTRATION REPORT

OF THE

INDIAN TELEGRAPH DEPARTMENT

FOR

1887-88.

I.—GENERAL REVIEW.

The most important event of the year was the transfer, on the 15th February 1888, to the charge of the Director General of the Indian Telegraph Department, of the Indo-European Telegraph Department, which had hitherto been administered by a Director-in-Chief, whose head-quarters were in London.

2. In order to render the financial results of each department comparable with those of previous years, the Administration Reports must be written separately; and it is only here desirable to refer to the Indo-European Department so far as to show how the finances of the country are affected by the two combined.

The following summary exhibits the gross capital of the two Departments to the end of the year under review, and the receipts, expenditure, and profit for the year:—

Department.	Capital to the end of the year.	1887-88.			
		Revenue Receipts.	Revenue Expenditure.	Profit.	Profit per cent.
	R	R	R	R	R
Indian	4,27,77,583	65,28,660	42,92,248	23,36,412	5·46
Indo-European	1,12,81,595	10,35,237	8,36,856	1,98,381	1·75
Total	5,40,59,178	76,63,897	51,29,104	25,34,793	4·69

It should be here noted that the "Receipts" for both Departments include the value of Government Service telegrams.

3. The remainder of this Report deals with the Indian Department alone.

Appendix A. Para. 14. **4. Finance.**—The Total Capital expenditure to the end of the year is R4,27,77,583. The Revenue of the year amounts to R66,28,660, and the expenditure was R42,92,248, leaving a surplus of R23,36,412, which is equal to 5·46 per cent. on the Capital.

Omitting the *pro formâ* revenue, and the value of the messages despatched on the service of Government, the surplus is reduced to R5,94,234 and the interest on Capital to R1·39.

Para. 16. **5. Message Traffic.**—2,807,617 paid telegrams were despatched against 2,516,826 in 1886-87—an increase of 290,791; of which increase, 206,487 were private and 84,304 State. As is shewn in this report, a considerable amount of the increased traffic of late years is due to the large number of branch telegraph lines and offices which have been established. These feeders all bring work on to the main line wires, which are now taxed nearly to their full capacity; and a Paras. 23 and 57.

considerable increase to the trunk wires will shortly be inevitable to enable the growing traffic to be satisfactorily dealt with.

6. Message Revenue.—This revenue amounted to R51,73,045 (including R5,049 credited to Provincial offices), showing an increase over 1886-87 of R3,42,806; of which R10,945 was for State, and R3,31,861 for Private telegrams. Para. 16.

The proportions of the total message revenue due to the several classes of traffic were—

State	Inland	31·81
	Foreign	1·25
Private	Inland	38·31
	Foreign	28·63

7. New Telegraph Stations.—190 new offices were opened during the year, raising the number open to the public on the 31st March 1888 to 2,579. Paras. 42-43.

Of these, 745 were departmental and combined offices, and the remainder licensed offices on railways and canals. The total number of public telegraph offices has increased 61 per cent. during the past five years (since 1882-83), and the increase in the same period in departmental offices has been 431, or 137 per cent. Paras. 42-44.

8. Extensions of lines.—The following figures show the extent of lines, wire and cable at the close of the year:— Paras. 62-64.

	Miles.
Posts	31,894
Wire	93,517
Cable	226

These figures represent an increase over the figures for the previous year of—

	Miles.
Posts	1,860
Wire	6,627
Cable	30

9. Upkeep of lines.—The interruptions to communication caused by faults on the lines during the year under review do not compare favourably in number with the previous year, but on the other hand those that occurred were removed with greater rapidity. Most of the faults are traceable to exceptional causes, and the fact that the average duration as compared with that of the previous year is less by 58 per cent. shows that the line establishment have been in no way remiss in the performance of their arduous duties. Excluding Upper Burma, where, owing to the disturbed state of the country and the necessity for the repair parties having to travel under escort, the duration of interruptions is exceptionally long, the average duration of faults becomes 19 hours as compared with 36 of the previous year. Paras. 76-81.

10. Licensed Telegraph Systems.—During the year the wire erected for railways and for canals respectively was 1,652 miles for the former, and 76 for the latter; and the number of new offices fitted up was 125. The extent of the system maintained by this Department for Railways and Canals at the close of the year is as follows:— Para. 63.

	Railways.	Canals.	Total.
Miles of wire	33,043	597	33,640
" " cable	9	...	9
Number of offices	1,472	32	1,504

The line along the Sone Canal, which was the property of the Irrigation Department, was transferred to the capital account of this Department and the offices are now all worked as combined offices.

11. Telephones.—The earnings of the Telephone Companies show a slight increase over those of the previous year, but the business done is still small. Para. 82.

The decrease shewn in para. 83 under private lines maintained by this Department is only apparent, and is due to those for Railways and Canals being

now included under licensed Telegraph Systems, uniform charges for all work done for such systems having been introduced.

Paras. 45 and 46.

12. Traffic efficiency.—It is satisfactory to record a substantial improvement in speed of transmission and some diminution in the number of complaints by the public.

II.—REVENUE AND EXPENDITURE.

13. Capital Account.—The Capital expenditure of the year amounted to ₹23,49,550, under the following heads:—

Lines and Buildings	19,18,347
Tools and plant	94,327
Workshop — Buildings	2,414
Workshop — Machinery and plant	*1,975
Workshop — Materials	*7,327
Store-houses	6,508
Stores	9,15,209
Charge for exchange on payments in England	*5,87,064
Suspense heads	9,051
TOTAL	23,49,550

In the above account the expenditure of ₹9,15,269 on stores and the credit of ₹5,87,064 to loss by exchange require explanation.

Hitherto all stores and workshop materials were brought on the books at a value of two shillings per rupee and the loss by exchange was debited in a lump sum. This plan caused the cost of stores locally purchased or locally manufactured to compare unfavourably with that of those imported; and in the case of instruments and other articles, manufactured partly from imported and partly from indigenous material, rendered it most difficult to calculate the real value. Consequently, the Government of India (in a letter, No. 11.A.T., dated the 28th February 1888) ordered that in future the imported stores should be brought on the books at a price to include loss by exchange, and those already in stock should be re-valued.

The actual value of stores imported or purchased during the year was ₹3,28,205.

14. Revenue Account.—The Revenue Account of 1887-88 compares as shewn below with that of 1886-87:—

RECEIPTS.	1886-87.	1887-88.
	₹	₹
Message revenue	†48,26,078	51,67,996
Receipts from Railways and canals for rent of lines and offices supplied and maintained for them	9,64,997	12,55,080
Rent of private lines and claims against guarantees	82,975	1,18,866
Sale of books, Gazettes &c.	16,099	15,955
Miscellaneous	51,767	36,271
News—free and other *pro-formâ* messages	34,215	34,522
TOTAL	59,76,131	66,28,660

EXPENDITURE.	1886-87.	1887-88.
	₹	₹
Repairs of lines	4,64,601	3,40,355
Direction	1,58,741	1,71,267
Accounts	56,301	63,254
Superintendence	7,40,473	8,10,708
Line maintenance and establishment	2,41,467	2,83,630
Check office	54,532	60,250
Signal Offices.		
Departmental	21,68,586	22,88,539
Non-departmental	1,41,502	1,37,085
Minor undertakings	6,427	6,503
Telegraph stamps	6,089	6,890
Stationery and printed forms	68,767	1,09,852
Other items	14,387	13,909
Total Expenditure	41,21,873	42,92,248
Surplus receipts	18,54,258	23,36,412
TOTAL	59,76,131	66,28,660

* Credits

† In para. 13 of last year's report the Imperial message revenue was shewn as ₹332 too much owing to this amount received from Provincial offices having been twice credited in the Revenue accounts.

15. It will be seen that against an increased outlay of ₹1,70,375, there was an increase of revenue of ₹6,52,529, making a net improvement of ₹4,82,154. Of the increased receipts ₹3,41,918 is due to message revenue and ₹2,90,083 to increased rent from Railways and Canals, due partly to additional mileage of wires supplied and partly to an alteration in rates. On the expenditure side of the account the cost of repairs has fallen from what it was in 1886-87, but is higher than in 1885-86. This item is liable to fluctuation and is necessarily largely dependent on floods, storms, &c.

There is a large increase in the cost of printed forms, which is partly due to the increased number used for message traffic and partly to a replenishment of the reserve stock.

III.—TRAFFIC.

16. The number and value of Paid telegrams of all kinds, under the two heads State and Private, including those collected in Provincial offices, are shewn below with the corresponding figures of the previous year:—

CLASS OF MESSAGE.	1887-88.		1886-87.	
	Number.	Value.	Number.	Value.
		₹		₹
State Inland	537,193	16,45,797	452,277	16,20,626
State Foreign	6,286	64,268	6,898	78,494
TOTAL STATE	543,479	17,10,065	459,175	16,99,120
Private Inland	1,860,390	19,81,814	1,683,758	18,17,798
Private Foreign	403,748	14,81,166	373,893	13,13,321
TOTAL PRIVATE	2,264,138	34,62,980	2,057,651	31,31,119
TOTAL STATE AND PRIVATE	2,807,617	51,73,045	2,516,826	48,30,239

The net increase in 1887-88 amounts to 290,791 in number, and ₹3,42,806 in value, or 11·55 and 7·09 per cent., respectively.

The Provincial revenue included above is shewn below. It is collected in only three offices working under special arrangements with Local Governments, *viz.*, False Point, Dhulia and Malegaon.

CLASS OF MESSAGE.	1887-88.		1886-87.	
	Number.	Value.	Number.	Value.
		₹		₹
State	1,680	2,409	1,481	1,755
Private	2,385	2,640	2,076	2,406
TOTAL	4,065	5,049	3,557	4,161

Deducting these amounts from those first given, the net Imperial message revenue of the year, as shewn in the Revenue account given in para. 14, is:—

	₹
State	17,07,656
Private	34,60,340
TOTAL	51,67,996

17. In Appendix B. will be found a statement of the message revenue collected in the various administrative divisions of the Department, contrasted with the figures of the previous year.

18. The proportion in which the traffic was contributed during the year by the four main heads, Inland State, Foreign State, Inland Private, Foreign Private are shewn in the following table:—

Class.	Inland.		Foreign.		Total.	
	Number.	Value.	Number.	Value.	Number.	Value.
State	19·14	31·81	0·22	1·25	19·36	33·06
Private	66·26	38·31	14·38	28·63	80·64	66·94
Total .	85·40	70·12	14·60	29·88	100·00	100·00

19. The proportion of the value of State Inland traffic to the total message revenue was 33·55 per cent. in 1886-87, and though it has slightly fallen to 31·81 per cent. during 1887-88, it is still unduly high, the average of the four years previous to 1886-87 having been only 19·1 per cent. The causes are the same as those stated in last year's report, *viz.*, the military operations in Upper Burma and the general settlement of administration in that province.

Inland State Telegrams.

20. The number and value of these telegrams continued to rise above even the previously unprecedented figures attained in 1886-87. The net increases over 1886-87, were 84,916 in number, and ₹25,171 in value, making the total of the year 537,193 telegrams of the value of ₹16,45,797. The increase in number in the Upper Burma Division alone amounted to 81,544 telegrams and the increase in value to ₹1,29,329. Against this large increase in value in Burma, there was a very general falling off in other divisions owing to a greater use of the "Deferred" class and a reduction in the length of telegrams. "Urgent" telegrams formed only 32·71 per cent. of the whole number of Inland State telegrams in 1887-88, against 38·77 per cent. in the previous year, and the average cost of a State Inland telegram throughout the whole Department fell from ₹3·583 in 1886-87, to ₹3·069 in 1887-88. The fall in the Upper Burma Division alone was from ₹7·87 to ₹4·84, showing a satisfactory economy in the use of the wires, though the average cost of a telegram in Upper Burma was still 58 per cent. higher than the average of the whole Department.

21. It may be added that since the 1st April 1888, the number and value of State telegrams sent from Upper Burma have fallen considerably, due no doubt to a great extent to the enforcement from that date of the rule requiring all such telegrams to be prepaid. During the first three months of the current year, the number of telegrams sent was at the rate of less than half the number sent in 1886-87, and the average value of each was only ₹2·4. After making due allowance for the more settled state of the province, these results show that the rule regarding prepayment of State telegrams by officials acts as a most salutary check on an undue use of the wires to the detriment of the paying public.

Foreign State Telegrams.

22. This traffic fell slightly as compared with 1886-87, by 612 telegrams in number, and ₹14,226 in value, the total of the year being 6,286 telegrams of the value of ₹64,268 (Indian share only). The latter amount represents, in the case of telegrams to Europe, only about one-ninth of the actual cost of the telegrams, the remainder being the shares of the administrations which carry them beyond the limits of India. As these payments, which may be roughly stated at five lakhs of rupees during the year under review, are for the most part a final charge on the revenues of India, any diminution of this class of traffic is satisfactory from a financial point of view, and it is evidently desirable that the codification of phrases should be availed of as much as possible.

Inland Private Telegrams.

23. This class of telegrams increased 10·49 per cent. in number, and 9·02 per cent. in value over the figures of 1886-87. The actual increases were 176,632 in number, and ₹1,64,016 in value, making the total of the year 1,860,390 telegrams costing ₹19,81,814. The growth of the traffic during the past six years, and the number of offices open at the end of each year are exhibited in the statement given in paragraph 32. As was the case in the year 1886-87, nearly one-third of the increase, both in number and value, was collected in Upper Burma alone, and was to great extent due to the special circumstances of a large number of native troops serving in that province at a distance from their families. The remainder of the increase was very generally distributed, the Sind and Baluchistan Division being the only one that showed a decrease, due apparently to the contraction of operations on the frontier railways. More than one-quarter of the increased receipts, or ₹43,609, were collected in new offices, opened at the close of 1886-87, and during 1887-88. As the return traffic addressed to these new offices, and practically created by them in the old offices, must also have been very considerable, it is evident that but for these new offices, and for the exceptional traffic from Upper Burma, the ordinary increase of traffic in the older offices throughout the country generally would have been very small, thus indicating that the use of the telegraph by the public continues very stationary, except when developed by an expenditure of capital on extensions of lines and offices. This subject was fully dealt with in the report for 1886-87, and it is sufficient to repeat here that under the present tariff, which is very much cheaper than those that preceded it, the receipts from private Inland telegrams are steadily improving, but that the progress of 42·92 per cent comparing 1882-83 with 1887-88 has been mainly due to an increase during the same period of the number of offices from 314 to 745, or 137 per cent., and that the increased revenue has only been gained by considerable expenditure both for new lines and extra establishment.

24. The average length of an Inland private telegram in all classes remains remarkably constant at a little over 10 chargeable words, exclusive of the free address, which is often, especially in the case of messages to natives, very voluminous. The concession of a free address is one that has been withdrawn of recent years in the United Kingdom, and the general principle adopted there, and in Europe generally, is that senders should be charged for the work their telegrams involve, as measured by the number of words. This rule was formerly in force in India, but was abandoned in 1872 in favour of a free address in deference to public requirements, experience having shewn, not only the difficulty of delivering telegrams, insufficiently addressed in a country where there is so much similarity in names, but also the unwillingness of senders to give adequate addresses when it was necessary to pay for every word. In any comparison of the Indian tariff with those of other countries, it is therefore necessary to allow for the mass of matter which we carry free in the address, the latter being often very much longer than the body of the message itself, which alone is charged for.

Foreign Private Telegrams.

25. This traffic shows an increase over the previous year of 29,885 in number, and ₹1,67,845 in the receipts; being increases of 7·98 and 12·78 per cent. respectively. A part of the increase is due, not to increased traffic, but to the loss by exchange in settlement with other administrations having been ₹59,882 less than in the previous year, when the loss was exceptionally heavy owing to special circumstances, as explained in paragraph 26 of the Administration Report for 1886-87. The traffic between India and Europe was almost stationary both in number and amount, but there was an improvement in the traffic between India and Ceylon, between India and the countries to the eastward, and between Europe and China, Australia, &c.

26. As has been pointed out in previous reports, our foreign traffic is almost entirely of a mercantile character, and the factor which mainly controls its volume is the state of trade. The telegrams, with few exceptions, are in abbreviated code, the economy of the use of which is thoroughly appreciated.

27. Classification of Inland Telegrams.—The inland paid traffic of the year, both State and Private, was classed by senders in the following proportions:—Urgent 12·03 per cent., Ordinary 36·85 per cent., and Deferred 51·12 per cent., showing a slight increase of the deferred and reduction of the urgent class as compared with the previous year.

28. The statements below show the classification separately under the three heads of State, Private and Press, compared with the previous year, and with the average of the previous four years:—

Class.	1887-88.	1886-87.	Average of four years from 1883-84 to 1886-87.
State.			
Local*	...	0·21	0·97
Deferred	64·07	52·08	57·74
Ordinary	3·22	8·94	11·17
Urgent	32·71	38·77	30·12
TOTAL	100·00	100·00	100·00
Private.			
Local*	...	0·15	0·49
Deferred	47·34	49·25	46·94
Ordinary	46·65	43·81	46·06
Urgent	6·01	6·79	6·51
TOTAL	100·00	100·00	100·00
Press.			
Deferred	56·90	53·57	49·61
Ordinary	36·78	37·20	42·64
Urgent	6·32	9·23	7·75
TOTAL	100·00	100·00	100·00

Under the orders of Government, rescinded since the close of the year under review, State telegrams, except in a few specified cases, could hitherto only be classified Urgent or Deferred, thus affording no comparison in classification with private telegrams. The fall in the number of State telegrams classed Urgent as shown in the statement is, however, satisfactory.

It will be seen that the classification of telegrams by the public is very constant, the proportions for 1887-88 closely approaching the average of the previous four years, and as compared with 1886-87 showing a slight diminution in "Deferred" and increase in "Ordinary." In press telegrams there is a tendency towards an increase of the "Deferred" class.

During the year under review, a substantial concession was made in favour of Deferred telegrams by allowing greater recourse to delivery by hand in cases when such telegrams had suffered delay in transmission, or were likely to do so by the local postal delivery arrangements not fitting in well.

29. The numbers and values of the telegrams in each class are shewn in the statement given below:—

Class.	Urgent.		Ordinary.		Deferred.		Total.	
	No.	Value.	No.	Value.	No.	Value.	No.	Value.
		R		R		R		R
State	175,713	11,14,157	17,303	17,954	344,177	5,16,911	537,193	16,49,022
Private	110,865	2,87,609	860,381	10,43,986	873,104	5,89,993	1,844,350	19,21,588
Press	1,014	12,126	5,899	19,690	9,127	25,597	16,040	57,413
TOTAL	287,592	14,13,892	‡883,583	‡10,81,630	12,26,408	11,32,501	2,397,583	†36,28,023

* Discontinued from 1st July 1886.
† Exclusive of R12,055 on account of fees for abbreviated addresses, and a debit adjustment of R12,467.
‡ Includes 46,420 telegraphic money order advices, value R46,420.

30. Telegraphic money orders.—It was stated in last year's report that in communication with the Postal Department the rules for these orders had been simplified and the charges reduced from the 1st January 1887, with the result that the number of them had risen in the three months from January to March 1887, to 7,138 against 2,883 in the corresponding months of the previous year. Though the subject is one which mainly concerns the Postal Department, it is satisfactory to record that during 1887-88, the use of these orders has greatly extended, the Telegraph Department having transmitted in that year 46,420 advices or an average of 3,868 monthly against a monthly average of 2,379 in the first three months of the new system. This rapid means of remittance has proved a boon to sepoys, camp followers, servants, &c., absent from their homes, who, until the amount of the prepaid reply to a telegram was limited to Rupees two, used to send a considerable portion of their remittances under the guise of "reply paid" telegrams through the agency of the Telegraph Department. The Department now receives a fixed charge of one rupee from the Postal Department for each telegraphic money order advice, irrespective of the number of words it contains, the advice being transmitted and delivered, under special precautions, as a telegram of the "Ordinary" class.

31. Total number of Messages.—The figures given below show the actual signalling work done, being the total of all telegrams, paid and free, both sent and received, as well as of all repetitions made in transit. It will be noticed that the work has doubled since 1882-83.

1880-81	6,649,709	1884-85	9,776,896
1881-82	6,719,621	1885-86	12,177,387
1882-83	7,862,671	1886-87	14,096,713
1883-84	8,271,509	1887-88	15,929,199

32. Inland Traffic.—The following statement exhibits the growth of State and Private traffic for the past six years, during which the tariff has remained unchanged. State messages have more than doubled in number since 1882-83; while the increase in private traffic, comparing 1882-83 and 1887-88, has been 56·40 per cent. in number and 42·92 per cent. in value; and the increase in the number of offices has been from 314 to 745 or 137 per cent. The figures include Provincial revenue.

Year.	STATE.						PRIVATE.						TOTAL.						Number of Departmental Offices remaining open at the close of each year.
	Number.	Value.	Percentage of number compared with previous year.		Percentage of value compared with previous year.		Number.	Value.	Percentage of number compared with previous year.		Percentage of value compared with previous year.		Number.	Value.	Percentage of number compared with previous year.		Percentage of value compared with previous year.		
			Increase.	Decrease.	Increase.	Decrease.			Increase.	Decrease.	Increase.	Decrease.			Increase.	Decrease.	Increase.	Decrease.	
		R						R						R					
1882-83 .	253,731	6,09,818	3·21	...	...	12·69	1,189,437	13,86,630	14·90	...	5·30	...	1,443,168	19,96,448	12·66	...	...	0·93	314
1883-84 .	226,840	4,71,232	...	10·60	...	22·73	1,236,140	14,15,754	3·92	...	2·10	...	1,462,980	18,86,986	1·37	...	...	5·48	349
1884-85 .	286,966	6,63,649	26·50	...	40·83	...	1,364,814	15,04,633	10·40	...	6·27	...	1,651,780	21,68,282	12·90	...	14·90	...	521
1885-86 .	382,732	9,24,445	33·37	...	39·29	...	1,527,990	16,38,165	11·95	...	8·87	...	1,910,722	25,62,610	15·67	...	18·18	...	634
1886-87 .	452,277	16,20,626	18·17	...	75·30	...	1,683,758	18,17,798	10·19	...	10·96	...	2,136,035	34,38,424	11·79	...	34·17	...	699
1887-88 .	537,193	16,45,797	18·77	...	1·55	...	1,860,390	19,81,814	10·49	...	9·02	...	2,397,583	36,27,611	12·24	...	5·50	...	745

33. Foreign Traffic.—The rate of progress of this traffic shows an improvement in 1887-88 over that of previous years, but, as explained in paragraph 25, this is partly due to a reduced loss by exchange, and partly to increased traffic between Europe and countries to the East of India, including Australia. The traffic between Europe and India has been very stationary for the past three years.

Year.	STATE.						PRIVATE.						TOTAL.					
	Number.	Indian share of charge.	Percentage of number compared with previous year.		Percentage of value compared with previous year.		Number.	Indian share of charge.	Percentage of number compared with previous year.		Percentage of value compared with previous year.		Number.	Indian share of charge.	Percentage of number compared with previous year.		Percentage of value compared with previous year.	
			Increase.	Decrease.	Increase.	Decrease.			Increase.	Decrease.	Increase.	Decrease.			Increase.	Decrease.	Increase.	Decrease.
		R						R						R				
1882-83 . .	5,473	47,491	28·18	...	18·02	...	350,538	12,31,669	6·82	...	6·59	...	356,011	12,79,160	7·10	...	6·98	...
1883-84 . .	4,918	37,124	...	10·15	...	21·82	357,616	12,95,957	2·01	...	5·21	...	362,534	13,33,081	1·83	...	4·21	...
1884-85 . .	6,088	52,493	23·79	...	41·39	...	360,229	12,77,253	0·73	...	...	1·44	366,317	13,29,746	1·04	...	...	0·25
1885-86 . .	8,105	1,27,617	33·13	...	143·11	...	371,111	12,70,825	3·02	...	...	0·50	379,216	13,98,442	3·52	...	5·16	...
1886-87 . .	6,898	8,494	...	14·89	...	38·49	373,893	13,13,321	0·74	...	3·34	...	380,791	13,91,815	0·41	...	...	0·47
1887-88 . .	6,286	64,268	...	8·87	...	18·12	403,748	14,81,166	7·98	...	12·78	...	410,034	15,45,434	7·67	...	11·03	...

34. Communication between India and Europe.—In Appendix C are given details of the distribution of the traffic between India and Europe by the Suez, Teheran and Turkish routes for the past seventeen years. Transit messages to and from the Far East are excluded from the Return, which refers to *numbers* of messages only. The figures for the last five years are reproduced below :—

Route.		1883-84.	1884-85.	1885-86.	1886-87.	1887-88.
Red Sea	*viâ* Suez	57·25	55·50	52·08	58·23	64·01
Indo-European	" Teheran	41·06	43·03	46·55	40·67	34·50
	" Turkey	1·69	1·47	1·37	1·10	1·49
	Total	100·00	100·00	100·00	100·00	100·00

It will be noticed that the Suez route carried more, and the Teheran route less, than the average during 1887-88; this is due to the Teheran route having been interrupted with Great Britain from the 13th to the 17th December 1887, and from the 1st February 1888 to the end of the official year, owing to the failure of the North Sea cables between Emden and Lowestoft. It is understood that bad weather mainly, though not altogether, prevented the more speedy repair of these cables by the Submarine Telegraph Company and the German Union Telegraph Company, to which they belonged. The interruption was a serious one from an Imperial point of view, as, in the event of a simultaneous failure of the Suez cables, both the Indian and Colonial Governments, and the East Indian, China and Australian trade, would have been put to great inconvenience. The Indo-European Telegraph Company did all in their power to expedite the repairs; and representations were made by this Department both to the British Postal Department and to the Government of India to use their good offices to the same end.*

The Eastern Company's route *viâ* Suez worked admirably throughout the year; and the only important interruption on the Turkish route was one between Bagdad and Mossul in April 1887, which lasted 16 days.

35. Communication with the Straits, China and Australia.—There was fortunately no simultaneous interruption of the Eastern Extension Company's cables between Madras and Penang, and between Rangoon (Elephant Point) and Penang, such as occurred during 1886-87, so that communication with the Straits was maintained throughout the year; as was also the case between Singapore and the Australian Continent.

Direct communication between India and China by cable was cut off, between the 30th July and the 7th August, by the failure of the single cable which connects Singapore and Saigon. But the Company in such cases divert the China traffic, from and to Europe, by the Great Northern Telegraph Company's line through Asiatic Russia. The Indo-Siam line to Saigon, see para. 36, did not prove a reliable alternative during the interruption of the Singapore-Saigon cable, as it was also out of order at the time.

The following is a list of the cable interruptions that occurred :—

Elephant Point to Penang	11th July to 3rd August.
"	18th October to 5th December.
Madras to Penang	9th to 17th April.
"	13th to 15th December (for repairs).
Singapore to Saigon	30th July to 7th August.

36. Indo-Siam Line.—There was very little improvement in the traffic of this line during the year, and as a through International route from India to Saigon, the line continued almost valueless. The total number of messages sent and received was 1,387, against 1,386 in the previous year; and the receipts of the Indian Department amounted to ₹7,365-4, against ₹6,903-15 in 1886-87.

The northern route from Moulmein to Bangkôk, *viâ* Raheng, remained almost constantly interrupted throughout the year, and the southern route, *viâ* Myitta and Kanburi, was also subject to long interruptions, mostly in Siamese territory, the duration of which aggregated over one hundred days; moreover between Bangkôk and Saigon the route suffered further interruption for about fifty-seven days. Owing to the care with which they were constructed and maintained, the lines within the British frontier, though traversing most difficult and unhealthy forest and mountainous country, were kept in good working order; but the defective working of the lines to the eastward, in foreign territory, prevented any adequate return in the shape of traffic being reaped from the expense and trouble bestowed on our lines. The inefficiency of the line from the frontier of India to Saigon *viâ* Bangkôk was made the subject of diplomatic representation to the Siam Government during the year under review, and a small section of the most difficult part of the Siamese line near the British frontier was, at the request of the Siam Government, inspected and reported on by an officer of this Department. There is reason to hope that these measures may result in an improvement in its maintenance.

* The British and German Governments now each own one of these cables, and will undertake their maintenance from January 1889. It is probable, therefore, that any future breaks will be speedily repaired.

37. Extensions in China.—The opening up of telegraphic communication in China made rapid strides during the year. The northern line from Shanghai *viâ* the provinces of Hupe and Szechuen was completed to Yunnan, and three offices have been opened in that province which is partly co-terminous with the British frontier in Upper Burma. A second line from Yunnan to the Coast ports *viâ* the provinces of Kwangsi and Kwantung to Canton was also under construction, and from recent official reports this line was expected to have been completed to Yunnan in March last, thus affording two routes from Yunnan to the the Pacific Ocean. These extensions are a matter of considerable interest to India, as there now remains but a short link to connect the wires of this Department and those of the Chinese Government in the neighbourhood of Bhamo. When this has been done, a comparatively cheap telegraphic tariff between India and China will, with the co-operation of the Chinese Government, probably be possible. The latest information received regarding the progress of the telegraph line in Western Yunnan, was that it had reached Momein, which is about 140 miles from Bhamo.

38. Other extensions of interest in Foreign countries.—During the year the Island of Formosa was connected with Foochow by a Submarine cable, and three offices were opened in the Island; telegraphic connection was established between Malacca and the States of Selangor and Sungie Ujong, and three offices were opened in each State; and a cable was laid from Gibraltar to Tangier, establishing communication with Morocco.

39. Traffic Statistics.—A graphic representation of the number and value of inland and foreign paid messages, year by year, as far back as the record is available, will be found in diagrams A and B.

40. Appendix D is an abstract of signal offices, classed in groups according to the amount of traffic originating at each, year by year, since 1877-78.

41. Appendix E shows the number of signal offices in each division, opened at the end of the year.

42. The total number of Departmental, including "combined," offices open at the end of the year was 745, and the department provided and supervised 1,504 Railway and canal offices, of which 1,243 were available to the public.

There were also 642 Railway offices not maintained by the Telegraph Department, of which 591 were available to the public.

43. The total number of Telegraph offices open to the public during the past five years is shewn below :—

	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.
Departmental and Combined	349	521	634	699	745
Railway and other licensed offices	1,382	1,514	1,577	1,690	1,834
Total	1,731	2,035	2,211	2,389	2,579

44. Appendix M is a list, arranged by Provinces, of departmental offices opened during the year, *viz.* :—

Assam	6
Bengal	19
Bombay	4
Burma	36
Kathiawar	6
Madras	4
Mysore	4
North-Western Provinces and Oudh	6
Punjab	5
Sind and Baluchistan	1
Offices opened in connection with His Excellency the Viceroy's Tour	5
Offices opened in connection with His Excellency the Commander-in-Chief's Tour	2
TOTAL	98
The number closed* (permanently or temporarily)	52
Leaving a net increase of	46

or a percentage of 6·58. The offices were worked as shewn below :—

By the Post Office (*see* paragraphs 55 to 60)	486
" a Clerk of a Public Office	1
" " Light-house keeper	1
" Soldiers	64
Total worked by extra-Departmental Agency	552
" " " purely Departmental Agency	193
TOTAL	745

45. Speed of transmission.—In the following table and in Diagram C are given the average time intervals occupied in the transmission† of telegrams (excluding deferred) over the principal main routes during the past five years :—

	1883-84.		1884-85.		1885-86.		1886-87.		1887-88.	
	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.
Calcutta to Karachi	1	2	0	57	0	51	0	51	0	32
Karachi to Calcutta	0	36	0	35	0	36	0	35	0	20
Calcutta to Bombay	1	6	0	47	0	34	0	40	0	34
Bombay to Calcutta	1	10	0	48	0	36	0	43	0	31
Calcutta to Madras	1	7	1	1	0	50	0	54	0	34
Madras to Calcutta	1	4	0	59	0	46	0	59	0	45
Madras to Bombay	0	40	0	33	0	33	0	24	0	27
Bombay to Madras	0	38	0	28	0	36	0	32	0	31
Bombay to Karachi	0	35	0	35	0	31	0	28	0	24
Karachi to Bombay	0	30	0	24	0	21	0	14	0	17
Rangoon to Calcutta	2	50	2	10	1	22	3	17	2	22

It will be observed that there has been a very marked improvement in 1887-88 on all routes, in spite of the increase in traffic and the pressure on the lines between Calcutta and Rangoon—aggravated by the long interruption at the Pudda River referred to in para. 71. The results afford good evidence of the attention that has been devoted to increasing the means of communication where necessary, and maintaining the lines and offices in a state of efficiency.

The speed at which "Urgent" messages, including all Foreign messages, are carried is very much greater than that shewn in the table, in which all "Ordinary" messages are taken into account as well as "Urgent."† In illustration of this, it may be mentioned that the actual average time in transmission

* For particulars, *see* Appendix N.

† To save the labour of compiling the real average delay from the actual time occupied in transmission of *all* messages, the averages above referred to are calculated on the mean of the daily maximum and minimum delay on each route, and they are, as a fact, very much higher than the true averages.

of *all* foreign transit messages between Bombay and Madras for the six months ending 31st March 1888, was only a few seconds over nine minutes.

46. Complaints.—In Appendix F will be found two statements giving particulars of the complaints made by the public regarding telegrams during the past two years. While the traffic, including messages transferred for delivery from licensed administrations, increased 10·57 per cent. over that of 1886-87, the net increase in the number of admitted complaints in which the Department was concerned was only 1·46 per cent., the percentage of messages forming the subject of complaint falling from ·033 to ·029. There was therefore a slight improvement over the results of 1886-87.

News-Free and Concessional Telegrams.

47. The numbers of free news telegrams, such as Mail Steamer reports, transmitted during the last three years have been as follows :—

1885-86	788
1886-87	823
1887-88	933

These telegrams are transmitted to a large number of stations, and entail a very considerable amount of work on the Department. Their nominal value was ₹28,909-3.

In addition to the above, 1,253 telegrams of the nominal value of ₹5,612-14 were transmitted free on behalf of the French and Portuguese Governments and of His Highness the Khan of Kalât, under the special agreements existing with those governments.

Traffic with Licensed Telegraphs.

48. The statistics of this traffic for the past four years are given below :—

	1884-85.	1885-86.	1886-87.	1887-88.
Transferred to Railways	132,330	124,288	118,764	100,469
Received from Railways	*185,261	†201,264	‡236,152	§236,455
TOTAL	317,591	325,552	354,916	336,924

In addition to the telegrams shewn as transferred to Railways, all of which were booked at departmental or combined offices, a large number of telegrams were transferred, which originated in railway offices, and passed over the wires of the Department in transit to the offices of other railways.

Press Telegrams.

49. As will be seen from the statement below, Inland press telegrams continue almost stationary both in number and value. There has been a diminution both in number and value of urgent and ordinary press telegrams, compensated for by an increase in deferred. The total number of chargeable words transmitted in Inland press telegrams has been only 2,462,304 during the year, roughly 8,200 a day, excluding Sundays and holidays, and the concession of quarter ordinary rates represents a total reduction in charges to the "press" of ₹1,72,239. It is probable, however, that but for the reduced rates, the number and length of telegrams sent would have been much curtailed.

Foreign press traffic shows some growth. The press telegrams addressed to India, included in the statement, numbered 723, of the value (Indian share only) of ₹2,555—against 449 and ₹1,581, during the nine months of the previous year that the reduced rates for foreign press telegrams were in force. It may be use-

* Includes 857 Foreign messages originating on Railway lines and transferred to this Department.

† " 716 " " " " " " " "

‡ " 525 " " " " " " " "

§ " 558 " " " " " " " "

ful to mention here that these telegrams, which are not allowed to interfere with ordinary traffic, are carried at one-third rates.

Years.	Inland.		Foreign.		Total.		Remarks.
	No.	Value.	No.	Value.	No.	Value.	
		R		R		R	
1883-84 . .	10,218	37,290	532	2,303	10,705	39,593	In the report for 1886-87, the foreign press message figures did not include 449 telegrams of the value of R1,581 addressed to stations in India under the reduced rates introduced in July 1886. These have been added and similar statistics will always be given in future years.
1884-85 . .	12,996	49,347	877	3,937	13,873	53,284	
1885-86 . .	15,175	57,985	975	11,442	16,150	69,427	
1886-87 . .	15,963	57,167	1,522	12,573	17,485	69,740	
1887-88 . .	16,040	57,413	1,824	15,125	17,864	72,538	

A statement showing month by month the number and value of press messages during the year will be found in Appendix G.

Undelivered Telegrams.

50. The results compared with the previous year are shewn below. The percentage of undelivered telegrams has somewhat increased, but the causes of non-delivery are almost entirely beyond the control of the telegraph service.

Cause of non-delivery.	1886-87.		1887-88.	
	No.	Percentage.	No.	Percentage.
1. Not found: address insufficient . .	2,168	·074	2,365	·073
2. Not found at address given . . .	3,583	·123	3,933	·122
3. Address changed in transmission . .	47	·002	51	·002
4. Left station: new address not known .	560	·019	597	·018
5. Left India	186	·007	208	·006
6. Left for original station	1,678	·057	1,950	·061
7. Returned by Dead Letter Office . .	2,019	·070	2,750	·085
8. Addressee, or address given, unknown .	511	·017	901	·028
9. Refused	141	·004	177	·005
10. Other reasons	183	·007	187	·006
Total .	11,076	·380	13,119	·406

Signalling Establishment.

51. At the close of the year, 1,345 Civil Telegraph Masters and Signallers, 11 Non-Commissioned Officers on the Unattached List, and 265 Military Signallers were employed; in addition, one clerk of a public office, 586 postal clerks, three light-house keepers, and six inspectors were more or less engaged on telegraph duties.

52. The number of soldiers trained in telegraphy during the year was 190, and at its close 226 were under instruction. These latter figures show a grea increase on the previous year, and are the result of the desire of the Government and of His Excellency the Commander-in-Chief to spread a knowledge of telegraphy in the Army, so as to provide trained signallers, in case of war, for employment in Field Telegraph Offices.

Died	18
Dismissed	12
Invalided	11
Resigned	14
Retired	2
Transferred to clerical establishment, or to other departments	2
Total .	58

53. The number of casualties among the departmental Signalling Staff during the year was 58, a percentage of 4·27, due to the causes marginally noted.

54. The list of efficient members of Volunteer Corps in the Telegraph Department at the close of the year 1887-88, showed a strength of 404 against 369 for the previous year.

55. **Post Office Agency.**—The utilization of the agency of the Post Office for working small telegraph offices of the main circuits continued to make steady progress.

56. Thirty-nine new combined offices were established, and thirteen departmental offices were transferred to postal agency; on the other hand, six combined offices were closed, making the net increase in the number of combined offices 46, as shewn in the statement below. In connection with the extensions to the new offices, 342 miles of line and 368 miles of wire were added during the year, and the total number of combined offices open at the end of the year, including 125 small departmental offices transferred, was 486.

Year.	Number of combined offices open on 31st March.		Mileage of line and wire added in connection with these extensions.	
	Transferred to Postal Agency.	New.	New wire on existing supports.	New supports and wire.
1883-84	24	31	612	405
1884-85	73	194	636	1,216
1885-86	92	296	1,662	2,150
1886-87	114	326	1,851	2,434
1887-88	125	361	2,193	2,802
Net additions during 1887-88 .	11	35	342	368

57. The total number of paid telegrams sent from combined offices during the year was 572,512, of the value of R6,63,708, representing one-eighth of the total message revenue of the Department, but though the number of these subsidiary offices largely exceeds the number of the main system, the signalling work done in them was less than one eleventh of that of the whole Department. The combined offices are almost entirely local feeders to the more important offices worked by the Telegraph Department on the trunk lines, all their traffic, in and out, having to be repeated at the latter. Under this arrangement they can be worked very economically, both as regards men and apparatus; but as this repetition, of necessity, adds largely to the work of the central or main line offices, the direct charges paid to the Postal Department for the establishments employed in combined offices only form a part of the expenses the latter entail, neither line charges nor establishment charges in the main line offices being included.

58. The number of telegrams handed in at Postal Receiving offices, *i.e.* post offices which are not also telegraph offices, was 32,819, and the value of the telegrams amounted to R30,698. These figures differ little from those of the previous two years, and the special record of these statistics will be discontinued. The telegrams and their value are both duly accounted for in the telegraph offices to which they are sent for transmission.

59. There were 273 Postal Signallers under training during the year, of whom 137 were granted certificates of qualification by the Department, 64 withdrew, and 72 were still under instruction at the close of the year.

60. In connection with the mutual working arrangements between the Postal and Telegraph Departments, it may be mentioned that a special small "telephone exchange" was established in order to connect the various departments of the Post Office in Calcutta, and was reported to be a great convenience in facilitating business (*see* paragraph 74).

Telegraphic Meteorological Service.

61. With a view to afford the Meteorological Department facilities for promptly warning the various ports of India and Burma of approaching bad weather, a special class of storm signal telegrams was introduced during the year, with the approval of Government, on the application of the Meteorological Reporter to the Government of India. These telegrams are given "precedence" over *ordinary* and *urgent* messages, and their use is resorted to by the Meteorological Reporter to the Government of Bengal and by the Observers at certain important stations, when there would be risk of delay in trusting to telegrams sent under the usual rules. The telegraphic service between the Meteorological Office and the Central Telegraphic Office, in Calcutta, was also improved to enable the Meteorological Reporter to get out his daily reports earlier than hitherto. A considerable number of the Meteorological observers throughout India are *employés* of this Department, and as the work of the two departments is so much connected, the arrangement is advantageous and saves much delay in the despatch of weather telegrams.

IV.—EXTENSION OF LINES AND LINE MAINTENANCE.

62. One thousand eight hundred and sixty miles of line, 6,627 miles of wire and 30 miles of cable, were added during the years.

63. The following figures show the system as it stood at the end of each year for the last 5 years :—

	Miles of Line.	Wire.	Cable.
1883-84	23,341	68,694	135
1884-85	25,387	74,973	142
1885-86	27,510	81,480	187
1886-87	30,034	86,890	196
1887-88	31,894	93,517	226

The wires and cables are maintained for the following purposes :—

	Miles of wire.	Miles of cable.
Imperial lines	58,862	215
Provincial lines	71	...
Native States	100	...
Railway systems	33,043*	9
Canal systems	597	...
Private lines	844	2
TOTAL	93,517	226

64. Appendix I is a statement of the lines, wire and cables maintained in each division, classified according to the purposes for which used. Appendix J gives the length of the lines, wire and cables supplied for each railway and canal system.

65. The following are some of the more important works undertaken for Railways :—

For the Bengal-Nagpur Railway.—On the Nagpur side the existing line from Kanhan Junction to Bilaspur, 244 miles, was completed throughout with three wires. From Bilaspur to Raighur, and on towards the Eeb River, 120 miles of line with one wire was supplied for Railway construction purposes. From the Bengal end, the line, of which 45 miles had been made from Assensol in 1886-87, was continued for Railway construction purposes to Chikardarpore, and on to the Konia River, a total distance from Assensol of 160 miles. On the Katni-Bilaspur branch, the line already up to Umaria, was extended to Sohagpur, 42 miles.

For the Indian Midland Railway.—A line was constructed with two wires from Kalpi to Jhansi, 43 miles; and a second wire was erected from Basoda to Jhansi, 124 miles.

* Exclusive of 6 miles of "crossings".

For the Southern Mahratta Railway.—The following works were in progress at the end of the year :—

	Miles.
An extra wire Poona to Londa	276
" " Hudgi to Gadag	174
Three wires Bellary to Guntakul	30

For the Bellary-Kistna State Railway.—An extra wire was put up from Guntakul to Nandyal, 89 miles.

For the Tirhoot State Railway.—A line of two wires was constructed in extension of the existing line from Baptiahi to Pertabganj, 14 miles.

For the Madras Railway.—An extra wire was erected on the extension from Beypore to Calicut, 9 miles.

For the Nizam's State Railway.—A line was constructed with two wires from Dornakul to Bezvada, 76 miles.

For the Toungoo-Mandalay Extension, Burma State Railway.—A line of two wires from Toungoo to Mandalay, 230 miles, was well on towards completion at the end of the year.

For the Junagad State Railway.—A line was constructed with two wires from Jetalsur to Verawal, 67 miles.

For the Morvi State Railway.—A line with one wire was constructed from Dholia to Morvi, 44 miles.

For the North-Western State Railway.—The erection of an extra wire from Sukkur to Quetta, *viâ* Harnai, was in progress at the end of the year, and a wire was put up from Gulistan junction to Killa Abdulla and Shelabagh.

66. A line was constructed for the *Western Jumna Canal* from Tajawalla to Manak, 76 miles.

67. The following are the principal works carried out for departmental purposes :—

Additional wires.	Miles.
From Broach to Ahmedabad	110
" Rangoon to Poungde	129
" Hyderabad (*Deccan*) to Bezvada	225
" Raneegunge to Burhee	118
" Bankipur to Chupra	36
" Jalpaiguri to Silliguri	24
" Lucknow to Sitapur	53
" Multan to Sukkur	283
" Sukkur to Sibi	297
" Sibi to Quetta *viâ* Harnai	154
" Shahrig to Quetta	86
" Quetta to Killa Abdulla	70

The temporary line from Toungoo to Yamethin was transferred to the permanent line along the Railway.

The line from Thayetmyo to Minbu was made permanent.

The second line from Lahore to Multan, 210 miles, was completed.

68. Among the works carried out in connection with combined offices the following are the more extensive :—

Assam Division.	Miles.
From Alipur Duar to Baxa Duar	22
" Gauhati to Palasbari	15
" Silchar to Karimganj	33
" Karimganj to Patharkandi	20

Bellary Division.	Miles.
From Belgaum to Ashta Road, with branches to Miraj, Sangli and Tasgaon	114

Bombay Division.	Miles.
From Ahmedabad to Dhandhuka	99
" Bhavnagar to Veraval	184
" Panchganni to Mahabaleshvar	11
" Poona to Purandhar	22

Ganjam Division.

	Miles.
From Kendrapara to Alba	14
„ Bishnupur to Garbetta	18
„ Coconada to Pithapuram	16
„ Chicacole to Pandur	13
„ Ellore to Narsapur	77

Madras Division.

	Miles.
From Nidamangalam to Mannargudi, and from Tanjore to Trichinopoly	38
„ Ammayanayakanur to Periyakolam	52
„ Madras to Vellore	86

Punjab Division.

	Miles.
From Sardhana Railway Station to Sardhana Post Office	12
„ Baraut to Kandhla	19
„ Roorkee to Saharanpur	43

Burma Division.

	Miles.
From Myokwin to Lemyethna	14

Upper Burma Division.

	Miles.
From Pyintha to Maymyo	18

Special works.

69. The work in Upper Burma has mainly been in consolidating and strengthening the existing lines.

Communication between Upper Burma and Assam was established by the completion of the line commenced last year, from Manipur *viâ* Tammu and the Chindwin Valley. The wire runs from Mandalay on existing posts to Ava, where a cable across the Irrawadi connects it with Sagain. From Sagain the line is taken across country *viâ* Myinmu to Moniwa where it meets the Chindwin, the valley of which it follows up to the junction of the Yu River. It then follows the Yu River generally to Tammu. With the exception of the section from Kendat to Tammu, 60 miles, which is at present a temporary field line, the circuit has worked well, notwithstanding the great natural difficulties of the country through which it runs. Since the commencement of the monsoon, heavy floods and impassable roads have made it impossible to keep up communication on this section, but it is hoped that by the end of this year the whole section Manipur to Kendat will be completed in a reliable manner. The connection of Upper Burma with India by this route has been a work of considerable difficulty, and the staff employed have suffered much from hardships and exposure and the consequent fever and malaria.

The additional wire between Calcutta and Rangoon, the erection of which was carried as far as Narayanganj last year, was completed to Rangoon, a distance of 580 miles, of which 390 miles are on a separate line of posts. An alternative route has thus been partially secured over the most difficult sections for the important Calcutta-Rangoon traffic.

70. The trial of hard drawn copper wire, mentioned in last year's report, having proved encouraging, a wire of this metal was put up between Bombay and Madras, 800 miles, and between Bombay and Nagpur, 520 miles. It is in contemplation to extend this latter, by wire of a similar metal, to Calcutta, as soon as the line of posts along the Bengal-Nagpur Railway is completed. The results obtained on the new wire are highly satisfactory. Bombay and Madras are now able to work quadruplex without any intermediate translating station. The difficulties connected with the manipulation and erection of the "hard drawn copper wire," have in practice proved, with ordinary precautions, to be less than was anticipated. The use of this wire would have been much extended had it not been for an exceptional rise in the price of copper, which has rendered the purchase of it for the present almost prohibitive. It is, however, in contemplation to attempt its manufacture in the Telegraph Workshops in Calcutta, utilising old cable core and copper in stock.

71. The abnormal rise and change of course of the Pudda River, which resulted in the village of Goalundo being washed away in September, caused the loss of two valuable cables out of the four which crossed that river at this point. It was only by the exertions of the Superintendent of the Dacca Division and his staff that two of the cables were lengthened in time and so saved. Two cables not being sufficient to carry the traffic, bank offices had to be kept open until two new cables were laid in March. After much deliberation it was decided not to lay these new cables at Goalundo, where the limits of the river are so uncertain. Another crossing was selected—at Gopalpur—some miles lower down, and an alternative route established, leaving the old line at Rajbaree on one side of the river and meeting it again at Manickganj on the other. The Pudda River is always a source of danger and anxiety, and it is much to be feared that the two working cables that now remain at Goalundo will not much longer withstand the constant scour and shifting sandbanks to which they are exposed.

72. The completion of the Jubilee Bridge has admitted of the span which carried the wires across the Hooghly River at Barrackpur being dismantled. The wires now cross the river on brackets attached to the girders of the Bridge; and the 150 feet iron masts formerly used at Barrackpur have been taken down, and will be re-erected at the Kurnafuli River in Arakan.

73. In connection with the meteorological observations taken at Diamond Island, and the advantages which this place has for communicating with vessels passing between Rangoon and Calcutta, an improved service with Rangoon was called for by the Government. An expenditure amounting to ₹19,500 was sanctioned for moving a portion of the telegraph line to a safer position between Henzada and Bassein, and for insulating the line from Bassein towards the island; besides clearing the wires of heavy jungle for a considerable distance along the route.

74. *Telephone lines.*—An extensive telephone system was constructed for the Postal Department in Calcutta at an expense for lines and offices of ₹5,299.

A telephone system for the Police at Madras was in course of construction at the end of the year, and radical improvements were made to the Madras Government system by substituting copper for iron wire.

75. The following cables were added during the year—

	1	across the	Moulmein River	at	Moulmein,
	1	„ „	Irrawaddy	„ „	Prome,
	1	„ „	„	„ „	Ava,
	1	„ „	Ganges	„ „	Deegaghat,
	2	„ „	Pudda	„ „	Gopalpur,
and	1	„ „	Koladyne	„	near Akyab;

aggregating a total length of 22 miles.

Interruptions to communication.

76. The number, nature and duration of all faults on lines and in offices, which have in any way affected communication during the year, will be found in Appendix K.

Although the number of faults during the year is larger than that of the previous year, being 1,568 against 1,260, the average duration of each kind of fault is much less, being only 19 hours as against 29.

The increase in number is partly due to the numerous faults caused by the Burmans in Upper Burma, where it is likely the difficulties of maintenance will continue to be experienced until the country becomes more settled.

77. There was a large increase in the number of interruptions caused by carelessness or neglect in signal offices. Of 273 such faults, 206 were caused in combined offices, and 50 in departmental offices—chiefly those worked by military signallers. The offices in fault in the remaining 17 instances were not traced.

78. The following table shows the number of interruptions due to various causes, compared with last year:—

Cause.	Number of Interruptions.	
	1886-87.	1887-88.
Storms	86	98
Wire breaking	47	83
Trees and branches	104	74
Insulators damaged by lightning	20	47
Supports breaking	11	30
Fires	17	12
Floods	34	20
Dacoits	...	44

The majority of interruptions is and always will be, due to trees, which are a source of danger to telegraph lines that it is impossible altogether to guard against. An immense amount of tree cutting and jungle clearing is done annually, but in many places the trees in the vicinity of the lines, either from their value as shade trees, or from their being private property, cannot be interfered with, and all that can be done is by constant patrolling and cutting off small branches to provide against the danger as far as possible.

In Bengal much damage was done to the lines by exceptional storms in May and June.

In the Bombay Division several interruptions were attributable to malicious tampering with the wires. All endeavours to trace the culprit or culprits have, however, been unsuccessful.

In the Burma Division much damage was done to the lines within 35 miles of Rangoon, both on the Prome and Toungoo sections, by a storm of unusual severity in the month of May. Some damage was done at the same time to the line from Rangoon to Elephant Point, the branch line to Kyauktan and the main line from Rangoon to the Siamese Frontier.

Of the faults on lines in Upper Burma, 44 were due to the wires being cut by dacoits, and many of the rest to the mischievous breaking of insulators by the Burmans.

In Dacca Division the loss of two out of the four cables which crossed the Pudda River at Goalundo, owing to the sudden rise and change of course of the river, referred to in paragraph 71, seriously interfered with the through communication between Calcutta and Rangoon.

In the Ganjam Division a cyclone in the month of May caused damage to the lines between Balasore and Midnapore that interrupted communication for 144 hours.

Unusually heavy floods in the Bolan which occurred in August, causing breaks in the railway, resulted in interruption to telegraphic communication aggregating 251 hours. Severe storms in the neighbourhood of Quetta caused interruptions that lasted for some 280 hours, the long duration being due to the fact of the heavy snow rendering rapid restoration impossible.

79. *Licensed systems.*—Appendix L is a statement showing all faults which have occurred on the lines and in the offices of licensed systems, their nature, number and duration, as well as the mileage of wire in use by each system at the close of the year.

80. The interruptions per mile of wire were the same as in the previous year, *viz.*, ·018, against ·023 and ·024 for 1885-86 and 1884-85 respectively.

81. The interruptions due to defects in offices show a decrease per office, being only ·065 as against ·08 for each of the two previous years.

V.—PRIVATE LINES AND TELEPHONE EXCHANGES.

82. The gross earnings of the Telephone Companies at Bombay, Calcutta, Karachi, Madras, Moulmein and Rangoon were R12,572 more than in the previous year.

The following table shows the extent of their operations for the past six years:—

Year.	Number of Subscribers on 31st December.	Number of Exchange connections.	Number of Private lines.	Amount of gross rentals.
				R
1882	244	244	5	73,009
1883	411	392	34	1,19,165
1884	699	703	77	1,37,490
1885	822	837	100	1,51,349
1886	849	871	95	1,66,876
1887	808	842	104	1,79,448

83. The extent of the departmental operations in the same class of business is shewn in the following table:—

Year.	Number of Exchanges.	Number of Exchange connections.	Private lines.		Amount of Subscriptions.
			Number of circuits.	Number of offices.	
					R
1881	4	24	37	67	19,808
1882	8	56	88	147	40,069
1883	12	92	89	148	47,131
1884	9	72	122	200	53,213
1885	8	71	160	257	61,443
1886	8	79	156	247	60,182
1887	11	105	124	195	58,118

VI.—ELECTRICAL.

84. Quadruplex working was introduced during the year on the line between Calcutta and Rangoon, a distance of over 1,000 miles, with Akyab as a half way station, where the signals are automatically repeated. The introduction of the same system was also arranged for on one of the wires between Calcutta and Agra, with Allahabad as the repetition station.

The number of circuits worked duplex has also increased, and there are now 23 main circuits, most of them of great length, worked on the quadruplex or duplex system.

85. The suspension of a copper wire between Madras and Bombay, which was completed early in the year 1888, has very much improved quadruplex working between those cities; and the important Australian and China traffic which mainly traverses India by this route is disposed of with great ease and rapidity.

86. The Electrician and his staff were busily engaged throughout the year in connection with the above work, and in their ordinary duties connected with the manufacture of new cables, the repair of cables already laid, line, instrument and insulator testing, &c. Several comprehensive technical pamphlets, illustrated by diagrams, were also prepared and issued.

The record of the year shows much useful work done, among which may be mentioned the following:—a series of experiments by which the system of Differential Duplex in use in the British Postal Telegraphs was modified and perfected so as to meet the special requirements of India, and the introduction of a universal relay adapted for ordinary, duplex or quadruplex working. Hitherto it had been necessary to obtain relays from England owing to the difficulty of manufacturing magnets which should retain their magnetism permanently. This difficulty was overcome in a series of experiments made the previous year, with the result that the relays, which form the most important part of the Morse instrument, can now be manufactured locally.

VII.—STORES AND WORKSHOPS.

87. The work of the Store Branch calls for little remark except that the numerous demands upon it were promptly met.

88. In consequence of the order of Government to revalue all stores in stock at a rate to include loss by exchange in the case of those received from England, a new Rate List was prepared which shows the real value of the stores instead of as heretofore their value in Rupees at par. This corrected valuation is of considerable importance in cases where stores are obtained sometimes locally and sometimes from England. The amount added to the value of stores on the books on 1st April 1888 to cover loss by exchange was R5,87,064.

89. The Workshops continued to be fully employed, and the cost of the various articles made was R4,72,172. A new range of sheds, designed as work-sheds, with north lights, which was commenced in the year 1884-85, was completed, and some additions made to the machinery. Much satisfactory work was done in deciding on new patterns of Field Telegraph Stores. The local manufacture of Telegraph instruments was much extended; and, as regards instruments, the Department is now almost independent of London except for delicate testing apparatus and some component parts of Quadruplex sets. Large numbers of tools were also made, and the manufacture of iron tubular posts was much improved.

Appendix O gives a list of the principal articles manufactured. In addition to these, 2,583 instruments were repaired.

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90. Sir Albert Cappel, K.C.I.E., the Director General, proceeded on furlough on the 9th March 1888.

H. MALLOCK, *Colonel,*
Offg. Director General of Telegraphs.

SIMLA,
The 2nd October 1888.

APPENDIX A.

Summary of Financial Results of the Indian Telegraph Department for the year 1887-88.

	Miles of Line.			Miles of Wire.			Miles of Cable.		
	To end of previous year.	1887-88.	To end of 1887-88.	To end of previous year.	1887-88.	To end of 1887-88.	To end of previous year.	1887-88.	To end of 1887-88.
INDIAN TELEGRAPH.									
Capital Account.									
Departmental property in joint use	7,134·1	946·8	8,080·9	...	...	...	...	...	...
In departmental use only	15,098·6	1,083·7	16,182·3	52,499·4	4,982·5	57,481·9	170·8	31·2	202·0
In use by Guaranteed and Subsidised Lines	1,108·4	6·3	1,114·9	1,373·8	6·6	1,380·4	13·5	...	13·5
Property of Native States worked by the Department	144·8	14·9	129·9	179·1	14·9	164·2	...	...	...
Departmental property rented to Railways	5,796·6	140·6	5,656·0	31,325·2	1,633·8	32,959·0	9·3	·6	8·7
Railway property maintained by the Department	1·1	1·1	...	2·2	2·2	...	...	...	...
Departmental property rented to Canals	234·3	54·0	288·3	536·9	60·3	597·2	...	...	...
Canal property maintained by the Department	175·8	58·7	117·1	59·2	59·2	...	...	...	...
Private lines	230·9	2·1	228·8	810·3	33·7	844·0	2·5	·6	1·9
Railway property rented by Telegraph Department	6·6	...	6·6	...	...	...	...	...	...
Property of Native States maintained by the Telegraph Department, but offices worked by Railways	33·9	14·2	19·7	33·9	14·2	19·7	...	...	...
TOTAL	29,965·1	1,859·4	31,824·5	86,820·0	6,626·4	93,446·4	196·1	30·0	226·1
PROVINCIAL LINES	69·4	·3	69·1	70·8	·3	70·5	...	...	...
GRAND TOTAL	30,034·5	1,859·1	31,893·6	86,890·8	6,626·1	93,516·9	196·1	30·0	226·1

NOTE.—The figures in antique type represent reductions.

Summary of Financial Results of the Indian Telegraph Department for the year 1887-88—continued.

		To end of previous year.	1887-88.	To end of 1887-88.
		R	R	R
Outlay	Lines — Departmental	2,26,33,278	16,45,937	3,15,56,913
	Lines — Railway	72,77,698		
	Lines — Guaranteed	6,36,579	70,089	7,06,668
	Lines — TOTAL	3,05,47,555	17,16,026	3,22,63,581
	Buildings — Signal Offices	42,91,226	2,03,313	44,94,539
	Buildings — Quarter for Officers	12,240	992	11,248
	Buildings — Cable houses and Tanks	38,599	...	38,599
	Buildings — Store houses	3,51,998	6,508	3,58,506
	Buildings — Workshop buildings	2,31,491	2,414	2,33,905
	Buildings — TOTAL	49,25,554	2,11,243	51,36,797
	Tools and Plant — First fitting of Offices	14,60,276	94,327	15,54,603
	Tools and Plant — Other Tools and Plant	1,59,986	1,975	1,58,011
	Tools and Plant — TOTAL	16,20,262	92,352	17,12,614
	Stores	26,40,686	9,07,942	35,48,628
	Suspense heads	72,842	9,051	81,893
	Charge for exchange on expenditure in England	6,77,879	5,87,064	90,815
	TOTAL PRESENT CAPITAL	4,04,84,778	23,49,550	4,28,34,328
	Temporary Telegraphs for military purposes	56,745	...	56,745
	TOTAL CAPITAL EXPENDITURE	4,04,28,033	23,49,550	4,27,77,583
	Revenue Account.			
Number of	Divisions	17	...	17
	Signal Offices	699	46	745
	Messages — Private	20,721,820	22,60,500	2,29,82,320
	Messages — State	3,423,560	5,41,799	39,65,359
	Messages — Free	137,263	2,186	1,39,449
	TOTAL	24,282,643	28,04 485	2,70,87,128
		R	R	R
Revenue	From paid messages — Private	4,60,19,825	34,60,339	4,94,80,164
	From paid messages — State	1,29,70,077	17,07,657	1,46,77,734
	TOTAL	5,89,89,902	51,67,996	6,41,57,898
	" free "	20,82,988	34,522	21,17,510
	TOTAL	6,10,72,890	52,02,518	6,62,75,408
	Railway Telegraphs	68,82,021	12,55,080	81,37,101
	Guaranteed	8,28,141	1,18,866	9,47,007
	Miscellaneous	9,27,239	52,196	9,79,435
	TOTAL	6,97,10,291	66,28,660	7,63,38,951
	Working Expenses	7,24,87,980	42,92,248	7,67,80,228
	Net Charge (difference between Revenue and Working Expenses)	27,77,689	23,36,412	4,41,277
	Per mile of line — Revenue	2,312·92	208·28	2,398·71
	Per mile of line — Net Charge	92·16	73·41	13 87
	Percentage on Capital Outlay — Revenue	172·43	15·49	178·45
	Percentage on Capital Outlay — Net Charge	6·87	5·46	1·03
	Value of unissued balance of Stores at end of year	26,40,686	9,07,942	35,48,628
	TOTAL EXPENDITURE ON CAPITAL AND REVENUE	11,29,16,013	66,41,798	11,95,57,811
	DEFICIT ON TOTAL EXPENDITURE	4,32,05,722	13,138	4,32,18,860

NOTE.—The figures in antique type represent credits.

Revenue Receipts for five years.

Year.	Message Revenue. Paid Messages. State.	Private.	Total.	Free Messages.	Total.	Claims from State Railways.	Claims from Guaranteed Railways.	Claims from Guarantors.	Saleable books, forms and maps.	Telegraph Gazette.	Miscellaneous.	Total.
	R	R	R	R	R	R	R	R	R	R	R	R
1883-84	5,06,239	27,05,131	32,11,370	22,195	32,33,565	5,89,813	96,987	1,50,730	3,219	14,313	35,637	41,24,264
1884-85	7,15,103	27,79,386	34,94,489	29,349	35,23,838	6,13,444	3,47,144	1,17,441	3,884	13,606	1,07,786	47,27,143
1885-86	10,50,927	29,06,390	39,57,317	38,867	39,96,184	7,60,23[illegible]	1,98,044	1,05,557	2,861	12,965	35,137	51,10,986
1886-87	16,97,677	31,28,733	48,26,078	34,215	48,60,293	8,55,703	1,09,294	82,975	3,277	12,822	51,767	59,76,131
1887-88	17,07,657	34,60,339	51,67,996	34,522	52,02,518	11,47,983	1,07,097	1,18,866	3,298	12,657	36,241	66,28,660

Revenue Charges for five years.

Year.	Line Maintenance. Repairs to buildings and lines.	Establishment.	Office Stores.	Share of Direction, Accounts, and Superintendence. Establishment.	Office Stores.	Profit and loss.	Total.	Signalling. Check Office. Establishment.	Office Stores.	Departmental Office. Imperial. Establishment.	Office Stores.	Repairs to buildings.	Postal Combined. Establishment.	Office Stores.	Repairs to buildings.	Railway and Canal. Establishment.	Office Stores.	Private. Establishment.	Office Stores.	Share of Direction, Accounts, and Superintendence. Establishment.	Office Stores.	Saleable books, forms and maps.	Telegraph Gazette.	Telegraph Stamps.	Profit and loss.	Total.
	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
1883-84	5,11,779	1,92,028	7,622	4,48,264	9,035	500	11,70,128	44,429	1,890	18,19,846	81,916	41,009	9,046	...	451	89,118	22,597	...	1,089	4,37,073	9,035	4,902	7,175	3,982	500	25,74,058
1884-85	3,48,190	2,09,088	1,153	4,19,992	11,532	265	9,90,220	52,672	2,696	18,19,891	27,500	40,755	68,398	2,409	863	91,157	13,497	1,242	9,654	4,19,992	11,532	3,507	6,091	1,702	265	25,69,005
1885-86	1,87,358	2,33,082	5,350	4,57,122	17,551	159	9,00,622	48,414	575	18,53,950	26,909	55,197	1,20,396	1,081	1,474	97,263	19,407	5,53[illegible]	1,471	4,57,122	17,551	435	6,277	5,952	159	27,18,073
1886-87	4,07,426	2,38,238	3,229	4,74,494	41,408	607	12,25,402	54,119	413	19,30,794	28,928	46,698	1,56,391	3,540	5,060	1,09,769	19,662	7,103	4,968	4,74,495	41,407	73	6,354	6,089	608	28,06,471
1887-88	3,41,746	2,80,205	3,425	5,18,732	63,942	430	12,08,480	59,296	954	20,10,461	42,605	46,208	1,82,662	3,268	3,135	1,04,438	19,654	8,421	4,572	5,18,732	65,334	623	5,886	6,896	429	30,83,768

Result of Operations for five years.

Year.	Capital Expenditure to end of year.	Revenue. Receipts.	Charges.	Profit.	Miles of line.	Miles of wire.	Number of signal offices.	Number of Messages. Inland.	Foreign.	Total.	Value of paid messages. Inland.	Foreign.	Total.
	R	R	R	R							R	R	R
1883-84	3,19,19,558	41,24,264	37,44,186	3,80,078	23,207·0	68,669·0	347	1,455,182	362,530	1,817,712	18,78,307	13,33,063	32,11,370
1884-85	3,53,79,918	47,27,143	35,59,225	11,67,980	25,253·8	74,946·8	521	1,648,084	366,314	2,014,398	21,64,754	13,29,735	34,94,489
1885-86	3,83,16,760	51,10,986	36,18,695	14,92,291	27,425·8	81,396·2	634	1,907,089	379,713	2,286,302	25,58,882	13,98,435	39,57,317
1886-87	4,04,28,033	59,76,131	41,21,873	18,54,258	30,034·5	86,890·8	699	2,132,481	380,788	2,513,269	34,34,271	13,91,807	48,26,078
1887-88	4,27,77,583	66,28,660	42,92,248	23,36,412	31,893·6	93,516·9	745	2,392,268	410,031	2,802,299	36,22,571	15,45,425	51,67,996

APPENDIX B.

RETURN of the Number and Value of Inland and Foreign Telegrams sent and of Foreign Telegrams "Received" and "Transit" during the year 1887-88, showing also the Increase and Decrease under each head on the figures for the previous year.

Division.	Number of paid telegrams and Indian share of collections in 1887-88. Inland. State. No.	Value. R a.	Private. No.	Value. R a.	Foreign. State. No.	Value. R a.	Private. No.	Value. R a.	Total. State. No.	Value. R a.	Private. No.	Value. R a.	Grand Total. No.	Value. R a.
Arakan	3,652	5,929 3	25,989	28,128 14	...	... ...	659	1,967 3	3,652	5,929 3	26,648	30,096 1	30,300	36,025 4
Assam	17,256	29,360 11	59,683	53,450 3	...	... ...	220	610 10	17,256	29,360 11	59,908	54,060 13	77,164	83,421 8
Bellary	7,947	14,283 7	34,518	33,520 10	1	3 1	423	943 8	7,948	14,286 8	34,941	34,464 2	42,889	48,750 10
Bengal	43,701	95,377 5	294,258	2,56,738 5	703	5,841 1	46,046	170,001 13	44,404	1,01,218 6	340,304	5,26,740 2	384,708	6,27,958 8
Bombay	30,379	66,575 14	330,001	3,70,066 11	1,516	9,666 6	155,723	585,973 15	31,895	76,242 4	485,724	9,56,040 10	517,619	10,32,282 14
Burma	47,255	1,67,979 15	165,811	1,87,888 0	104	2,689 7	19,673	78,040 7	47,359	1,70,669 6	185,484	2,65,928 7	232,843	4,36,597 13
Dacca	9,976	15,836 8	42,857	45,855 5	4	149 2	189	540 5	9,980	15,985 10	43,046	46,395 10	53,026	62,381 4
Ganjam	14,176	21,494 5	117,376	1,11,715 9	...	... ...	1,542	3,290 11	14,176	21,494 5	118,918	1,15,006 4	133,094	1,36,500 9
Indore	8,252	14,097 4	53,206	54,940 4	...	... ...	112	455 8	8,252	14,097 4	53,318	55,395 12	61,570	69,493 0
Madras	34,826	74,479 12	166,407	1,70,145 0	1,557	4,743 6	132,536	4,70,458 15	36,383	79,223 2	298,943	6,40,603 15	335,326	7,19,827 1
Malabar	4,972	8,009 3	74,563	74,877 0	...	... ...	4,467	11,084 8	4,972	8,009 3	79,050	85,961 8	84,022	93,970 11
Nagpur	16,448	24,136 14	57,512	60,034 9	1	4 0	118	444 10	16,449	24,140 14	57,630	60,479 3	74,079	84,620 1
Oudh and Rohilkhand	17,640	35,388 6	72,219	74,834 7	9	539 12	554	1,742 14	17,649	35,928 2	72,773	76,577 5	90,422	1,12,505 7
Punjab	80,326	1,97,445 14	160,735	1,62,072 11	1,104	15,233 0	1,309	4,041 8	81,430	2,12,678 14	162,044	1,66,114 3	243,474	3,78,793 1
Rajputana	6,305	10,204 3	40,560	38,269 7	15	493 14	114	468 14	6,320	10,698 1	40,674	38,738 5	46,994	49,436 6
Sind and Baluchistan	24,998	49,646 2	81,509	76,799 7	1,260	24,800 0	39,780	1,89,912 10	26,258	74,446 2	121,289	2,66,712 1	147,547	3,41,158 3
Upper Burma	169,084	8,18,776 13	83,181	91,719 13	12	104 7	263	1,069 5	169,096	8,18,881 4	83,444	92,789 2	252,540	9,11,670 6
Total Collection of the year.	537,193	16,49,021 11	1,860,390	19,91,056 3	6,286	64,267 8	403,748	15,21,047 4	543,479	17,13,289 3	2,264,138	35,12,103 7	2,807,617	52,25,392 10
Adjustments	...	−3,224 5	...	−9,242 5	...	... ...	...	−39,881 0	...	−3,224 5	...	−49,123 5	...	−52,347 10
Net Total (including adjustments)	537,193	16,45,797 6	1,860,390	19,81,813 14	6,286	64,267 8	403,748	14,81,166 4	543,479	17,10,064 14	2,264,138	4,62,980 2	2,807,617	51,73,045 0

Division.	Number of paid telegrams and Indian share of collections in 1886-87. Inland. State. No.	Value. R a.	Private. No.	Value. R a.	Foreign. State. No.	Value. R a.	Private. No.	Value. R a.	Total. State. No.	Value. R a.	Private. No.	Value. R a.	Grand Total. No.	Value. R a.
Arakan	3,344	4,751 12	24,125	26,822 15	...	... ...	762	2,672 10	3,344	4,751 12	24,887	29,495 9	28,231	34,247 5
Assam	16,319	36,594 1	54,229	51,690 11	1	6 4	229	733 7	16,320	36,600 5	54,448	52,424 2	70,768	89,024 7
Bellary	7,455	11,858 2	31,351	29,936 6	...	... ...	318	1,141 5	7,455	11,858 2	31,669	31,077 11	39,124	42,935 13
Bengal	45,250	1,19,777 11	281,821	3,39,886 14	797	9,868 12	42,818	1 63,406 11	46,047	1,29,646 8	3,24,639	5,03,293 9	370,686	6,32,940 1
Bombay	31,726	78,307 2	319,157	3,61,303 4	2,086	18,460 4	138,795	5,21,763 14	33,812	96,767 6	457,952	8,83,067 2	491,764	9,79,834 8
Burma	46,043	1,91,222 13	145,947	1,72,838 7	83	1,563 12	29,628	1,15,588 14	46,126	1,92,786 9	175,575	2,88,427 5	221,701	4,81,213 14
Dacca	9,768	15,396 6	41,541	45,654 5	1	5 1	170	564 13	9,769	15,401 7	41,711	46,219 2	51,480	61,620 9
Ganjam	13,997	21,613 7	110,608	1,01,310 6	...	... ...	1,392	2,798 4	13,997	21,613 7	112,000	1,04,108 10	125,997	1,25,722 1
Indore	9,486	16,586 0	48,514	50,060 7	1	2 10	110	448 8	9,487	16,588 10	48,624	50,508 15	58,111	67,097 9
Madras	34,574	90,152 4	157,907	1,62,342 6	1,384	5,524 4	107,868	3,76,160 14	35,958	95,676 8	265,775	5,38,503 4	301,733	6,34,179 12
Malabar	5,186	7,559 1	66,824	65,940 6	2	45 0	4,477	11,366 5	5,188	7,604 1	71,301	77,306 11	76,489	84,910 12
Nagpur	14,345	24,319 14	47,457	49,954 6	4	31 12	120	383 0	14,349	24,351 10	47,577	50,337 6	61,926	74,689 0
Oudh and Rohilkhand	17,127	36,463 7	66,523	69,053 4	15	356 11	450	1,807 0	17,142	36,820 2	66,973	70,860 4	84,115	1,07,680 6
Punjab	74,442	2,06,990 4	146,105	1,49,493 5	993	18,268 10	1,334	5,240 4	75,435	2,25,258 14	147,439	1,54,733 9	222,874	3,79,992 7
Rajputana	5,415	9,282 5	24,978	24,131 10	...	... ...	56	183 5	5,415	9,282 5	25,034	24,314 15	30,449	33,597 4
Sind and Baluchistan	30,260	60,304 7	87,273	85,407 8	1,447	23,411 2	44,962	2,08,635 7	31,707	83,715 9	132,285	2,94,042 15	163,942	3,77,758 8
Upper Burma	87,540	6,89,447 2	29,408	39,734 11	84	950 3	404	1,173 15	87,624	6,90,397 5	29,812	40,908 10	117,436	7,31,305 15
Total Collection of the year.	452,277	16,20,626 2	1,683,758	18,25,561 3	6,898	78,494 6	373,893	14,14,068 8	459,175	16,99,120 8	2,057,651	32,39,629 11	2,516,826	49,38,750 13
Adjustments	...	... ...	...	−7,763 7	...	... ...	...	−1,00,747 9	...	... ...	...	−1,08,511 0	...	−1,08,511 0
Net Total (including adjustments)	452,277	16,20,626 2	1,683,758	18,17,797 12	6,898	78,494 6	373,893	13,13,320 15	459,175	16,99,120 8	2,057,651	31,31,118 11	2,516,826	48,30,239 3

This Return includes 1,253 telegrams on the service of French and Portuguese Governments and of His Highness the Khan of Kalat, the value of which *viz.*, R5,612-14, has not been credited to Revenue.
* Includes R5,048-10, the collection of the Provincial Offices, three in number.
† Includes R4,161, the collection of Provincial Offices, three in number.

Total Paid Telegrams.	No.	Value. R a.
Inland	2,397,583	36,27,611 4
Foreign — Departmental	409,476	15,44,323 4
Foreign — Railway	558	1,110 8
Total	2,807,617	51,73,045 0

Total Paid Telegrams.	No.	Value. R a.
Inland	2,136,035	34,38,423 14
Foreign — Departmental	380,266	13,89,805 1
Foreign — Railway	525	2,010 4
Total	2,516,826	48,30,239 3

Return of the Number and Value of Inland and Foreign Telegrams sent and of Foreign Telegrams "Received" and "Transit" during the year 1887-88, showing also the Increase and Decrease under each head on the figures for the previous year—continued.

Division.	Increase. Inland. State. No.	Value.	Inland. Private. No.	Value.	Foreign. State. No.	Value.	Foreign. Private. No.	Value.	Total. State. No.	Value.	Total. Private. No.	Value.	Grand Total. No.	Value.
		R a.		R a.		R a.		R a.		R a.		R a.		R a.
Arakan	308	1,177 7	1,864	1,305 15	...	... ...	...	... ...	308	1,177 7	1,864	1,305 15	2,172	2,483 6
Assam	937	... ...	5,469	1,759 8	...	... ...	...	... ...	937	... ...	5,469	1,759 8	6,406	1,759 8
Bellary	492	2,425 5	3,167	3,584 4	1	3 1	105	... ...	493	2,428 6	3,272	3,584 4	3,765	6,012 10
Bengal	...	... ...	12,437	16,851 7	...	... ...	3,228	6,595 2	...	... ...	15,655	23,446 9	15,665	23,446 9
Bombay	...	... ...	10,844	8,763 7	...	... ...	16,928	64,210 1	...	... ...	27,772	72,973 8	27,772	72,973 8
Burma	1,212	... ...	19,864	15,049 9	21	1,125 11	...	... ...	1,233	1,125 11	19,864	15,049 9	21,097	16,175 4
Dacca	208	440 2	1,316	201 0	3	144 1	19	... ...	211	584 3	1,335	201 0	1,546	785 3
Ganjam	179	... ...	6,768	10,405 3	...	... ...	150	492 7	179	... ...	6,918	10,897 10	7,097	10,897 10
Indore	...	... ...	4,692	4,879 13	...	... ...	2	7 0	...	... ...	4,694	4,886 13	4,694	4,886 13
Madras	252	... ...	8,500	7,802 10	173	... ...	24,668	94,298 1	425	... ...	33,168	1,02,100 11	33,593	1,02,100 11
Malabar	...	450 2	7,739	8,936 10	...	... ...	10	... ...	...	450 2	7,749	8,936 10	7,749	9,386 12
Nagpur	2,103	... ...	10,055	10,080 3	...	... ...	...	61 10	2,103	... ...	10,055	10,141 13	12,158	10,141 13
Oudh and Rohilkhand	513	... ...	5,696	5,781 3	...	183 1	104	... ...	513	183 1	5,800	5,781 3	6,313	5,964 4
Punjab	5,884	... ...	14,630	12,579 6	111	... ...	...	... ...	5,995	... ...	14,630	12,579 6	20,625	12,579 6
Rajputana	890	921 14	15,582	14,137 13	15	493 14	58	285 9	905	1,415 12	15,640	14,423 6	16,545	15,839 2
Sind and Baluchistan	...	... ...	...	... ...	...	1,388 14	...	... ...	...	1,388 14	...	... ...	...	1,388 14
Upper Burma	81,544	1,29,329 11	53,773	51,985 2	...	... ...	...	... ...	81,544	1,29,329 11	53,773	51,985 2	135,317	1,81,314 13
Total	94,522	1,34,744 9	182,396	1,74,103 1	324	3,338 10	45,272	1,65,949 14	94,846	1,38,083 3	227,668	3,40,052 15	322,514	4,78,136 2
Adjustments	...	−3,224 5	...	−1,478 14	...	... ...	...	... ...	...	−3,224 5	...	−1,478 14	...	−4,703 3
Net Total (including adjustments)	94,522	1,31,520 4	182,396	1,72,624 3	324	3,338 10	45,272	1,65,949 14	94,846	1,34,858 14	227,668	3,38,574 1	322,514	4,73,432 15
Net Increase and Decrease on the previous year.	84,916	25,171 4	176,632	1,64,016 2	...	... ...	29,855	1,67,845 5	84,304	10,944 6	296,487	3,31,861 7	290,791	3,42,805 13

Division.	Decrease. Inland. State. No.	Value.	Inland. Private. No.	Value.	Foreign. State. No.	Value.	Foreign. Private. No.	Value.	Total. State. No.	Value.	Total. Private. No.	Value.	Grand Total. No.	Value.
		R a.		R a.		R a.		R a.		R a.		R a.		R a.
Arakan	...	... ...	...	... ...	...	... ...	103	705 7	...	... ...	103	705 7	103	705 7
Assam	...	7,233 6	...	... ...	1	6 4	9	122 13	1	7,239 10	9	122 13	10	7,362 7
Bellary	...	... ...	...	... ...	...	... ...	...	197 13	...	... ...	...	197 13	...	197 13
Bengal	1,549	24,400 6	...	... ...	94	4,027 12	...	... ...	1,643	28,428 2	...	... ...	1,643	28,428 2
Bombay	1,347	11,731 4	...	... ...	570	8,793 14	...	... ...	1,917	20,525 2	...	... ...	1,917	20,525 0
Burma	...	23,242 14	...	... ...	...	... ...	9,955	37,548 7	...	23,242 14	9,955	37,548 7	9,955	60,791 5
Dacca	...	... ...	...	... ...	...	... ...	...	24 8	...	... ...	...	24 8	...	24 8
Ganjam	...	119 2	...	... ...	...	... ...	...	... ...	...	119 2	...	... ...	...	119 2
Indore	1,234	2,488 12	...	... ...	1	2 10	...	... ...	1,235	2,491 6	...	... ...	1,235	2,491 6
Madras	...	15,672 8	...	... ...	...	780 14	...	... ...	...	16,453 6	...	... ...	...	16,453 6
Malabar	214	...	...	... ...	2	45 0	...	281 13	216	45 0	...	281 13	216	326 13
Nagpur	...	183 0	...	... ...	3	27 12	2	... ...	3	210 12	2	... ...	5	210 12
Oudh and Rohilkhand	...	1,075 1	...	... ...	6	...	...	64 2	6	1,075 1	...	64 2	6	1,139 3
Punjab	...	9,544 6	...	... ...	...	3,035 10	25	1,198 12	...	12,580 0	25	1,198 12	25	13,778 12
Rajputana	...	...	...	... ...	...	...	...	... ...	...	... ...	...	... ...	...	... ...
Sind and Baluchistan	5,262	10,658 5	5,764	8,608 1	187	...	5,182	18,722 13	5,449	10,658 5	10,946	27,330 14	16,395	37,989 3
Upper Burma	...	...	...	... ...	72	845 12	141	104 10	72	845 12	141	104 10	213	950 6
Total	9,606	1,06,349 0	5,764	8,608 1	936	17,565 8	15,417	58,971 2	10,542	1,23,914 8	21,181	67,579 3	31,723	1,91,493 11
Adjustments	...	... ...	...	... ...	...	...	...	−60,866 9	...	... ...	...	−60,866 9	...	−60,866 9
Net Total (including adjustments)	9,606	1,06,349 0	5,764	8,608 1	936	17,565 8	15,417	−1,895 7	10,542	1,23,914 8	21,181	6,712 10	31,723	1,30,627 2
Net Increase and Decrease on the previous year.	...	... ...	...	... ...	612	14,226 14	...	... ...	...	... ...	...	... ...	...	... ...

NOTE.—This Return only includes Collections belonging to the Government of India and Provincial Governments.

Abstract of Foreign Traffic with India by the Indo-European and Red Sea routes for the year 1887-88.

Route.	Number of telegrams by each route (exclusive of transit). To India.	From India.	Total.	Percentage of Number. To India.	From India.	Total.
Indo-European. *Viâ* Teheran	22,846	35,196	58,042	29·05	38·42	34·09
Indo-European. *Viâ* Turkey	1,497	1,012	2,509	1·90	1·10	1·48
Indo-European. Persian Gulf *Viâ* Karachi	887	1,143	2,030	1·13	1·25	1·19
Red Sea. *Viâ* Suez	53,416	54,258	107,674	67·92	59·23	63·24
Total	78,646	91,609	170,255	100·00	100·00	100·00

APPENDIX F.

Synopsis of Complaints relating to the Indian Government Telegraph Department for the year 1887-88.

Nature of Complaints.	Number of Complaints received.				Number disposed of. Admitted.				Rejected. Being groundless.			Rejected. Not investigated for want of Documents.			Total rejected.	Number of Paid Messages.			Percentage of messages which formed the subject of complaints.			
	Inland.	Railway.	Foreign.	Total.	Inland.	Railway.	Foreign.	Total.	Inland.	Railway.	Foreign.	Inland.	Railway.	Foreign.		Inland.	Railway.	Foreign.	Inland.	Railway.	Foreign.	Total.
Non-delivery	346	48	45	439	129	13	24	166	185	35	19	32	...	2	273				·016	·012	·012	·014
	315	46	32	393	1,120	16	16	144	189	29	16	1	1	...	249				·015	·013	·008	·014
Delay	159	25	7	191	98	9	4	111	59	16	3	2	...	...	80				·007	·006	·002	·006
	197	21	18	236	117	10	3	130	79	11	15	1	...	...	106	*2,225,292	408,188	410,034	·010	·006	·005	·008
Error	143	15	27	185	122	13	22	157	21	1	5	...	1	...	28	2,017,271	354,391	330,791	·006	·003	·006	·006
	158	9	17	184	129	8	13	150	29	1	4	2	...	...	36				·008	·002	·004	·007
Miscellaneous	83	8	7	98	42	5	5	52	34	3	2	7	...	...	46				·004	·002	·001	·003
	73	7	21	101	40	2	13	55	31	5	9	1	...	...	46				·008	·002	·006	·004
Total	731	96	86	913	391	40	55	486	299	55	29	41	1	2	427	...	...	...	·033	·023	·021	·029
	743	83	88	914	398	36	45	479	328	46	44	18	1	...	437	...	...	...	·036	·023	·023	·033

Increase of Traffic . . . { Departmental . . . . . 10·31 per cent.; Railway . . . . . 15·18 ,,; Foreign . . . . . 7·67 ,,; Net . . . . . 10·57 ,, }

Increase or decrease in the number of admitted Complaints . { Decrease { Departmental . . 1·75 per cent.; Railway . . . 11·11 ,, } ; Increase { Foreign . . . 22·22 ,, } ; Net Increase . . . . . 1·46 ,, }

* This does not include 172,291 number of messages transferred to Railways which are shown under head "Railway" in this return but are shewn under head "Departmental" in the printed Collection Return for 1887-88.

The figures in antique are those for last year.

Synopsis of Complaints relating to other Telegraph Administrations for the year 1887-88.

Nature of Complaints.	Number of Complaints received.			Transferred to other Telegraph Administrations. Disposed of. Admitted.			Rejected. Being groundless.		Rejected. On technical grounds.		Total rejected.	Transferred not yet disposed of.		Not transferred to other Telegraph Administrations. Not being supported by prescribed documents.		Transfer forbidden by Convention.		Number of paid messages.			Percentage of messages which formed the subject of complaints.		
	Railway.	Foreign.	Total.	Railway.	Foreign.	Total.	Railway.	Foreign.	Railway.	Foreign.		Railway.	Foreign.	Railway.	Foreign.	Railway.	Foreign.	Railway.	Foreign.	Total.	Railway.	Foreign.	Total.
Non-delivery	127	117	244	55	51	106	45	28	24	...	97	3	11	...	12	...	15				·031	·028	·030
	120	111	231	54	44	98	43	30	21	...	94	2	14	...	8	...	5				·034	·029	·031
Delay	101	37	138	52	23	75	22	9	27	1	59	...	...	...	...	...	4				·025	·009	·017
	80	84	164	47	53	100	15	14	17	...	46	1	15	...	...	...	2	408,188	410,034	818,222	·022	·022	·022
Error	51	70	121	45	34	79	2	1	4	...	7	...	3	...	4	...	28	354,391	380,791	735,182	·012	·018	·014
	56	70	126	44	26	70	9	10	1	...	20	...	4	2	1	...	29				·016	·018	·017
Miscellaneous	22	27	49	9	18	27	6	6	7	1	20	...	...	...	1	...	1				·005	·006	·006
	20	46	66	10	29	39	6	9	4	...	19	...	4	...	1	...	3				·005	·012	·009
Total for the year	301	251	552	161	126	287	75	44	62	2	183	3	14	...	17	...	48	...	...	...	·073	·061	·067
	276	311	587	155	152	307	73	63	43	...	179	3	37	2	10	...	49	...	...	...	·077	·081	·079
Balance for last year	3	37	40	3	33	36	...	3	...	...	3	...	1	...	...	...	...	...	...	...	...	...	...
	1	50	51	...	35	35	1	7	...	...	8	...	8	...	1	...	...	...	...	...	...	...	...
Total	304	288	592	164	159	323	75	47	62	2	186	3	15	...	17	...	48	...	...	...	·074	·070	·072
	277	361	638	155	187	342	74	70	43	...	187	3	45	2	10	...	49	...	...	...	·078	·094	·086

The figures in antique are those for last year.

Increase or decrease in the number of admitted complaints . { Increase . . . . Railway . . . . . 3·87 per cent.; Decrease . . . . Foreign . . . . . 17·10 ,,; Net decrease . . . . . 6·51 ,, }

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XLI OF 1888-89.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 14th January, 1888. Total.	Receipts for week ending 14th January, 1888. Per mile open.	Total mean length open.	Receipts for week ending 12th January, 1889. Total.	Receipts for week ending 12th January, 1889. Per mile open.	Total Receipts from 1st April, 1887, to 14th Jany., 1888. Total.	Total Receipts from 1st April, 1887, to 14th Jany., 1888. Per mile open per week.	Total Receipts from 1st April, 1888, to 12th Jany., 1889. Total.	Total Receipts from 1st April, 1888, to 12th Jany., 1889. Per mile open per week.	Total Increase in 1888-89.	Total Decrease in 1888-89.
	State Lines worked by Companies.		R	R		R	R	R	R	R	R	R	R
26th Jan., 1889	East Indian	1,514	10,68,452	706	1,514	9,25,908	612	3,53,58,735	570	3,39,03,550	546	...	14,55,185
19th ditto	Rajputana-Malwa (*a*)	1,664	3,51,555	211	1,664	4,01,000	241	1,20,32,236	184	1,42,43,025	209	16,10,789	...
26th ditto	Sindia	75	8,312	111	75	7,289	97	3,52,748	115	2,70,998	90	...	75,750
26th ditto	Patna-Gya	57	8,945	157	57	8,494	149	3,97,481	109	3,82,580	163	...	14,901
19th ditto	Bengal-Nagpur (*b*)	186	31,650	170	254	55,781	220	10,54,549	137	12,23,128	156	1,68,579	...
26th ditto	Dildarnagar-Ghazipur	12	1,287	107	12	1,023	85	37,047	77	35,864	73	...	1,783
12th ditto	Mysore	140	9,263	66	140	10,173	73	4,05,119	70	4,68,426	82	63,307	...
19th ditto	Southern Mahratta (*c*)	850	60,177	71	854	90,301	106	25,20,971	79	30,69,327	88	5,48,356	...
12th ditto	Indian Midland	42	5,554	132	374	(*d*) 37,031	99	1,28,341	74	(*d*) 5,42,202	91	4,13,861	...
12th ditto	Cuddapah-Nellore	83	2,980	36	83	3,904	47	(*e*) 55,001	38	1,93,074	57	1,38,673	...
19th ditto	Bareilly-Pilibhit	36	1,755	49	36	2,199	61	68,989	48	70,702	49	1,713	...
19th ditto	Lucknow-Sitapur-Sihramau	105	6,390	61	105	5,246	50	1,62,353	38	2,00,337	47	37,984	...
	TOTAL	4,764	15,56,320	327	5,168	15,48,409	300	5,31,74,170	278	5,46,09,813	270	14,35,643	...
	State Lines worked by Government.												
19th Jan., 1889	North-Western (*f*)	2,433	4,67,418	192	2,390	5,07,802	212	1,63,53,618	176	2,00,64,766	205	37,11,148	...
12th ditto	Wardha Coal	45	19,213	427	45	21,410	476	5,59,501	301	6,54,431	355	94,870	...
19th ditto	Bengal Central	125	10,306	82	125	12,285	98	5,20,726	103	5,62,599	110	35,873	...
19th ditto	Eastern Bengal Railways (*d*)	645	1,63,486	253	673	2,19,374	326	76,65,725	290	85,41,345	310	8,75,620	...
19th ditto	Nalhati	27	1,897	70	27	1,713	63	70,222	64	77,940	71	7,718	...
19th ditto	Tirhoot	259	42,972	166	273	26,545	97	13,50,073	135	12,67,851	121	...	82,222
19th ditto	Burma	333	84,023	252	441	72,214	164	22,88,246	168	23,12,383	142	24,137	...
19th ditto	Jorhat	28	414	15	31	1,034	34	41,572	37	49,478	42	7,906	...
19th ditto	Cherra-Companyganj	7	186	25	7	289	39	9,355	30	6,911	22	...	2,444
	TOTAL	3,902	7,89,915	202	4,012	8,62,606	215	2,88,65,098	189	3,35,37,704	206	46,72,606	...
	Lines worked by Guaranteed Companies.												
12th Jan., 1889	Madras	840	1,40,513	167	840	1,63,941	195	64,46,706	186	66,74,012	194	2,27,306	...
12th ditto	South Indian	654	87,849	134	654	94,277	144	40,00,803	150	43,57,204	163	2,96,461	...
19th ditto	Great Indian Peninsula	1,504	7,74,810	515	1,447	9,52,252	658	3,03,66,377	490	3,18,33,217	518	14,66,840	...
19th ditto	Bombay, Baroda and Central India	461	2,06,140	447	461	2,65,000	575	93,31,479	490	96,31,322	510	2,99,843	...
19th ditto	Oudh and Rohilkhand	693	1,65,716	239	692	1,44,743	209	52,17,206	185	53,13,068	187	95,862	...
	TOTAL	4,152	13,75,028	332	4,094	16,20,213	396	5,54,22,571	323	5,78,08,883	339	23,86,312	...
	GRAND TOTAL (GUARANTEED AND STATE)	12,818	37,21,263	290	13,274	40,31,288	304	13,74,61,839	267	14,59,56,400	273	84,94,661	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	7,15,23,955	139	7,66,58,722*h*	143	...	...
	NET RECEIPTS	...	...	...	...	...	...	6,59,37,884	128	6,92,97,678	130	33,59,794	...
	Assisted Companies.												
26th Jan., 1889	Bengal and North-Western	376	36,506	97	376	34,061	91	15,68,137	101	17,54,432	114	1,86,295	...
26th ditto	Tarakeshwar	22	4,299	193	22	4,913	221	2,02,069	222	2,11,803	232	9,734	...
19th ditto	Rohilkhand-Kumaun	67	3,844	57	67	4,044	60	2,62,369	98	2,77,241	103	14,872	...
12th ditto	Dibru-Sadiya	78	6,793	87	78	7,891	101	3,20,753	102	3,44,375	108	17,622	...
	TOTAL	543	51,442	95	543	50,909	94	23,59,328	105	25,87,851	116	2,28,523	...
	Native States.												
19th Jan., 1889.	The Nizam's Guaranteed Company	277	32,598	118	310	37,893	122	12,33,996	142	13,47,392	111	1,13,396	...
19th ditto	The Gaekwar's	59	2,770	47	59	2,510	43	1,23,275	51	1,05,261	44	...	18,014
19th ditto	The Gaekwar's Mehsana-Vadnagar	27	799	38	27	850	31	28,838	33	34,969	39	6,131	...
19th ditto	Bhavnagar-Gondal-Junagarh-Porbandar	193	16,804	87	209	20,467	98	7,68,729	96	8,16,301	99	47,572	...
12th ditto	Morvi	68	2,179	32	68	2,301	34	1,09,393	39	1,31,986	47	22,593	...
19th ditto	Jodhpore	124	8,493	68	124	7,100	57	2,71,513	53	2,68,702	53	...	2,811
	TOTAL	748	63,643	86	797	71,121	89	25,35,744	90	27,04,611	85	1,68,867	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Katni-Umaria State Railway.
(*c*) Includes the Bellary-Kistna State Railway.
(*d*) Includes Bhopal-Itarsi State Railway from 1st January, 1889.
(*e*) Total receipts from 15th September, 1887, to 14th January, 1888.
(*f*) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(*g*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.
(*h*) Estimated expenditure revised as extensive renewals allowed for have not been carried out as first anticipated.

CALCUTTA,
The 7th February, 1889.

M. C. BRACKENBURY, *Major, R.E.*,
Under-Secretary.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SEPARATE REVENUE.

Post Office.

General matters.

ANNUAL REPORT ON THE POST OFFICE OF INDIA FOR THE YEAR 1887-88.

ERRATUM.—In the Annual Report on the Post Office of India for the year 1887-88, published in the Supplement to the *Gazette of India* dated 12th January 1889, page 52, item 15, for the word "Mathewson" read the word "Matheson" and for the word "monthly" read the word "Fortnightly."

W. J. HAM,
For *Director General.*

CALCUTTA,
The 1st February, 1889.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and prospects of the Crops.

Madras.—*For week ending 2nd February, 1889.*—No rain. More rain wanted in Ganjam, Vizagapatam, Cuddapah, Bellary, Trichinopoly, Tinnevelly, Salem and Coimbatore. Standing crops generally good, but withering in parts of Coimbatore, Bellary, Cuddapah and Tinnevelly; affected by disease or insects in parts of Coimbatore, South Arcot, Chingleput, Cuddapah and Bellary. Pasture deficient in Coimbatore and parts of Salem. Prices rising in ten districts including Ganjam, falling in five, and stationary in others. General prospects favourable except in Ganjam and Coimbatore. Coolies employed on Rushikulya works 33,572, and on Gopalpore Canal 32,413.

Bombay.—*For week ending 6th February, 1889.*—Rain throughout Sind and in parts of Broach and Surat. Late crops in Upper Sind Frontier benefited by it. Standing crops in three talukas of Surat and Poona and in parts of Ahmednagar unsatisfactory; *jowari* in one taluka of Ahmednagar, cotton and *kardi* in one of Sholapur, cotton in parts of Bijapur, exotic cotton and wheat in parts of Dharwar and late crops generally in one taluka of Kanara blighted; wheat in Broach poor; opium in Baroda good; and late crops good in most districts. Harvesting progressing generally; probable outturn of cotton in Kaira eight, and in Broach ten annas, and of wheat in Kaira eleven annas. Fodder scarce in Khandesh, Nasik, and in parts of Kathiawar.

Bengal.—*For week ending 5th February, 1889.*—General rain is reported to have fallen over the whole of the Province except Orissa and parts of East Bengal, the fall being rather heavy in Behar and North Bengal. The rain has been generally very useful, but the hail, which fell in places in Behar and North Bengal, has caused some injury to the standing crops. The prospects of the *rabi* crops are now more hopeful all round, and tobacco and poppy promise well. *Boro* or spring rice is also progressing satisfactorily. Ploughing for the autumn crops has begun, and *cheena* and other millets are being sown. The sugarcane and potato harvests are proceeding, and are expected to yield fair returns. No marked fluctuation in the price of rice has been reported during the past fort-

night. Regarding the afflicted tracts in North Behar no further accounts have been received during the week, but the rain is expected to have improved matters. Distress in consequence of the floods, which occurred during last rainy season, is reported from certain parts of the Midnapore District.

N.-W. P. & Oudh.—*For week ending 6th February, 1889.*—Good rain fell during the week in all districts with hail here and there. *Rabi* prospects much improved. Poppy doing well. Sugarcane-pressing continues. Markets well supplied. Prices steady, but slightly falling in places. Condition of cattle good.

Punjab.—*For week ending 6th February, 1889.*—Rainfall general throughout the province. Prices unsettled in Delhi and Peshawar, falling in Jullundur, Ferozepore and Sialkot, rising in Rawalpindi, and stationary elsewhere. *Rabi* sowing over. More rain wanted in Hissar. The *rabi* crops have been generally improved by the recent fall of rain; prospects are now said to be good. Stock cattle are reported healthy. Fodder sufficient except in Hissar, Dera Ismail Khan and in parts of Rawalpindi. Poppy crops good in Amritsar.

Central Provinces.—*For week ending 6th February, 1889.*—Slight rain in Saugor. Prospects of winter crops continue unfavourable in northern districts. Wheat fading in Bilaspur for want of moisture and expected to yield eight annas in Raipur. Prospects elsewhere favourable. Cattle in fair condition.

Burma.—*For week ending 2nd February, 1889.*—Crop prospects continue favourable on the whole. The price of paddy has fallen in Tharrawaddy and Thôngwa, and has risen in Prome, Moulmein, Shwebo, Magwé and Pyinmana; elsewhere there is no change.

Assam.—*For week ending 6th February, 1889.*—Weather cool. Moderate rainfall in all districts has facilitated ploughing. Sowing of early rice, gathering of mustard and pressing of sugarcane are going on, and potatoes are being sown in the Khasi Hills.

Mysore and Coorg.—*For week ending 6th February, 1889.*—No rain in Mysore. Condition of crops and prospects good. Outturn of crops generally fair. Water-supply deficient in parts of the Mysore and Hassan districts. Prices risen in the Bangalore district, and fallen in the Tumkur district slightly.

Coffee crop for the most part picked in Coorg.

Berar and Hyderabad.—*For week ending 6th February, 1889.*—In Berar picking of cotton and harvesting of other *kharif* crops completed almost everywhere. Cutting of *rabi* crops now commenced. Cattle healthy. Fodder insufficient in some districts. Prices same as last week.

No rain in Hyderabad. *Rabi* crops thriving; transplanting of *tabi* crops begun; prices stationary.

Central India.—*For week ending 6th February, 1889.*—Slight rain in Bundelkund and hail in Jaora, which has damaged the crops there. Condition of standing crops in Bundelkund only average, but prices have fallen slightly during the week. Prices stationary in Neemuch.

Rajputana.—*For week ending 6th February, 1889.*—Good rain in Ajmere, Jeypore, and Ulwar. Slight in some other places. Agricultural operations and standing crops satisfactory. Agricultural stock good. Pasturage or fodder sufficient except in Marwar, Kherwara and Meywar. Prices steady except in Kherwára and Meywar. Opium satisfactory. Cotton fair.

Nepal.—*For week ending 31st January, 1889.*—Good rain fell during the week. Weather chilly. Prospects improved in the valley.

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The Gazette of India.

No. 7.] CALCUTTA, SATURDAY, FEBRUARY 16, 1889.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

REPORT ON THE OPERATIONS OF THE SAVINGS BANKS IN INDIA FOR THE YEAR 1887-88.

No. 765, dated Calcutta, the 9th February 1889.

ORDER—By the Government of India, Department of Finance and Commerce.

Read—

Report by the Comptroller and Auditor General, on the operations of the Savings Banks in India for the year 1887-88, and annexed statements.

Ordered that the report and the statements be published in the *Gazette of India* for general information.

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From—E. GAY, Esq., Comptroller and Auditor General,

To—The Secretary to the Government of India, Department of Finance and Commerce.

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2. Nothing special has occurred during the year in connection with these Banks. I enclose the usual statements, marked I to VII, the principal facts in which may be summarised as follows:—On the 31st March 1888 there were 6,152 Government Savings Banks in India, and they contained 3,32,176 accounts, which received from Government R22,38,609 in the shape of interest, and possessed balances aggregating R6,67,63,315. In addition to these balances Government held on behalf of the depositors Government Securities amounting

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to R4,55,800, not including the Government Promissory Notes for R3,73,200, which were purchased and made over to the depositors during the year. The following table distributes these figures among the several classes of Banks:—

Description of Banks.	Number of Banks.	Number of Depositors.	Interest earned.	Bank Balances.	Nominal value of Government Promissory Notes.
			R	R	R
Presidency, Calcutta .	1	10,881	97,732	27,58,527	16,600
Ditto, Madras .	1	3,461	26,667	7,86,317	1,000
Ditto, Bombay .	1	25,061	2,85,295	80,84,759	19,100
Railway . . .	12	12,848	74,299	23,07,953	12,400
Civil Engineers' . .	1	465	25,032	7,96,063	...
Military . . .	170	18,303	56,080	14,73,783	...
Post Office . . .	5,966	2,61,157	16,73,504	5,05,55,913	4,06,700

3. The net result of the year's operations is shown in the subjoined statement, from which it will be seen that the number of Post Office Banks has diminished, though the number of accounts and amount of balances have largely increased. This is due to the closing of Sub-Post Office Banks. It will also be observed that the average balance held by each depositor is considerably larger than last year in all except the Military Banks. The large proportionate increase in the balances of the Railway and Civil Engineers' Banks is to be expected, as they have not been opened many years and are really of the nature of a cumulative Provident Fund—

Names of Banks.	Number of Banks.		Number of Accounts.		Bank Balances.		Government Promissory Notes.		Average of Depositors' Balance.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
					R	R	R	R	R	R
Presidency, Calcutta .	...	...	...	274	82,562	...	500	...	23	...
Ditto Madras .	...	...	...	252	...	21,407	1,000	...	6	...
Ditto Bombay .	...	...	...	1,639	...	62,046	800	...	17	...
Railway . . .	...	...	680	...	4,24,048	...	8,200	...	25	...
Civil Engineers' .	...	...	85	...	3,06,204	...	...	...	422	...
Military . . .	4	...	2,152	...	64,241	...	...	...	...	18
Post Office . .	...	82	42,147	...	79,84,153	...	27,900	...	39	...

4. The investments by depositors in Government Promissory Notes continue to rise as indicated in Statement VI; and from Statement VII, which gives particulars by Provinces of Presidency and Post Office Savings Banks combined, it will be observed that the general growth of depositors' balances is spread over all the Provinces.

5. My Savings Banks' Ledgers have been agreed with the accounts kept by the Accountant General, Public Works Department, and the Examiners of the Accounts of the several State Railways. In my last report I referred to the embezzlements in the late District Savings Bank at Chittagong, and now it only remains to record that the matter has been settled in accordance with the orders of the Government of India in the Financial Department, No. 1166, dated 1st March 1888.

Statement I.

Number of Working Banks and of the Depositors therein on 31st March 1887-88.

Banks.	Number of Working Banks.		Number of Depositors.		Increased (+) or decreased (—) in number of depositors.	Average Number of Depositors per Bank.	
	1887.	1888.	1887.	1888.		1887.	1888.
Banks open to the Public—							
Presidency Banks—							
Calcutta . .	1	1	11,155	10,881	—274	...	...
Madras . .	1	1	3,713	3,461	—252	...	...
Bombay . .	1	1	26,700	25,061	—1,639	...	...
Post Office Banks .	6,048	5,966	219,010	261,157	+42,147	36	43
Total .	6,051	5,969	260,578	300,560	39,982	...	...
Service Institutions—							
State Railway Provident Institutions .	12	12	12,168	12,848	+680	1,014	1,070
Civil Engineers' Provident Fund . .	1	1	380	465	+85	...	...
Military Banks . .	166	170	16,151	18,303	+2,152	97	107
Total .	179	183	28,699	31,616	+2,917	...	...
Grand Total .	6,230	6,152	289,277	332,176	42,899	...	...

Number of Depositors in the several classes of Banks from 1877-78 to 1887-88.

Banks.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.
Banks open to the Public—											
Presidency Banks—											
Calcutta . .	12,008	12,320	9,926	10,283	11,063	11,850	11,912	12,016	11,546	11,155	10,881
Madras . .	11,472	11,740	12,344	13,737	15,187	10,997	10,826	11,120	10,126	3,713	3,461
Bombay . .	29,852	30,761	32,751	37,186	42,206	43,145	46,120	48,535	48,428	26,700	25,061
Post Office Banks .	...	...	...	...	...	39,121	84,848	122,599	155,009	219,010	261,157
Service Institutions—											
State Railway Provident Institutions	...	..	568	4,720	6,331	6,956	6,625	8,972	11,638	12,168	12,848
Civil Engineers' Provident Fund .	...	...	...	...	...	...	...	233	313	380	465
Military Banks .	17,932	16,644	20,717	17,260	18,161	13,557	20,447	16,100	15,518	16,151	18,303
Total .	71,264	71,465	76,306	83,186	92,948	125,626	180,778	219,575	252,578	289,277	332,176

Statement II.

Deposits (including Interest) Withdrawals, and Balances in the several classes of Savings Banks from 1857-58 to 1887-88 (in thousands of Rupees) as entered in the Finance and Revenue Accounts.

Years.	Deposits.									Withdrawals.									Balances.								
	Presidency Banks.			District Banks.	Post Office Banks.	State Railway Provident Institutions.	Civil Engineers' Provident Fund.	Military Banks.	Total.	Presidency Banks.			District Banks.	Post Office Banks.	State Railway Provident Institutions.	Civil Engineers' Provident Fund.	Military Banks.	Total.	Presidency Banks.			District Banks.	Post Office Banks.	State Railway Provident Institutions.	Civil Engineers' Provident Fund.	Military Banks.	Total.
	Calcutta.	Madras.	Bombay.							Calcutta.	Madras.	Bombay.							Calcutta.	Madras.	Bombay.						
1857-58	12,01	5,45	5,38	...	...	...	...	...	22,84	8,18	4,12	3,67	...	...	...	...	...	15,97	16,05	9,39	13,54	...	...	..	...	...	38,98
1858-59	24,92	8,61	11,34	...	...	...	...	...	44,87	17,23	5,68	4,92	...	...	...	...	...	27,83	23,74	12,32	19,96	...	...	...	...	...	56,02
1859-60	8,15	8,75	11,05	...	...	...	...	11,04	38,99	25,11	7,71	11,83	...	...	...	...	15,62	60,27	6,78	13,36	19,18	...	...	...	...	17,72*a*	57,04*a*
1860-61	8,19	7,52	69	...	...	...	...	16,36	32,76	6,40	8,69	3,64	...	...	...	...	12,46	31,19	8,57	12,19	16,23	...	...	...	...	25,38*a*	62,57*a*
1861-62	7,00	7,01	5,73	...	...	...	...	13,71	33,45	7,02	6,82	5,27	...	...	...	...	15,80	34,91	8,55	12,38	16,69	...	...	...	...	23,29	60,91
1862-63	8,26	6,25	2,25	...	...	...	...	15,79	32,55	6,74	5,97	...	...	...	...	...	15,11	27,82	10,07	12,66	18,94	...	...	...	...	23,97	65,64
1863-64	7,27	4,34	...	...	...	...	...	13,14	24,75	8,09	4,87	93	...	...	...	...	12,29	26,18	9,25	12,13	18,01	...	...	...	...	24,82	64,21
1864-65	6,85	4,36	7,25	...	...	...	...	15,17	33,63	7,19	4,91	6,59	...	...	...	...	17,54	36,23	8,91	11,58	18,67	...	...	...	...	22,45	61,61
1865-66	8,21	5,02	9,02	...	...	...	..	15,79	38,04	7,61	4,20	6,36	...	...	...	...	18,10	36,27	9,51	12,10	21,33	...	...	...	...	20,14	63,38
1866-67	11,20	6,18	14,35	..	...	...	...	12,71	44,44	8,83	4,76	5,8[illegible]	...	...	...	...	14,35	33,78	11,88	13,82	29,84	...	...	...	...	18,50	74,04
1867-68	15,58	7,40	13,21	...	...	...	...	18,72	54,91	10,70	5,58	8,12	...	...	...	...	16,33	40,73	16,76	15,64	34,93	...	...	...	...	20,89	88,22
1868-69	21,92	8,96	14,97	...	...	...	...	18,51	64,36	14,65	6,82	11,51	...	...	...	...	18,47	51,45	24,03	17,78	38,39	...	...	...	...	20,93	1,01,13
1869-70	22,95	9,58	16,89	...	...	...	...	17,08	66,50	20,40	8,63	12,85	...	...	...	...	17,65	59,53	26,58	18,73	42,43	...	...	...	...	20,36	1,08,10
1870-71	22,39	9,02	19,79	1,76	...	...	...	14,45	67,41	19,82	8,94	13,96	28	...	...	...	17,51	60,51	29,15	18,81	48,26	1,48	...	...	...	17,30	1,15,00
1871-72	24,01	10,41	21,74	4,22	...	...	...	14,66	75,04	21,48	8,13	15,21	1,62	...	...	...	13,46	59,90	31,68	21,09	54,79	4,08	...	...	...	18,50	1,30,14
1872-73	27,61	10,91	28,90	5,95	...	...	...	16,53	89,90	23,28	9,20	16,44	2,60	...	...	...	14,24	65,76	36,01	22,80	67,25	7,43	...	...	...	20,79	1,54,28
1873-74	25,97	13,07	54,20	7,99	...	...	...	16,50	1,17,73	27,88	12,81	32,38	3,90	...	...	...	14,89	91,86	34,10	23,06	89,07	11,52	...	...	...	22,40	1,80,15
1874-75	13,30	9,23	22,32	10,33	...	...	...	17,91	73,09	17,43	9,62	22,79	5,51	...	...	...	16,75	72,10	29,97	22,67	88,60	16,34	...	...	...	23,56	1,81,14
1875-76	12,45	8,69	23,23	10,95	...	...	...	18,43	73,75	14,51	7,93	17,97	6,54	...	...	...	18,39	65,34	27,91	23,43	93,86	20,75	...	...	...	23,60	1,89,55
1876-77	12,29	8,93	21,87	11,27	...	...	...	17,43	71,79	13,56	8,80	19,70	7,85	...	...	...	17,81	67,72	26,64	23,56	96,03	24,17	...	...	...	23,22	1,93,62
1877-78	11,48	9,04	19,02	14,98	...	...	...	18,04	72,56	12,55	8,22	23,72	11,44	...	...	...	17,71	73,64	25,57	24,38	91,33	27,71	...	...	...	23,55	1,92,54
1878-79	10,70	8,90	16,67	13,68	...	...	..	17,84	67,79	11,61	10,39	19,40	9,28	...	...	...	18,41	69,09	24,66	22,89	88,60	32,11	...	...	...	22,98	1,91,24
1879-80	15,99	10,73	29,38	21,78	...	8	...	21,66	99,62	12,38	8,73	11,27	10,26	...	5	...	19,88	62,57	28,27	24,89	1,06,71	43,63	...	3	...	24,76	2,28,29
1880-81	24,79	18,70	70,06	59,38	...	3,16	...	28,39	2,04,48	17,74	11,46	21,66	32,66	...	67	...	27,21	1,11,40	35,32	32,13	1,55,11	70,35	...	2,52	...	25,94	3,21,37
1881-82	20,48	14,62	62,04	39,71	...	4,83	...	22,71	1,64,39	21,06	13,95	53,48	37,44	...	2,28	...	30,28	1,58,49	34,74	32,80	1,63,67	72,62	...	5,07	...	18,37	3,27,27
1882-83	19,23	10,89	54,21	36,02	44,00	4,53	...	17,35	1,86,73	20,72	14,34	44,12	35,34	16,03	2,42	...	18,89	1,51,86	33,25	29,35	1,73,76	73,30	27,97	7,18	...	16,83	3,61,64
1883-84	17,16	11,66	55,16	34,00	1,05,45	5,72	...	16,39	2,45,54	20,97	12,79	58,13	34,58	58,42	2,78	...	18,92	2,06,59	29,44	28,22	1,70,79	72,72	75,00	10,12	...	14,30	4,00,59
1884-85	16,82	11,43	53,41	35,04	1,69,31	10,62	72	11,86	3,09,21	17,50	12,10	49,92	32,45	1,10,07	7,55	...	11,50	2,41,09	28,76	27,55	1,74,28	75,31	1,34,24	13,19	72	14,66	4,68,71
1885-86	15,73	10,22	49,94	28,13	2,49,86	9,36	2,22	11,76	3,77,22	16,47	11,59	60,12	73,92	1,58,71	4,42	3	12,55	3,37,81	28,02	26,18	1,64,10	29,52	2,25,39	18,13	2,91	13,87	5,08,12
1886-87	13,05	3,67	28,10	67	4,58,67	13,27	2,33	13,17	5,32,93	14,31	21,77	1,10,73	30,20	2,58,66	12,56	34	12,96	4,61,53	26,76	8,08	81,47	—1	4,25,40	18,84	4,90	14,08	5,79,52
1887-88	13,77	3,06	26,52	56	3,93,82	9,85	3,43	14,47	4,65,48	12,95	3,27	27,14	55	3,13,75	5,61	37	13,81	3,77,45	27,58	7,87	80,85	...	5,05,47	23,08	7,96	14,74	6,67,55

(*a*) Include balances transferred from War Office.

Statement III.

Classification of Depositors in the Presidency and Post Office Banks, State Railway Provident Institutions and Civil Engineers' Provident Fund, according to their Professions on 31st March 1888.

	Class I, Professional.		Class II, Domestic.	Class III, Commercial.	Class IV, Agricultural.	Class V, Industrial.	Class VI, Indefinite or Non-productive.	Total.
	A Having fixed Incomes.	B Having variable Incomes.						
Banks open to the Public.								
Presidency Banks	14,335	1,762	2,244	2,152	87	1,734	17,089	39,403
Post Office Banks	96,481	21,127	30,550	10,188	2,895	6,149	93,767	261,157
Service Institutions.								
State Railway Provident Institutions	8,989	...	3,859	...	...	...	...	12,848
Civil Engineers' Provident Fund	465	...	...	...	...	...	...	465
Military Banks	...	...	18,303	...	...	...	...	18,303
Total 1887-88	120,270	22,889	54,956	12,340	2,982	7,883	110,856	332,176
Total 1886-87	105,823	19,099	46,161	11,436	2,521	7,199	97,038	289,277
Increase in 1887-88	14,447	3,790	8,795	904	461	684	13,818	42,899
Percentage of each class in—								
Presidency Banks	36·3	4·4	5·6	5·4	·22	4·4	43·3	100
Post Office Banks	36·9	8·08	11·6	3·9	1·1	2·3	35·9	100
State Railway Provident Institutions	6·99	...	30·03	...	...	...	...	100
Civil Engineers' Provident Fund	100	...	...	...	...	...	...	100
Military Banks	...	...	100	...	...	...	...	100

Statement IV.

Interest earned during 1886-87 and 1887-88 and the Balances held at the close of each year.

	Interest earned in		Increase (+) or Decrease (—).	Balance held at close of		Increase (+) or Decrease (—).	Average Balance in each Bank.		Average Balance at credit of each Depositor.	
	1886-87.	1887-88.		1886-87.	1887-88.		1886-87.	1887-88.	1886-87.	1887-88.
	R	R	R	R	R	R	R	R	R	R
BANKS OPEN TO THE PUBLIC—										
Presidency Banks—										
Calcutta	97,562	97,732	+170	26,75,965	27,58,527	+82,562	26,75,965	27,58,527	230	253
Madras	28,291	26,667	—1,624	8,07,724	7,86,317	—21,407	8,07,724	7,85,317	218	224
Bombay	2,91,181	2,85,295	—5,886	81,46,805	80,84,759	—62,046	81,46,805	80,84,759	305	322
TOTAL	4,17,034	4,09,694	—7,340	1,16,30,494	1,16,29,603	—891	...	...	...	...
Post Office Banks	14,14,644	16,73,504	+2,58,860	4,25,71,760	5,05,55,913	+79,84,153	7,039	8,474	154	193
SERVICE INSTITUTIONS—										
State Railway Provident Institutions	62,824	74,299	+11,475	18,83,905	23,07,953	+4,24,048	1,56,942	1,92,329	154	179
Civil Engineers' Provident Fund	15,127	25,032	+9,905	4,89,859	7,96,063	+3,06,204	4,89,859	7,96,063	1,289	1,711
Military Banks—										
Bengal	35,005	34,624	—381	8,99,768	9,62,849	+63,081	9,088	9,258	71	65
Madras	11,776	11,590	—186	2,90,949	2,77,254	—13,695	7,273	7,701	139	134
Bombay	11,258	9,866	—1,392	2,18,825	2,33,680	+14,855	8,104	7,789	148	141
TOTAL	58,039	56,080	—1,959	14,09,542	14,73,783	+64,241	...	...	...	...
GRAND TOTAL	19,67,668	22,38,609	+2,70,941	5,79,85,560	6,67,63,315	87,77,755	...	...	...	...

Statement V.

Interest earned and Balances held by Native and by European and Eurasian Depositors respectively, as recorded in the Savings Banks Ledgers.

	Native Depositors, including Accounts of Local Institutions.						European and Eurasian Depositors including Accounts of Local Institutions.					
	Number of Accounts.		Amount of Interest earned.		Balance. (a)		Number of Accounts.		Amount of Interest earned.		Balance. (a)	
	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.
			R	R	R	R			R	R	R	R
BANKS OPEN TO THE PUBLIC—												
Presidency Banks—												
Calcutta	7,775	7,739	53,708	55,409	14,97,481	16,14,467	3,380	3,142	41,835	39,976	11,78,484	11,44,060
Madras	2,310	2,244	13,490	13,523	3,88,320	3,98,610	1,403	1,217	13,581	12,308	3,85,216	3,49,575
Bombay	20,463	19,027	2,06,889	2,00,976	57,01,096	56,45,999	6,237	6,034	84,292	84,319	23,59,878	23,66,023
Post Office Banks	1,90,227	2,27,865	11,54,979	13,91,239	3,51,49,770	4,22,32,521	28,783	33,292	2,59,665	2,82,265	73,69,575	82,55,836
SERVICE INSTITUTIONS—												
State Railway Provident Institutions	9,279	9,433	30,987	34,024	8,91,442	11,01,124	2,889	3,415	31,836	40,275	9,83,078	11,95,377
Civil Engineers' Provident Fund	30	36	1,032	1,656	33 639	51,989	350	429	14,095	23,376	4,56,220	7,44,073
Military Banks—												
Bengal	...	...	...	...	...	...	12,591	14,593	35,005	34,624	8,99,768	9,62,849
Madras	...	...	...	...	...	...	2,091	2,060	11,776	11,590	2,90,949	2,77,254
Bombay	...	...	...	...	...	...	1,469	1,650	11,258	9,866	2,18,825	2,33,680
TOTAL	2,30,084	2,66,344	14,61,085	16,96,827	4,36,61,748	5,10,44,710	59,193	65,832	5,03,343	5,38,599	1,41,41,993	1,55,28,727

(a) Exclusive of Dead Accounts transferred from Savings Bank Ledgers.

Statement VI.

Government Promissory Notes purchased, received, and sold or returned on account of Savings Banks Depositors.

	Notes purchased for Depositors.						Notes received from Depositors.						Notes sold or returned.						Notes remaining in custody of Controller-General and Accountant General, Bombay.						
	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87	1887-88.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.
Banks open to the Public—																									
Presidency Banks—																									
Calcutta	...	...	...	...	...	28,900	3,500	1,000	7,600	2,000	2,500	500	7,000	3,500	7,500	2,000	...	28,900	19,500	16,000	13,500	13,600	13,600	16,100	16,600
Madras	...	4,500	500	1,000	500	1,000	...	...	...	...	...	...	...	4,500	500	1,000	500	...	...	...	...	...	...	...	1,000(a)
Bombay	78,100	94,500	58,500	73,200	13,500	12,300	500	4,000	3,000	8,000	3,500	2,000	75,500	86,500	58,000	73,700	30,000	13,500	5,200	8,300	20,300	23,800	31,300	18,300	(b) 19,100
Post Office Banks	8,800	1,78,800	2,94,600	3,59,400	4,40,600	3,33,300	...	16,500	46,500	1,34,200	88,900	14,400	8,000	1,57,000	2,48,900	3,42,600	4,33,000	3,19,800	...	800	39,100	1,31,300	2,82,300	3,78,800	4,06,700
Service Institutions—																									
State Railway Provident Institutions	4,000	23,800	6,200	1,000	5,500	19,200	...	...	...	...	...	...	3,500	20,300	5,500	3,000	4,000	11,000	...	500	4,000	4,700	2,700	4,200	12,400
Total	90,900	3,01,600	3,59,800	4,34,600	4,60,100	3,94,700	4,000	21,500	57,100	1,44,200	94,900	16,900	94,000	2,71,800	3,20,400	4,22,300	4,67,500	3,73,200	24,700	25,600	76,900	1,73,400	3,29,900	4,17,400	4,55,800

(a) In custody of the Secretary, Presidency Bank.
(b) R16,600 do. do. do.

Statement VII.

Particulars by Provinces of Presidency and Post Office Savings Banks combined on 31st March 1888.

	Classification of Depositors.								Interest earned in		Balance held at close of	
	Class I, Professional.											
	A Having fixed Incomes.	B Having variable Incomes.	Class II, Domestic.	Class III, Commercial.	Class IV, Agricultural.	Class V, Industrial.	Class VI, Indefinite or Non-productive.	Total.	1886-87.	1887-88.	1886-87.	1887-88.
									R	R	R	R
India	4,941	781	2,315	294	26	430	4,273	13,060	96,577	1,13,750	29,46,845	34,32,268
Central Provinces	3,279	368	921	226	39	68	2,129	6,930	37,489	42,848	11,24,642	13,09,916
Burma	2,248	354	3,213	163	25	468	1,363	7,834	24,962	37,247	8,94,944	14,35,603
Assam	2,254	339	1,444	152	74	158	1,927	6,368	28,553	32,527	8,74,582	10,24,485
Bengal	33,326	[illegible]	5,094	2,813	954	1,538	36,307	88,619	3,92,091	4,57,645	1,17,48,232	1,41,49,850
North-Western Provinces and Oudh	11,443	[illegible]	5,771	898	340	632	8,862	31,126	1,64,148	1,89,952	49,28,402	56,68,051
Punjab	6,511	[illegible]	3,472	437	117	275	4,865	16,700	1,25,783	1,44,808	37,73,187	43,19,490
Berar	1,271	109	435	117	49	31	1,045	3,057	17,758	20,271	5,50,052	6,12,424
Madras	17,347	[illegible]	4,402	2,297	849	1,465	13,198	42,887	1,77,698	1,99,062	53,41,111	59,41,370
Bombay	28,196	[illegible]	5,727	4,943	509	2,818	36,887	83,979	7,66,619	8,45,088	2,19,67,841	2,42,24,504
Post Office Dead Accounts	...	...	...	...	...	...	...	...	...	...	52,416	67,555
Total	110,816	[illegible]	32,794	12,340	2,082	7,883	110,856	300,560	18,31,678	20,83,198	5,42,92,254	6,21,85,516

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE SECOND-QUARTER OF 1888.

No. 0191 R. T., dated Calcutta, the 24th January 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Public Works Department Resolution No. 1244 R. T., dated the 7th November 1883.
" " " " " 39 R. T., dated the 13th January 1885.
" " " " " 1155 R. T., dated the 15th December 1885.
" " " " " 1213 R. T., dated the 24th November 1886.
" " " " " 1531 R. T., dated the 30th December 1887.
" " " " " 0102 R. T., dated the 28th December 1888.

Read also—

Director General of Railways' No. 334 (Statistical), dated the 26th December 1888, forwarding the Abstract Returns of Accidents to Trains, &c., on the open lines of Railways in India for the quarter ending 30th June 1888.

OBSERVATIONS.—As compared with the average of the five corresponding previous quarters, the number of accidents to trains, rolling-stock, permanent-way, &c., shows an increase of 125, or 12·65 per cent., with an increase of 2,685 miles, or 23·14 per cent., in the mean mileage open, and of 1,830,388 miles, or 14·74 per cent., in the train mileage. The following are the Railways on which the more important fluctuations occurred :—

Railways.	Accidents.					Train mileage.	
	Number of accidents.	Increase.	Decrease.	Percentage of Increase.	Percentage of Decrease.	Percentage of Increase.	Percentage of Decrease.
Rajputana-Malwa	140	...	15	...	9·68	13·79	...
Bengal Nagpur	40	22	...	122·22	...	37·94	...
Southern Mahratta	134	110	...	458·33	...	167·76	...
North-Western	120	...	76	...	38·78	26·06	...
South Indian	105	33	...	45·83	...	23·08	...
Great Indian Peninsula	37	...	69	...	65·09	12·09	...
Bombay, Baroda and Central India	51	12	...	30·77	...	0·37	...
Oudh and Rohilkhand	61	14	...	29·79	...	18·23	...
Bengal and North-Western	39	27	...	225·00	...	93·49	...
Dibru-Sadiya	36	...*	...	...*	...	...*	...
The Nizam's	23	12	...	109·09	...	14·73	...

* Returns not received prior to 1886.

2. On the Rajputana-Malwa Railway the number of accidents from "Trains running over cattle on the line" decreased from 100 to 71, while under "Failure of axles" there was an increase from 5 to 15.

3. The increase on the Bengal-Nagpur Railway mainly occurred under "Trains running over cattle on the line," "Trains running over obstructions on the line," and "Fire in trains," the number of accidents recorded under these heads being 18 against 7, 5 against *nil*, and 7 against 1, respectively.

4. On the Southern Mahratta Railway the total number of accidents rose from 24 to 134, due to increased train-mileage consequent on the opening since 1884 of the whole of the line and of the Bellary-Kistna Railway (849¾ miles in all), the line not having been open in 1883, and only 40½ miles in the corresponding quarter of 1884. Of the total number 91 appears under "Trains running over cattle, &c.," and 15 under "Fire in trains." With one or two exceptions, the cattle accidents occurred on the unfenced portions of the line.

5. Of the decrease of 76 accidents on the North-Western Railway, 14 took place under "Trains running over cattle, &c.," 11 under each of the heads "The bursting of tubes, &c., of engines" and "The failure of machinery, springs, &c., of engines," and 23 under "Fire in trains."

6. On the South Indian Railway fluctuations are noticed chiefly under "Trains running over cattle on the line," 60 against 51, and "Failure of machinery, springs, &c., of engines," 10 against 1. The increase was partly due to the working of the Cuddapah-Nellore State Railway.

7. On the Great Indian Peninsula Railway there was a decrease of 20 accidents under "Trains running over cattle on the line" and "Fires in trains," respectively. It is also satisfactory to notice that there was not a single case of "Goods trains, or parts of goods trains, engines, &c., leaving the rails," whereas 12 accidents of this description occurred on an average during the corresponding periods of five previous years.

8. On the Bombay, Baroda and Central India and Oudh and Rohilkhand Railways the increase mainly appears in the number of accidents classed as "Other accidents," which on the former was 40 against 21, and on the latter 7 against *nil*.

9. On the Nizam's Railway the number of cattle accidents rose from 2 to 15.

10. The total number of accidents on the East Indian Railway does not exhibit any noticeable variation, being 57 against 61; but under "Trains running over cattle on the line," there appears to have been a decrease of 15 accidents.

11. The increase on the Bengal and North-Western Railway was partly due to increased mileage worked. Under "Goods trains, or parts of goods trains, engines, &c., leaving the rails," and "Trains running over cattle on the line," the number of accidents mainly rose, being 19 against 4 and 14 against 5, respectively. The line was not fenced in those places where the cattle accidents occurred.

12. On the whole Indian Railway System, the casualties resulting from accidents to trains, &c., were as follows:—among passengers and others, 4 injured against 2 killed and 13 injured, and among servants, 2 killed and 7 injured against 3 killed and 16 injured. Of the casualties to servants, 1 gangman was killed and 3 injured on the Jodhpur Railway by a low-sided truck, blown away by a storm, striking against them whilst working on the line.

13. The following table exhibits the number of accidents under the different classes, due to accidents to trains, rolling stock, Permanent-way, &c., and the number of persons killed and injured thereby (*vide Table 4*) :—

		Average of corresponding quarters of five previous years.	Second quarter, 1888.					Total all classes.	
			No.	Number of passengers and others.		Number of servants.			
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Collisions between passenger trains, or parts of passenger trains	1	2	...	...	...	...	...	...
2	Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	15	13	...	...	...	2	...	2
3	Collisions between goods trains, or parts of goods trains	24	15	...	2	1	1	1	3
4	Collisions between light engines	3	2	...	...	...	...	...	...
5	Passenger trains, or parts of passenger trains, leaving the rails	20	25	...	...	...	...	...	...
6	Goods trains, or parts of goods trains, engines, &c., leaving the rails	76	105	...	...	...	...	...	...
7	Trains or engines travelling in the wrong direction through points	14	10	...	...	..	...	..	...
8	Trains running into stations or sidings at too high a speed	4	4	...	...	...	...	...	...
9	Trains running over cattle on the line	454	518	...	...	...	...	...	...
10	Ditto over obstructions on the line	26	42	...	1	...	...	...	1
11	Ditto through gates at level crossings	16	13	...	...	...	1	...	1
12	The bursting of boilers of engines	21	1	...	...	...	...	...	...
12a	The bursting of tubes, &c., of engines		14	...	...	...	...	...	...
13	The failure of machinery, springs, &c., of engines	55	68	...	...	...	...	...	...
14	The failure of tyres	3	2	...	...	...	...	...	...
15	Ditto of wheels	7	...	...	...	...	...	...	...
16	Ditto of axles	12	24	...	1	...	...	...	1
17	Ditto of brake apparatus	...	1	...	...	...	...	...	...
18	Ditto of couplings	35	44	...	...	...	...	...	...
19	Ditto of tunnels, bridges, viaducts, culverts, &c.	...	1	...	...	...	...	...	...
20	Broken rails	5	9	...	...	...	...	...	...
21	The flooding of portions of permanent-way	8	18	...	...	...	...	...	...
22	Slips in cuttings or embankments	8	3	...	...	...	...	...	...
23	Fire in trains	98	71	...	...	...	...	...	...
24	Fire at stations, or involving injury to bridges or viaducts	16	21	...	...	...	...	...	...
25	Other accidents	67	87	...	...	1	3	1	3
	1888	...	1,113	...	4	2	7	2	11
	Total — Average of corresponding quarters of five previous years	...	988	2	13	3	16	5	29

14. The principal variations occurred under "Goods trains, or parts of goods trains, engines, &c., leaving the rails," 105 against 76; "Trains running over cattle on the line," 518 against 454; "Trains running over obstructions on the line," 42 against 26; "Failure of machinery, springs, &c., of engines," 68 against 55; "Failure of axles," 24 against 12; "Flooding of portions of permanent-way," 18 against 8; "Fire in trains," 71 against 98; and "Other accidents," 87 against 67.

15. The increase under "Goods trains, or parts of goods trains, engines, &c., leaving the rails," was principally due to the number of accidents returned by the Madras Railway being 16 against 5, and by the Bengal and North-Western Railway 19 against 4.

16. The cattle accidents were very numerous on the Southern Mahratta, Rajputana-Malwa, Eastern Bengal, South Indian, Oudh and Rohilkhand, and North Western Railways, being 91, 71, 68, 60, 40, and 39, respectively. As compared with the average of the corresponding quarters of five previous years, there was, as already noticed, a decrease of 29 accidents on the Rajputana-Malwa Railway, and of 14 on the North Western Railway.

17. Of the 68 cases of "Failure of machinery, springs, &c., of engines," 12 occurred on the North-Western Railway, 10 on the South Indian, and 8 on the Rajputana-Malwa.

18. The axles failed in 24 instances, of which 15 were on the Rajputana-Malwa Railway alone.

19. The cases of "Failure of couplings" chiefly occurred on the Rajputana-Malwa, North Western, and Dibru-Sadiya Railways, the number recorded being 12, 9 and 7, respectively, out of a total of 44.

20. The number of cases of "The flooding of permanent-way" was the largest on the Jodhpur Railway, *viz.*, 8 out of a total of 18.

21. The decrease under "Fire in trains" mainly took place on the North-Western and Great Indian Peninsula Railways, the former returning 14 against 37, and the latter 9 against 29 accidents.

22. Out of 87 accidents classified as "Other accidents," 40 were recorded on the Bombay, Baroda and Central India Railway.

23. The casualties to passengers from causes other than accidents to trains, &c., (*vide table 2*) were—

Cause of accident.	Second Quarter, 1888.		Average of corresponding quarters of five previous years.	
	Killed.	Injured.	Killed.	Injured.
From falling between carriages and platforms	1	2	2	2
Falling on to the platform, ballast, &c., when getting into or out of trains	2	1	1	3
Whilst crossing the line at stations	...	1	1	1
By closing of carriage doors	...	...	...	1
Falling out of carriages during the travelling of trains	2	16	4	22
Other accidents	4	1	...	6
Total	9	21	8	35

24. The accidents to servants in the employ of railways or of contractors whilst performing duties connected directly with the transit of passengers and

goods, from causes other than accidents to trains, &c., were as follows, *vide Table 2*:—

Cause of accident.	Second Quarter, 1888.		Average of corresponding quarters of five previous years.	
	Killed.	Injured.	Killed.	Injured.
During shunting operations	3	17	6	11
Falling of engines, vans, wagons, &c.	2	15	4	14
Coming in contact with overbridges, &c., during the travelling of trains	...	1	...	2
Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines	1	1	...	...
Getting on or off trains, engines, &c.	3	9	3	14
Whilst loading, unloading, or sheeting	3	16	2	16
Whilst braking, spragging, or choking wheels	2	2	...	1
Whilst working at cranes or capstans	1	6	1	1
Whilst working on the permanent-way or in sidings	...	4	2	4
Whilst walking along the line on the way home, or to work	1	2	1	1
Whilst walking, crossing, or standing on the line	11	11	10	7
Whilst passing between vehicles	1	1	1	1
Whilst attending to the machinery of engines, cleaning them, &c.	1	2	...	3
Whilst attending to gates at level-crossings	3	2	1	1
Falling, or being caught, between vehicles and platforms	3	1	1	2
Falling off ladders, scaffolds, platforms, &c.	1	7	...	3
By the falling of lamps, wagon doors, timber, weights, &c.	2	13	...	3
Whilst coupling or uncoupling wagons	2	8	2	8
Miscellaneous	8	35	4	31
Total	48	153	38	123

25. Of other persons killed and injured by running trains, &c., 3 were killed and 2 injured whilst passing over the line at level crossings; 62 killed and 22 injured whilst trespassing on the line; 9 committed suicide; and 3 were killed and 4 injured from miscellaneous causes.

26. The following table shows the total number of persons killed and injured from all causes on the whole Indian Railway System as compared with the average of the corresponding quarters of five previous years, *vide Table 1*:—

Cause of accident.	Second Quarter, 1888.		Average of corresponding quarters of five previous years.	
	Killed.	Injured.	Killed.	Injured.
Passengers.				
From causes beyond their own control	...	3	1	14
From misconduct or want of caution	9	22	8	32
Servants.				
From causes beyond their own control	7	19	6	22
From misconduct or want of caution	43	141	36	116
Others.				
Whilst passing at level-crossings	3	2	1	2
Trespassers, including suicides	71	22	43	9
Other persons	3	4	5	3
Total	136	213	100	198
Total mean mileage open	14,287¾		11,602¾	
Total train mileage	14,243,047		12,412,659	

27. In addition to the above, 14 persons are reported to have been killed and 15 injured in station yards, workshops, &c., and 135 persons to have died in carriages and at stations from causes unconnected with the working of trains.

RESOLUTION.—It is noticed that in cases of "Goods trains, or parts of goods trains, engines, &c., leaving the rails," the increased number was due principally to the larger number of such accidents on the Madras Railway and on the Bengal and North-Western Railway, the number being, respectively, 16 and 19 against 5 and 4, the averages of the corresponding quarters of the five previous years. Of 24 cases of "Failure of axles" during the quarter, 15 occurred on the Rajputana-Malwa Railway; and out of a total of 44 cases of "Failure of couplings," 12 are recorded against that Railway. The attention of the officers concerned should be invited to these increases.

2. On the North-Western Railway it is satisfactory to observe that there was a decrease of 11 accidents in "Failure of machinery, springs, &c., of engines" as compared with the average of the five corresponding previous quarters, and that the total number of accidents for the quarter decreased by 38·78 per cent. with an increased train mileage of 26·06 per cent. The Government of India also notice with satisfaction the large decrease in the number of accidents on the Great Indian Peninsula Railway.

ORDER.—Ordered, that this Resolution, with the Abstract Returns, be communicated for information to the Local Governments, Administrations and Officers noted in the margin.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, and Assam.
The Resident at Hyderabad.
The Agents to the Governor General for Rajputana, Central India, and Baluchistan.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Central Division.

Ordered also, that copies be forwarded for the information of Her Majesty's Government.

Ordered further, that this Resolution, with the Abstract Returns, be published in the Supplement to the *Gazette of India*.

By order,

M. C. BRACKENBURY, *Major, R.E.,*
Under Secretary.

Documents accompanying.

Abstract Returns of Accidents on Indian Railways for the second quarter of 1888.

TABLE No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported during the SECOND QUARTER of 1888 as KILLED or INJURED on the several RAILWAYS open for Traffic in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former Classes, between ACCIDENTS happening from causes beyond their own control, and ACCIDENTS happening otherwise.

Mean Mileage open.	RAILWAYS.		PASSENGERS. From causes beyond their own control. Killed.	Injured.	From their own misconduct or want of caution. Killed.	Injured.	TOTAL. Killed.	Injured.	RAILWAY SERVANTS, OR SERVANTS OF CONTRACTORS. From causes beyond their own control. Killed.	Injured.	From their own misconduct or want of caution. Killed.	Injured.	TOTAL. Killed.	Injured.	OTHER PERSONS. Whilst passing over Railways at Level-crossings. Killed.	Injured.	Trespassers and Suicides. Killed.	Injured.	Miscellaneous not included in preceding columns. Killed.	Injured.	TOTAL. Killed.	Injured.	TOTAL ALL CLASSES. Killed.	Injured.
	STATE IMPERIAL.																							
(a) 1,686¼	East Indian	Average for 5 corresponding previous quarters	...	3	3	8	3	11	2	6	9	24	11	30	1	1	16	1	2	1	19	3	33	44
(b) 1,680		1888	...	...	2	4	2	4	4	13	2	25	6	38	2	...	14	...	...	...	16	...	24	42
(c) 1,559¾	Rajputana-Malwa	Average for 5 corresponding previous quarters	...	...	1	4	1	4	...	2	2	13	2	15	...	...	4	1	...	...	4	1	7	20
(d) 1,685¼		1888	...	1	...	2	...	3	...	1	4	5	4	6	...	...	12	2	1	...	13	2	17	1[illegible]
(e) 156½	Bengal-Nágpur	Average for 5 corresponding previous quarters	...	1	...	...	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	2
186		1888	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
118½	Mysore	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...
139¾		1888	...	...	...	...	...	...	...	...	...	2	..	2	...	...	...	...	...	...	...	...	...	2
240½	Southern Mahratta	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	1	2	1	2	...	...	...	...	...	...	...	...	1	2
(f) 849¾		1888	...	...	...	1	...	1	...	...	1	7	1	7	...	...	5	2	...	...	5	2	6	10
...*	Indian Midland	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...*
136¼		1888	...	...	...	...	...	...	...	...	...	...	...	...		...	1	...	...	1	1	1	1	1
(g) 1,722¼	North-Western	Average for 5 corresponding previous quarters	...	2	2	8	2	10	4	6	4	15	8	21	...	1	6	1	1	1	7	3	17	34
2,440		1888	...	...	...	4	...	4	...	...	4	9	4	9	...	...	14	4	1	2	15	6	19	19
45	Wardha Coal	Average for 5 corresponding previous quarters	...	1	...	...	...	1	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	1
45		1888	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL.																							
16½	Lucknow-Sitapur-Sihrámau	Average for 5 corresponding previous quarters	...	1	...	...	...	1	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	1
105		1888	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...
(h) 663	Eastern Bengal Railways	Average for 5 corresponding previous quarters	1	2	...	2	1	4	...	2	2	7	2	9	...	...	4	1	...	...	4	1	7	14
797		1888	...	2	1	...	1	2	...	...	5	9	5	9	...	...	4	4	...	...	4	4	10	15
27¼	Nalháti	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27¼		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
216	Tirhoot	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	1	...	1	...	...	1	...	...	...	1	...	1	1
259		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	2	...	...	1	2	1	2
255¼	Burma	Average for 5 corresponding previous quarters	...	...	...	1	...	1	...	1	1	2	1	3	...	...	...	1	...	...	...	1	1	5
[illegible]		1888	...	...	...	...	...	...	...	1	...	5	1	6	...	...	4	2	...	...	4	2	5	10
16¾	Jorhát	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
80½		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...
1½	Cherra-Companyganj	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7½		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	GUARANTEED COMPANIES.																							
855¾	Madras	Average for 5 corresponding previous quarters	...	1	1	1	1	2	...	1	1	7	1	8	...	...	1	...	...	...	1	...	3	10
841		1888	...	...	...	3	...	3	...	...	2	8	2	8	...	...	2	...	1	...	3	...	5	11
654¼	South Indian	Average for 5 corresponding previous quarters	...	1	...	2	...	3	...	1	1	6	1	7	...	...	1	...	...	...	1	...	2	10
(i) 737		1888	...	...	...	1	...	1	...	...	1	6	1	6	1	2	...	1	...	...	1	3	2	10
(j) 1,484½	Great Indian Peninsula	Average for 5 corresponding previous quarters	...	1	...	2	...	3	...	1	7	22	7	23	...	...	4	2	1	1	5	3	12	29
1,502½		1888	...	...	4	...	4	...	1	1	17	36	18	37	...	...	2	2	...	1	2	3	24	40
461	Bombay, Baroda and Central India.	Average for 5 corresponding previous quarters	...	...	...	2	...	2	...	...	3	11	3	11	...	...	2	...	1	...	3	...	6	13
461		1888	...	...	2	2	2	2	...	...	4	10	4	10	...	...	...	...	...	...	...	...	6	12
597	Oudh and Rohilkhand	Average for 5 corresponding previous quarters	...	...	1	2	1	2	...	...	2	3	2	3	...	...	3	1	...	...	3	1	6	6
694½		1888	...	...	...	1	...	1	...	...	1	9	1	9	...	...	5	2	...	...	5	2	6	12
	ASSISTED COMPANIES.																							
40½	Darjeeling-Himalayan	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
51¾		1888	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	1	...	...	...	1	...	2
4½	Deoghur	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4¾		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
211	Bengal and North-Western.	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	1	1	1	1	...	...	1	...	...	...	1	...	2	1
376		1888	...	...	...	1	...	1	...	...	...	4	...	4	...	...	5	...	...	...	5	...	5	5
(k) 55	Rohilkhand-Kumaun	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
91		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3¼	Thatôn-Duyinzáik	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31¼	Dibru-Sadiya	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
78		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	NATIVE STATES.																							
155¾	The Nizam's (Guaranteed Company).	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	2	1	...	1	2	...	...	...	1	...	...	...	1	1	3
277		1888	...	...	...	1	...	1	1	...	1	4	2	4	...	...	1	...	...	...	1	...	3	5
59	The Gaekwar's	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
59		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...
193	Bhávnagar - Gondal - Junágarh-Porbandar.	Average for 5 corresponding previous quarters	...	1	...	...	...	1	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	1
193		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13¾	Morvi	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
68		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
58¼	Jodhpore	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
124		1888	...	...	...	...	...	...	1	3	...	...	1	3	...	...	...	...	...	...	...	...	1	3
11,602¾	TOTAL	Average for 5 corresponding previous quarters	1	14	8	32	9	46	6	22	36	116	42	138	1	2	43	9	5	3	49	14	100	198
14,287¾		1888	...	3	9	22	9	25	7	19	43	141	50	160	3	2	71	22	3	4	77	28	136	213

*Included with East Indian Railway.
(a) Includes Sindia, Patna-Gya, Dildárnagar-Gházipur, Indian Midland and Tárakeshwar Railways.
(b) " " " " " and Tárakeshwar Railways.
(c) " Cawnpore-Achnera Railway.
(d) " " and Mehsána-Vadnagar Railways.
(e) " Katni-Umaría Railway.
(f) Includes Bellary-Kistna Railway.
(g) " Amritsar-Pathánkot and Rájpura-Bhatinda Railways.
(h) " Northern Bengal, Kaunia-Dharlla, Dacca, Assam-Behar and Bengal Central Railways.
(i) " Cuddapah-Nellore, but excludes Pondicherry Railway.
(j) " Dhond-Manmád, Khámgaon, Amráoti and Bhopal-Itársi Railways.
(k) " Bareilly-Pilibhit State Railway.

TABLE No. 2.

NUMBER of PERSONS reported during the SECOND QUARTER of 1888 as KILLED or INJURED on the several RAILWAYS open for Traffic in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable, the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY.

Serial Number.	RAILWAYS.	PASSENGERS. From accidents to trains, &c. See Table No. 4. Killed.	Injured.	From causes other than Accidents to Trains, &c. 1.—From falling between carriages and platforms. Killed.	Injured.	2.—Falling on to the platform, ballast, &c., when getting into or out of trains. Killed.	Injured.	3.—Whilst crossing the line at Stations. Killed.	Injured.	4.—By closing of carriage doors. Killed.	Injured.	5.—Falling out of carriages during the travelling of trains. Killed.	Injured.	6.—Other accidents. Killed.	Injured.	Total. Killed.	Injured.	Total Passengers. Killed.	Injured.
	STATE IMPERIAL.																		
1	East Indian (a)	...	...	1	...	1	...	...	...	...	...	...	4	...	...	2	4	2	4
2	Rajputana-Malwa (b)	...	2	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	3
3	Bengal-Nágpur (c)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4	Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5	Southern Mahratta (d)	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1	...
6	Indian Midland	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	North-Western (e)	...	...	...	...	...	1	...	...	...	...	...	3	...	...	...	4	...	4
8	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL.																		
9	Lucknow-Sitapur-Sihrámau	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10	Eastern Bengal Railways (f)	...	2	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	2
11	Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	Tirhoot	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	Burma	...	...	...	2	...	...	...	...	...	...	...	...	...	...	2	...	2	...
14	Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	GUARANTEED COMPANIES.																		
16	Madras	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	3	...	3
17	South Indian (g)	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
18	Great Indian Peninsula (h)	...	...	...	...	...	...	...	...	...	...	...	...	4	...	4	...	4	...
19	Bombay, Baroda and Central India	...	...	...	...	...	1	...	...	...	...	1	2	...	...	2	2	2	2
20	Oudh and Rohilkhand	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
	ASSISTED COMPANIES.																		
21	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	Bengal and North-Western	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	1	...
24	Rohilkhand-Kumaun (i)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	Thatôn-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	NATIVE STATES.																		
27	The Nizam's (Guaranteed Company)	...	...	...	...	...	...	...	...	...	...	...	1	...	...	1	...	1	...
28	The Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30	Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL 1888	...	4	1	2	2	1	1	...	1	...	2	16	4	1	9	21	9	25
	TOTAL Average for 5 corresponding previous quarters	1	11	2	2	1	3	1	1	...	1	4	22	...	6	8	35	9	46

Serial Number.	RAILWAYS.	SERVANTS. From accidents to trains, &c. See Table No. 4. Killed.	Injured.	From causes other than Accidents to Trains, &c. 1.—During shunting operations. Killed.	Injured.	2.—Falling off engines, vans, wagons, &c. Killed.	Injured.	3.—Coming in contact with over-bridges, &c., during the travelling of trains. Killed.	Injured.	4.—Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines. Killed.	Injured.	5.—Getting on or off trains, engines, &c. Killed.	Injured.	6.—Whilst loading, unloading, or sheeting. Killed.	Injured.
	STATE IMPERIAL.														
1	East Indian (a)	..	1	...	5	1	..	..	...	...	1	...	2	1	3
2	Rajputana-Malwa (b)	...	2	1	...	...	1	...	...	...	...	1	...	...	...
3	Bengal-Nágpur (c)	...	...	...	1	...	...	...	...	...	...	...	...	...	...
4	Mysore	...	...	...	...	...	1	...	...	...	...	...	...	...	...
5	Southern Mahratta (d)	...	...	...	...	...	1	...	...	...	...	1	1	...	1
6	Indian Midland	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	North-Western (e)	..	...	1	3	...	1	...	...	...	...	...	1	...	1
8	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL.														
9	Lucknow-Sitapur-Sihrámau	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10	Eastern Bengal Railways (f)	...	...	...	1	...	...	...	...	...	...	...	1	...	...
11	Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	Tirhoot	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	Burma	...	...	1	...	...	2	...	...	...	...	...	...	...	...
14	Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	GUARANTEED COMPANIES.														
16	Madras	...	...	...	1	...	...	...	...	...	...	...	...	...	...
17	South Indian (g)	...	...	...	2	...	...	...	...	...	...	...	...	...	...
18	Great Indian Peninsula (h)	1	1	...	2	1	6	...	...	...	...	1	3	1	2
19	Bombay, Baroda and Central India	...	...	...	...	...	...	...	1	1	...	...	...	1	3
20	Oudh and Rohilkhand	...	...	...	...	...	2	...	...	...	...	...	1	...	1
	ASSISTED COMPANIES.														
21	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	Bengal and North-Western	...	...	...	2	...	1	...	...	...	...	...	...	...	...
24	Rohilkhand-Kumaun (i)	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	Thatôn-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	NATIVE STATES.														
27	The Nizam's (Guaranteed Company)	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	The Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30	Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	Jodhpore	1	3	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL 1888	2	7	3	17	2	15	...	1	1	1	3	9	3	7
	TOTAL Average for 5 corresponding previous quarters	4	15	6	11	4	14	...	2	...	...	8	14	2	1

Serial Number.	RAILWAYS.	SERVANTS. Causes other than Accidents to Trains, &c. 7.—Whilst breaking, spragging, or chocking wheels. Killed.	Injured.	8.—While working at cranes or capstans. Killed.	Injured.	9.—Whilst working on the permanent-way or in sidings. Killed.	Injured.	10.—Whilst walking along the line on the way home, or to work. Killed.	Injured.	11.—Whilst walking, crossing, or standing on the line. Killed.	Injured.	12.—Whilst passing between vehicles. Killed.	Injured.	13.—Whilst attending to the machinery of engines, cleaning them, &c. Killed.	Injured.	14.—Whilst attending to gates at level-crossings. Killed.	Injured.	15.—Falling or being caught between vehicles and platforms. Killed.	Injured.	16.—Falling off ladders, scaffolds, platforms, &c. Killed.	Injured.	17.—By falling of lamps, wagon-doors, timber, weights, &c. Killed.	Injured.	18.—Whilst coupling or uncoupling wagons. Killed.	Injured.	19.—Miscellaneous. Killed.	Injured.	Total. Killed.	Injured.	Total Servants. Killed.	Injured.
	STATE IMPERIAL.																														
1	East Indian (a)	..	...	1	1	...	...	...	1	...	1	...	...	...	1	...	...	...	...	5	1	2	1	1	1	14	6	37	6	38	
2	Rajputana-Malwa (b)	...	...	...	...	...	...	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	4	4	4	6	
3	Bengal-Nágpur (c)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	
4	Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	2	...	2	
5	Southern Mahratta (d)	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	1	1	7	1	7	
6	Indian Midland	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
7	North-Western (e)	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	2	4	9	4	9	
8	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
	STATE PROVINCIAL.																														
9	Lucknow-Sitapur-Sihrámau	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
10	Eastern Bengal Railways (f)	2	1	...	...	...	...	...	1	...	...	...	...	...	...	2	2	...	...	...	...	...	...	...	...	4	5	9	5	9	
11	Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
12	Tirhoot	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	6	1	6	
13	Burma	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
14	Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
15	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
	GUARANTEED COMPANIES.																														
16	Madras	...	...	...	1	...	...	...	...	...	2	...	...	...	...	...	...	1	1	...	...	...	...	...	1	...	2	8	2	8	
17	South Indian (g)	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	1	...	...	1	6	1	6	
18	Great Indian Peninsula (h)	...	1	...	1	...	1	...	...	7	4	1	...	1	...	...	...	...	...	1	...	1	3	1	3	2	10	17	36	18	37
19	Bombay, Baroda and Central India	...	...	...	2	...	...	...	1	2	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	1	4	10	4	10
20	Oudh and Rohilkhand	...	...	...	...	...	...	...	...	...	1	...	1	...	1	...	...	1	...	...	...	...	1	...	1	...	...	1	9	1	9
	ASSISTED COMPANIES.																														
21	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	1	...	1	
22	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
23	Bengal and North-Western	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	4	...	4	
24	Rohilkhand-Kumaun (i)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
25	Thatôn-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
26	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
	NATIVE STATES.																														
27	The Nizam's (Guaranteed Company)	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	...	...	3	...	...	...	1	2	4	2	4
28	The Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
29	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
30	Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
31	Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	3	
	TOTAL 1888	2	2	1	6	...	4	1	2	11	11	1	1	1	2	3	2	8	1	1	7	2	13	2	8	8	35	48	153	50	160
	TOTAL Average for 5 corresponding previous quarters	...	1	1	2	4	1	1	10	7	1	1	...	3	1	1	1	2	...	3	...	3	2	8	4	31	38	123	42	133	

Serial Number.	RAILWAYS.	OTHERS. Whilst passing over the line at level-crossings. Killed.	Injured.	Trespassers. Killed.	Injured.	Suicides. Killed.	Injured.	Miscellaneous. Killed.	Injured.	Total Others. Killed.	Injured.	Total all Classes. Killed.	Injured.	Serial Number.
	STATE IMPERIAL.													
1	East Indian (a)	2	...	14	...	...	...	...	...	16	...	24	42	1
2	Rajputana-Malwa (b)	...	...	10	2	2	...	1	...	13	2	17	11	2
3	Bengal-Nágpur (c)	...	...	...	...	...	...	...	...	...	...	...	1	3
4	Mysore	...	...	...	...	...	...	...	...	...	...	...	2	4
5	Southern Mahratta (d)	...	...	4	2	1	...	...	...	5	2	6	10	5
6	Indian Midland	...	...	1	...	...	...	..	1	1	1	1	1	6
7	North-Western (e)	...	...	11	4	3	...	1	2	15	6	19	19	7
8	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	8
	STATE PROVINCIAL.													
9	Lucknow-Sitapur-Sihrámau	...	...	...	...	...	...	...	...	...	...	...	...	9
10	Eastern Bengal Railways (f)	...	...	4	4	...	...	...	...	4	4	10	15	10
11	Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	11
12	Tirhoot	...	...	1	2	...	...	...	...	1	2	1	2	12
13	Burma	...	...	4	2	...	...	...	...	4	2	5	10	13
14	Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	14
15	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	15
	GUARANTEED COMPANIES.													
16	Madras	...	...	2	...	...	...	1	...	3	...	5	11	16
17	South Indian (g)	1	2	..	1	...	...	...	...	1	3	2	10	17
18	Great Indian Peninsula (h)	...	...	2	2	...	...	...	1	2	3	24	40	18
19	Bombay, Baroda and Central India	...	...	...	...	...	...	...	...	...	...	6	12	19
20	Oudh and Rohilkhand	...	...	4	2	1	...	...	...	5	2	6	12	20
	ASSISTED COMPANIES.													
21	Darjeeling-Himalayan	...	...	...	1	...	...	...	...	...	1	...	2	21
22	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	22
23	Bengal and North-Western	...	...	3	...	2	...	...	...	5	...	5	5	23
24	Rohilkhand-Kumaun (i)	...	...	...	...	...	...	...	...	...	...	...	...	24
25	Thatôn-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	25
26	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	26
	NATIVE STATES.													
27	The Nizam's (Guaranteed Company)	...	...	1	...	...	...	...	...	1	...	3	5	27
28	The Gaekwar's	...	...	1	...	...	...	...	...	1	...	1	...	28
29	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	...	...	...	...	...	...	...	...	29
30	Morvi	...	...	...	...	...	...	...	...	...	...	...	...	30
31	Jodhpore	...	...	...	...	...	...	...	...	...	...	1	3	31
	TOTAL 1888	3	2	62	22	9	...	3	4	77	28	136	213	
	TOTAL Average for 5 corresponding previous quarters	2	2	34	8	9	...	4	4	49	14	100	198	

(a) Includes Sindia, Patna-Gya, Dildarnagar-Gházipur and Tárakeshwar Railways.
(b) " Cawnpore-Achnera and Mehsána-Vadnagar Railways.
(c) " Kaimi-Umaria Railway.
(d) " Beliary-Kistna Railway.
(e) " Amritsar-Pathánkot and Rájpura-Bhatinda Railways
(f) Includes Northern Bengal, Kaunia-Dharlla, Dacca, Assam-Behar and Bengal Central Railways.
(g) " Cuddapah-Nellore, but excludes Pondicherry Railway.
(h) " Dhond-Manmád, Khámgaon, Amráoti and Bhopal-Itársi Railways.
(i) " Bareilly-Pilibhit State Railway.

TABLE No. 3.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the SECOND QUARTER of 1888 as having occurred on the several RAILWAYS open for Traffic in INDIA, distinguishing the different Classes of ACCIDENTS, and the Number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS, KILLED or INJURED in each Class of ACCIDENT.

SEE ALSO TABLE No. 4.

STATE IMPERIAL.

	East Indian.(a)							Rajputana-Malwa.(b)							Bengal-Nagpur.(c)						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	3	...	...	...	1	...	1	1	...	...	...	1	...	1	...	...	...	...	...	...	...
4. Collisions between light engines	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	5	...	...	...	...	...	...	1	...	...	...	...	...	...	3	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	20	...	...	...	...	...	...	71	...	...	...	...	...	...	18	...	...	...	...	...	...
10. Ditto over obstructions on the line	7	...	...	...	...	...	...	7	...	1	...	...	...	1	5	...	...	...	...	...	...
11. Ditto through gates at level-crossings	1	...	...	...	...	...	...	3	...	...	...	1	...	1	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	2	...	...	...	...	...	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	15	...	1	...	...	...	1	2	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	5	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	1	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
23. Fire in trains	3	...	...	...	...	...	...	5	...	...	...	...	...	...	7	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	1	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	5	...	...	...	...	...	...	1	...	...	...	...	...	...	3	...	...	...	...	...	...
TOTAL ALL CLASSES	57	..	...	...	1	...	1	140	...	2	...	2		4	40	...	...	...	...	...	...
Number of Passenger miles	240,682,964							113,065,265							6,549,014						
" of Servants employed	25,248							12,473							5,372						
Train mileage of all descriptions	2,281,758							1,716,087							175,510						

	Mysore.							Southern Mahratta.(d)						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	3	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	11	...	...	...	...	...	...	91	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	4	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	1	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	6	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	2	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	1	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	1	...	...	...	...	...	...	4	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	3	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	1	...	...	...	...	...	...	15	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	2	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	1	...	...	...	...	...	...
TOTAL ALL CLASSES	13	..	...	...	...	...	...	134	...	..	...	...	...	...
Number of Passenger miles	5,573,982							32,993,280						
" of Servants employed	858							6,146						
Train mileage of all descriptions	45,759							458,495						

(a) Includes Patna-Gya, Dildárnagar-Ghazipur and Tárakeshwar Railways. (b) Includes Cawnpore-Achnera and Mehsana-Vadnagar Railways. (c) Include Katni-Umaria Railway. (d) Includes Bellary-Kistna Railway.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the SECOND QUARTER of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE IMPERIAL—*concld.*

	Indian Midland.							North-Western.(a)							Wardha Coal.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	1	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	1	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	4	...	...	...	...	...	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	9	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	6	...	...	...	...	...	...	120	...	...	...	...	...	...	...	...	...	...	...	...	...
Number of Passenger miles	3,529,103							139,865,185							1,007,689						
" of Servants employed	1,728							25,664							502(b)						
Train mileage of all descriptions	52,213							1,920,456							20,822						

STATE PROVINCIAL.

	Lucknow-Sitapur-Sihramau.							Eastern Bengal Railways.(c)						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	1	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	1	...	2	...	...	...	2
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	1	...	...	...	...	...	...	7	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	1	...	...	...	...	...	...	4	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	5	...	...	...	...	...	...	68	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	2	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	1	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	6	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	1	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	1	...	..	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	4	...	...	...	...	...	...
25. Other accidents	1	...	...	...	...	...	...	3	...	...	...	...	...	...
TOTAL ALL CLASSES	8	...	...	...	...	...	...	99	...	2	...	...	...	2
Number of Passenger miles	3,472,215							57,501,570						
" of Servants employed	521							9,400						
Train mileage of all descriptions	42,543							611,007						

(a) Includes [illegible] and Rájpura [illegible] (b) This includes [illegible] employed on colliery. (c) Includes Northern Bengal, Kaunia-Dharlla, Dacca, Assam-Behar and Bengal Central Railways.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the SECOND QUARTER of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE PROVINCIAL—*concld.*

	Nalhati.							Tirhoot.							Burma.							Jorhat.							Cherra-Companyganj.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	2	...	...	...	...	...	...	9	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	4	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12 (a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	1	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	2	...	...	...	...	...	...	10	...	...	...	...	...	...	21	...	...	...	...	...	...	11	...	...	...	...	...	...	2	...	...	...	...	...	...
Number of Passenger miles	758,526							21,286,972							26,678,689							79,629							9,563						
" of Servants employed	139							2,886							4,224							134							50						
Train mileage of all descriptions	10,423							163,330							266,399							6,232							3,108						

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the SECOND QUARTER of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

GUARANTEED COMPANIES.

	Madras.							South Indian.(a)							Great Indian Peninsula.(b)							Bombay, Baroda and Central India.							Oudh and Rohilkhand.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	1	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	1	...	1	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	1	...	...	...	...	...	...	3	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	16	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	2	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
9. Ditto over cattle on the line	24	...	...	...	...	...	...	60	...	...	...	...	...	...	15	...	...	...	...	...	...	4	...	...	...	...	...	...	40	...	...	...	...	...	...
10. Ditto over obstructions on the line	1	...	...	...	...	...	...	5	...	...	...	...	...	...	4	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...
11. Ditto through gates at level-crossings	2	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	1	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...
21. The flooding of portions of permanent-way	1	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	9	...	...	...	...	...	...	6	...	...	...	...	...	...	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	2	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	40	...	...	...	...	...	...	7	...	...	...	...	...	...
TOTAL ALL CLASSES	58	...	...	...	...	...	...	105	...	...	...	...	...	...	37	...	...	1	1	1	1	51	...	...	...	...	...	...	61	...	...	...	...	...	...
Number of Passenger miles	78,096,465							74,368,061							127,388,727							62,295,639							66,062,499						
" of Servants employed	6,431							8,863							27,387							6,365							6,496						
Train mileage of all descriptions	593,947							550,637							3,297,796							639,103							694,599						

(a) Includes Cuddapah-Nellore, but excludes Pondicherry Railway.

(b) Includes Dhond-Manmád, Khámgaon, Amráoti and Bhopal-Itarsi Railways.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the SECOND QUARTER of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

ASSISTED COMPANIES.

	DARJEELING-HIMALAYAN.							DEOGHUR.							BENGAL AND NORTH-WESTERN.							ROHILKHAND-KUMAUN. (a)							THATON-DUYINZAIK.						
	No.	Number of Passengers and others.		Number of Servants.		TOTAL ALL CLASSES.		No.	Number of Passengers and others.		Number of Servants.		TOTAL ALL CLASSES.		No.	Number of Passengers and others.		Number of Servants.		TOTAL ALL CLASSES.		No.	Number of Passengers and others.		Number of Servants.		TOTAL ALL CLASSES.		No.	Number of Passengers and others.		Number of Servants.		TOTAL ALL CLASSES.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	1	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	2	...	...	...	...	...	...	...	...	...	...	...	...	...	19	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	10	...	...	...	...	...	...	...	...	...	...	...	...	...	39	...	...	...	...	...	...	10	...	...	...	...	...	...	4	...	...	...	...	...	...
Number of Passenger miles	277,348							126,394							19,773,550							2,622,770							37,224						
" of Servants employed	531							54							3,066							935							61						
Train mileage of all descriptions	42,750							3,289							267,051							31,455							2,576						

(a) Includes Bareilly-Pilibhit State Railway.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the SECOND QUARTER of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

ASSISTED COMPANIES—*concld.* NATIVE STATES.

	DIBRU-SADIYA.							THE NIZAM'S (GUARANTEED COMPANY).							THE GAEKWAR'S.							BHÁVNAGAR GONDAL-JUNÁGARH-PORBANDAR.						
	No.	Number of Passengers and others.		Number of Servants.		TOTAL ALL CLASSES.		No.	Number of Passengers and others.		Number of Servants.		TOTAL ALL CLASSES.		No.	Number of Passengers and others.		Number of Servants.		TOTAL ALL CLASSES.		No.	Number of Passengers and others.		Number of Servants.		TOTAL ALL CLASSES.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	6	...	...	...	...	...	...	15	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
10. Ditto over obstructions on the line	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	5	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	7	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	36	...	...	...	...	...	...	23	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
Number of Passenger miles	427,139							11,089,089							1,489,652							6,795,354						
" of Servants employed	302							1,615							207							643						
Train mileage of all descriptions	26,258							106,004							17,267							111,569						

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the SECOND QUARTER of 1888, &c.—*concluded.*

SEE ALSO TABLE No. 4.

	Native States—*concld.* Morvi.							Native States—*concld.* Jodhpore.							Total all Railways.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13	...	...	...	2	...	2
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	...	2	1	1	1	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	1	...	...	...	...	...	...	1	...	...	...	...	...	...	25	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	1	...	...	...	...	...	...	...	...	...	...	...	...	...	105	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	518	...	...	...	...	...	...
10. Ditto over obstructions on the line	1	...	...	...	...	...	...	...	...	...	...	...	...	...	42	...	1	...	...	...	1
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13	...	...	...	1	...	1
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	1	...	...	...	...	...	...	14	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	68	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24	...	1	...	...	...	1
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	44	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	8	...	...	...	...	...	...	18	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...
23. Fire in trains	1	...	...	...	...	...	...	...	...	...	...	...	...	...	71	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	1	...	...	1	3	1	3	87	...	...	1	3	1	3
Total all Classes	4	...	...	...	...	...	...	11	...	...	1	3	1	3	1,113	...	4	2	7	2	11
Number of Passenger miles	1,069,053							3,305,871							1,108,278,481						
„ of Servants employed	222							413							158,966						
Train mileage of all descriptions	27,575							27,029							14,243,047						

TABLE No. 4.

TABLE No. 4.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., on the several RAILWAYS open for traffic in INDIA during the SECOND QUARTER of 1888, distinguishing the different Classes of ACCIDENTS, the Number of PASSENGERS and OTHERS and the Number of RAILWAY SERVANTS KILLED OR INJURED thereby.

Serial Number.	RAILWAYS.	1.—Collisions between passenger trains, or parts of passenger trains.	2.—Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3.—Collisions between goods trains, or parts of goods trains.	4.—Collisions between light engines.	5.—Passenger trains, or parts of passenger trains, leaving the rails.	6.—Goods trains, or parts of goods trains, engines, &c., leaving the rails.	7.—Trains or engines travelling in the wrong direction through points.	8.—Trains running into stations or sidings at too high a speed.	9.—Trains running over cattle on the line.	10.—Trains running over obstructions on the line.	11.—Trains running through gates at level-crossings.	12.—The bursting of boilers of engines.	12(a).—The bursting of tubes, &c., of engines.	13.—The failure of machinery, springs, &c., of engines.	14.—The failure of tyres.	15.—The failure of wheels.	16.—The failure of axles.	17.—The failure of brake apparatus.	18.—The failure of couplings.	19.—The failure of tunnels, bridges, viaducts, or culverts, &c.	20.—Broken rails.
	STATE IMPERIAL.																					
1	East Indian (a)	1	...	3	1	1	5	...	...	20	7	1	...	...	2	1	...	...	...	5	...	1
2	Rajputana-Malwa (b)	...	...	1	1	...	1	...	2	71	7	3	...	2	8	...	...	15	...	12	...	4
3	Bengal-Nágpur (c)	...	...	...	...	...	3	...	...	18	5	...	...	...	...	...	...	2	...	...	...	...
4	Mysore	...	...	...	...	...	...	...	...	11	...	...	...	...	...	...	...	...	...	1	...	...
5	Southern Mahratta (d)	...	...	..	...	3	1	...	...	91	4	1	...	6	2	...	...	1	...	4	...	...
6	Indian Midland	...	1	...	...	...	1	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...
7	North-Western (e)	...	6	4	...	4	14	2	...	39	1	...	...	3	12	1	...	1	...	9	..	...
8	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL.																					
9	Lucknow-Sitápur-Sihrámau	...	...	...	...	...	1	1	...	5	...	...	...	...	...	...	...	...	...	...	...	...
10	Eastern Bengal Railways (f)	1	...	1	...	...	7	4	...	68	2	...	...	1	6	...	...	1	..	1	...	...
11	Nalháti	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	Tirhoot	...	...	...	...	...	2	...	...	4	...	...	...	1	...	...	...	...	...	1	...	...
13	Burma	...	...	...	...	1	9	...	...	3	2	1	...	...	3	...	...	1	...	...	...	...
14	Jorhát	...	...	...	...	...	3	...	...	...	...	...	...	...	7	...	...	1	...	...	...	...
15	Cherra-Companyganj	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
	GUARANTEED COMPANIES.																					
16	Madras	...	1	1	...	...	16	...	...	24	1	2	...	...	1	...	...	...	...	...	...	...
17	South Indian (g)	...	1	3	...	...	7	...	...	60	5	4	1	...	10	...	...	...	1	1	...	...
18	Great Indian Peninsula (h)	...	1	2	...	1	...	...	...	15	4	...	...	...	...	...	...	1	...	...	1	...
19	Bombay, Baroda and Central India	...	...	...	...	...	2	...	...	4	1	...	...	...	2	...	...	...	...	1	...	...
20	Oudh and Rohilkhand.	...	3	...	...	1	2	...	2	40	1	1	...	...	...	...	...	...	...	1	...	3
	ASSISTED COMPANIES.																					
21	Darjeeling-Himalayan	...	...	...	...	1	2	...	...	...	...	...	...	...	6	...	...	1	...	...	...	...
22	Deoghur	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...
23	Bengal and North-Western	...	...	...	...	2	19	1	..	14	...	...	...	...	...	...	...	...	...	...	...	...
24	Rohilkhand-Kumaun (i)	...	...	...	...	...	3	1	...	4	...	...	...	...	...	...	...	...	...	...	...	...
25	Thatôn-Duyinsáik	..	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Dibru-Sadiya	...	...	...	...	6	6	...	...	6	1	...	...	...	5	...	...	...	...	7	...	1
	NATIVE STATES.																					
27	The Nizam's (Guaranteed Company)	...	...	...	...	...	...	...	...	15	...	...	...	...	4	...	...	...	...	1	...	...
28	The Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
30	Morvi	...	...	...	...	1	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...
31	Jodhpore	...	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...
	TOTAL 1888	2	13	15	2	25	105	10	4	518	42	13	1	14	68	2	...	24	1	44	1	9
	Average for 5 corresponding previous quarters	1	15	24	3	20	76	14	4	454	26	16	21		55	3	7	12	...	35	...	5

(a) Includes Sindia, Patna-Gya, Dildárnagár-Gházipur and Tárakeshwar Railways.
(b) " Cawnpore-Achnera and Mehsána-Vadnagar Railways.
(c) " Katni-Umaria Railway.
(d) " Bellary-Kistna Railway.
(e) " Amritsar-Pathánkot and Rájpura-Bhatinda Railways.

Serial Number.	21.—The flooding of portions of permanent-way.	22.—Slips in cuttings or embankments.	23.—Fire in trains.	24.—Fire at stations, or involving injury to bridges or viaducts.	25.—Other accidents.	TOTAL ALL CLASSES.	NUMBER OF PASSENGERS AND OTHERS. Killed.	NUMBER OF PASSENGERS AND OTHERS. Injured.	NUMBER OF SERVANTS. Killed.	NUMBER OF SERVANTS. Injured.	TOTAL ALL CLASSES. Killed.	TOTAL ALL CLASSES. Injured.	Mean miles of Railway open.	Number of Passengers carried.	Train mileage of all descriptions.	Passenger mileage.	PER MILE OPEN. Number of Passengers carried.	PER MILE OPEN. Train mileage of all descriptions.	PER MILE OPEN. Passenger mileage.	TOTAL PASSENGERS. PER MILLION OF PASSENGERS. Killed.	TOTAL PASSENGERS. PER MILLION OF PASSENGER MILES. Injured.	TOTAL PASSENGERS. PER MILLION OF PASSENGER MILES. Killed.	TOTAL PASSENGERS. PER MILLION OF PASSENGER MILES. Injured.	Serial Number.
1	...	...	3	1	5	57	..	...	..	1	...	1	1,680	4,031,528	2,281,758	240,682,964	2,400	1,358	143,264	...	...	...	...	1
2	...	...	5	7	1	140	.	2	...	2	...	4	1,685½	2,278,163	1,716,087	113,065,265	1,352	1,018	67,081	...	0·878	...	0·018	2
3	1	1	7	...	3	40	..	...	..	...	...	...	186	248,134	175,510	6,549,014	1,334	944	35,210	...	...	...	...	3
4	...	...	1	...	...	13	..	...	..	...	..	...	139¾	164,096	45,759	5,573,982	1,174	327	39,885	...	...	...	...	4
5	3	..	15	2	1	134	..	...	..	...	...	...	849¾	642,565	458,495	32,993,280	756	540	38,827	...	...	...	...	5
6	...	...	...	...	...	6	..	...	..	...	...	...	136¼	66,569	52,213	3,529,103	488	383	25,902	...	...	...	...	6
7	...	...	14	3	7	120	..	...	..	...	...	...	2,440	2,600,384	1,920,456	139,865,185	1,066	787	57,322	...	...	...	...	7
8	...	...	...	...	...	...	..	...	...	..	...	...	45	39,845	20,822	1,007,689	885	463	22,393	...	...	...	...	8
9	...	..	...	...	1	8		...	..	...	..	...	105	130,624	42,543	3,472,215	1,244	405	33,069	...	...	...	...	9
10	...	..	...	4	3	99	...	2	...	...	..	2	797	1,767,274	641,007	57,501,570	2,217	804	72,148	...	1·132	...	0·035	10
11	...	..	...	...	1	2	..	...	...	...	...	...	27¼	37,833	10,423	758,526	1,388	382	27,836	...	...	...	...	11
12	...	...	...	...	2	10	...	...	...	...	...	...	259	600,432	163,330	21,286,972	2,318	630	82,189	...	...	...	...	12
13	..	...	...	...	1	21	...	...	...	...	...	...	383	949,753	266,399	26,678,689	2,852	800	80,116	...	...	...	...	13
14	...	...	...	...	...	11	...	...	...	...	...	...	30½	10,295	6,232	79,629	338	204	2,594	...	...	...	...	14
15	1	...	...	...	...	2	...	...	...	...	...	...	7½	3,227	3,108	9,563	430	414	1,275	...	...	...	...	15
16	1	...	9	...	2	58	..	...	..	...	...	...	841	1,978,162	593,947	78,096,465	2,352	706	92,861	...	...	...	...	16
17	1	...	6	2	3	105	...	...	...	...	...	...	737	2,180,875	550,637	74,368,061	2,959	747	100,906	...	...	...	...	17
18	1	2	9	...	...	37	...	...	1	1	1	1	1,502½	2,430,430	3,297,796	127,388,727	1,618	2,195	84,785	...	...	...	...	18
19	...	...	...	1	40	51	...	...	...	...	...	...	461	2,490,661	639,103	62,295,639	5,403	1,386	135,132	...	...	...	...	19
20	..	...	...	...	7	61	...	...	...	...	...	...	694½	1,413,274	694,599	66,062,499	2,036	1,001	95,157	...	...	...	...	20
21	...	..	...	...	...	10	...	...	...	...	...	...	51¼	10,367	42,750	277,348	200	826	5,359	...	...	...	...	21
22	...	...	...	...	...	...	...	...	...	...	...	...	4¾	26,387	3,289	126,394	5,555	692	26,609	...	...	...	...	22
23	...	...	...	1	2	39	...	...	..	...	...	...	376	607,218	267,051	19,773,550	1,615	710	52,589	...	...	...	...	23
24	...	...	...	...	2	10	...	...	...	...	...	...	91	68,428	31,455	2,622,770	752	346	28,822	...	...	...	...	24
25	...	...	...	...	...	4	...	...	...	..	...	...	8	4,653	2,576	37,224	582	322	4,653	...	...	...	...	25
26	...	..	...	...	5	36	..	...	...		...	...	78	15,873	26,258	427,139	204	337	5,476	...	...	...	...	26
27	2	...	1	...	...	23	..	...	...	..	...	...	277	198,937	106,004	11,089,089	718	383	40,032	...	...	...	...	27
28	...	...	...	...	..	...	...	...	...	...	...	...	59	70,030	17,267	1,489,652	1,187	293	25,248	...	...	...	...	28
29	...	...	...	...	...	1	...	...	...	..	...		193	177,030	111,569	6,795,354	917	578	35,209	...	...	...	...	29
30	...	...	1	...	...	4	...	...	...	...	...		68	29,043	27,575	1,069,053	427	406	15,721	...	...	...	...	30
31	8	...	...	...	1	11	...	...	1	3	1	3	124	77,901	27,029	3,305,871	628	218	26,660	...	...	...	...	31
TOTAL 1888	18	3	71	21	87	1,113	...	4	2	7	2	11	14,287¾	25,849,991	14,243,047	1,108,278,481	1,774	997	77,568	...	0·158	...	0·004	
Average for 5 corresponding previous quarters	8	8	98	16	67	988	2	13	3	16	5	29	11,602¾	20,309,147	12,412,659	931,234,151	1,750	1,070	80,260	0·098	0·640	0·002	0·014	

(f) Includes Northern Bengal, Kaunia-Dharlla, Dacca, Assam-Behar, and Bengal Central Railways.
(g) " Cuddapah-Nellore, but excludes Pondicherry Railway.
(h) " Dhond-Manmád, Khamgaon, Amráoti and Bhopal-Itársi Railway
(i) " Bareilly-Pilibhit State Railway.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 2nd HALF OF DECEMBER 1888.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu. (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus.*)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	11 8	11 8	14 2	14 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	14 9	14 9
Tavoy	...	...	...	...	8 13	9 9	10 8	11 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 0	24 2	16 1
Moulmein and Amherst	9 0	9 0	...	...	7 14	7 14	8 11	8 11	...	...	...	...	...	...	...	...	9 5	9 5	12 2	12 2	...	...	220 0	220 0	20 15	20 15
Pegu (deltaic)—																										
Pegu	...	...	...	...	8 4	8 10	12 4	9 3	...	...	...	...	...	...	...	...	12 2	12 2	22 0	...	...	...	160 0	160 0	17 0	17 0
Rangoon	11 2	11 2	...	...	10 6	10 6	11 2	11 2	...	...	...	...	...	...	...	...	13 0	13 0	...	*	...	...	250 0	250 0	19 7	16 10
Thongwa	...	...	...	...	9 12	9 12	11 1	11 1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	17 13	17 13
Bassein	...	...	...	...	10 3	9 10	13 6	10 12	...	...	...	...	...	...	...	...	9 5	9 5	...	...	...	...	216 14	216 14	16 11	16 4
Pegu (inland)—																										
Shwaygyin	...	...	...	...	9 1	7 1	9 9	7 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	12 3
Tharawadi	...	...	...	...	10 0	10 0	13 5	13 5	...	...	...	...	...	...	...	...	9 0	9 0	...	...	8 2	8 2	450 0	450 0	11 8	11 8
Henzada	...	...	...	...	10 4	11 15	15 10	15 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	183 8	183 8	39 7	39 7
Prome	8 2	8 2	...	...	8 6	12 0	9 13	16 0	...	...	...	...	...	...	...	...	8 14	8 14	44 9	44 9	9 5	9 5	160 to 180	180 0	12 0	12 0
Toungoo	...	...	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	..	200 0	54 0	14 1	14 1
Thayetmyo	7 7	7 7	...	...	11 11	11 11	12 9	12 9	...	...	...	...	...	...	...	...	10 11	10 11	37 8	37 8	...	...	245 0	245 0	11 3	11 3
Upper Burma—																										
Mandalay	9 2	8 0	...	...	10 7	11 0	11 10	12 9	...	...	...	...	...	...	...	...	8 9	8 4	12 7	12 7	8 2	...	140 0	155 0	17 12	16 0
Arakan—																										
Sandoway	...	...	...	...	17 4	16 0	19 10	18 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	12 1	11 9	13 4	12 7	...	...	...	...	...	...	...	...	...	5 0	...	...	...	...	333 0	225 0	24 0	24 0
Akyab	...	...	...	...	14 0	12 0	16 0	13 0	...	...	...	...	...	...	...	...	9 0	10 0	...	...	8 0	8 0	180 0	170 0	20 0	20 0
Assam—																										
Surma—																										
Sylhet	10 0	10 0	...	...	17 8	12 11	22 12	21 7	...	...	...	...	...	...	...	...	11 8	11 8	...	...	22 0	11 12	108 0	108 0	9 11	10 0
Cachar	7 10	8 0	...	...	13 0	13 5½	18 13½	17 12⅔	...	...	...	...	...	...	...	...	16 0	11 6⅔	...	...	...	10 16⅔	80 0	80 0	10 0	9 11
Khási and Jaintiá Hills	...	...	...	...	8 0	7 8	11 0	10 0	...	...	...	...	...	...	...	...	11 0	9 8	16 0	16 0	10 0	9 0	100 0	100 0	8 0	7 8
Garo Hills	...	...	...	...	6 0	6 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	6 8	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	16 0	16 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	10 0	80 0	80 0	9 8	9 8
Kámrúp	10 0	10 0	...	...	8 0	8 0	20 0	18 0	...	...	...	...	...	...	...	...	11 4	10 0	...	...	...	11 4	160 0	160 0	10 0	10 0
Darrang	6 8	6 8	...	...	14 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	9 0	150 0	150 0	8 0	8 0
Nowgong	8 0	8 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	6 0	6 0	20 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	10 0	200 0	200 0	8 0	8 0
Lakhimpur	8 0	8 0	...	...	7 0	8 0	12 0	14 0	...	...	...	...	...	...	...	...	10 0	11 0	10 0	10 0	...	10 0	160 0	160 0	9 0	9 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	11 6¾	11 6¾	13 5¼	13 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	9 0	9 0	20 0	20 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	...	8 0	...	10 0	10 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	4 0	100 0	100 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	13 5	12 5	16 13	14 7	...	...	...	...	...	...	...	...	13 5	11 0	...	...	13 5	10 10	120 0	120 0	10 10*a*	10 0
Noakholly	...	...	...	...	18 0	18 0	20 0	20 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	...	...	...	...	8 0	8 0
Chittagong	11 0	11 0	...	...	14 0	13 0	17 5	18 0	...	...	...	...	...	...	...	...	11 8	12 0	...	...	§	9 0	110 0	110 0	9 0*b*	9 0
Tipperah	12 8	12 8	...	...	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	15 4	...	...	8 0	8 0	...	...	8 0	8 0
Dacca	15 0	15 0	20 0	20 0	14 0	14 0	16 0	16 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	16 0	16 0	120 0	120 0	9 2*c*	9 2
Mymensingh	9 0	9 0	...	...	12 0	12 0	20 0	20 0	...	...	...	...	...	...	...	...	12 0	12 12	...	...	13 0	13 0	...	...	9 10*d*	9 10
Deltaic—																										
Koolna	...	...	...	...	14 0	13 0	18 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	10 0*e*	10 0
24-Pergunnahs	12 8	12 0	16 0	14 0	8 0	8 0	16 0	17 0	...	...	...	...	...	...	12 8	13 0	16 0	16 0	...	...	17 0	20 0	100 0	100 0	10 4*f*	10 4
Midnapore	13 5	13 5	40 0	40 0	13 0	13 0	17 8	16 8	...	...	...	...	...	...	...	...	14 0	14 0	...	...	20 0	14 0	120 0	120 0	10 4*g*	10 8
Howrah	¶	‡	...	...	12 8	11 8	17 12	17 12	...	...	...	...	...	...	...	...	15 0	15 0	...	...	13 8	12 8	100 0	100 0	10 8	10 8
Calcutta	12 9	12 7	16 13	18 3	10 3	10 10	15 3	15 8	17 12	...	11 14	12 4	...	...	17 12	17 12	15 3	15 2	16 13	16 0	16 10	16 4	95 0	95 0	10 5	10 10
Hooghly	13 0	13 0	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	13 0	13 0	120 0	120 0	9 0*h*	9 0
Nuddea (Kishnaghur)	14 0	14 0	22 14	20 0	12 5	12 5	17 10	18 5	...	...	...	...	...	...	...	...	16 0	15 4	...	...	17 12	17 12	...	...	9 2*i*	9 2
Jessore	11 0	11 0	...	...	11 0	11 0	17 0	17 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	100 0	100 0	10	10 0
Furreedpore	11 0	13 0	...	32 0	8 0	10 0	16 0	13 0	...	...	...	...	...	...	...	...	11 0	14 0	...	...	10 0	...	120 0	120 0	9 0	10 0
Central—																										
Bankoora	12 4	12 0	14 8	14 0	16 4	15 0	21 0	21 0	...	...	...	...	...	...	...	...	14 8	14 8	19 0	22 0	18 12	19 0	320 0	320 0	10 0	10 0
Burdwan	12 4	11 14	§	...	13 8	13 8	18 12	19 2	...	...	...	...	...	...	...	...	16 8	16 0	§	§	16 0	17 13	107 0	107 0	10 7*k*	10 7
Beerbhoom	11 4	11 4	...	...	12 0	12 0	16 8	16 8	...	...	...	...	...	...	...	...	14 4	13 8	...	...	16 12	10 0	160 0	160 0	10 0*l*	10 0
Moorshedabad	13 8	13 8	...	...	13 4	13 0	18 0	19 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	18 0	200 0	200 0	10 10*m*	10 10
Sonthal Pergunnahs	13 0	13 0	...	...	12 8	12 8	19 0	19 0	...	...	...	...	...	...	...	...	14 0	14 8	19 8	20 0	23 0	17 0	200 0	200 0	9 0	9 0
Pubna	17 0	15 0	...	...	8 0	8 0	17 4	17 4	...	...	...	...	...	...	...	...	18 0	12 0	...	...	18 12	22 8	200 0	200 0	10 0*n*	10 0
Bogra	9 12¾	12 0	...	...	12 0	13 8	18 12	19 8	...	...	...	...	...	...	...	...	9 12	9 12	...	...	...	...	90 0	90 0	8 4	8 4
Rajshahye	15 12	15 12	24 0	26 4	12 0	12 0	16 8	16 2	...	...	...	...	...	...	...	...	13 8	13 8	...	...	18 3	17 12	240 0	240 0	9 9	9 12
Maldah	14 0	14 0	...	...	12 0	13 0	17 0	17 8	...	...	...	...	...	...	...	...	12 0	14 0	...	...	...	...	120 0	160 0	9 0	9 4
Northern—																										
Rungpore	14 3	14 3	...	...	12 4	12 4	16 0	16 0	...	...	...	...	...	...	...	...	10 5	10 5	...	...	10 0†	7 5	120 0	120 0	9 6*o*	9 6
Dinagepore	12 0	12 0	12 0	12 0	15 8	15 8	19 9	19 5	...	...	...	...	...	...	...	...	12 0	10 8	...	...	9 8	9 8	160 0	160 0	10 0	10 0
Jalpáiguri	11 0	10 0	16 0	16 0	9 8	11 0	16 0	16 0	...	...	...	...	...	...	...	...	11 0	10 0	...	...	9 8	11 0	128 0	128 0	9 0*p*	9 0
Darjeeling	10 0	10 0	10 0	10 0	5 0	5 0	12 0	12 0	...	...	...	...	14 0	14 0	...	...	10 0	10 0	20 0	20 0	8 0	8 0	120 0	120 0	...*q*	8 0
Orissa—																										
Pooree	11 13	10 8	...	...	11 13	11 13	17 1	17 1	...	...	...	...	...	...	...	...	13 2	13 2	...	...	13 2	13 2	80 0	80 0	11 13	11 13
Cuttack	13 2	13 2	...	...	11 13	11 13	19 11	21 0	...	...	...	...	...	...	...	...	18 6	17 1	...	...	17 1	17 1	80 0	80 0	11 0	11 0
Balasore	12 0	12 0	13 0	13 0	12 0	12 0	22 0	22 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	12 0	160 0	140 0	9 12*r*	9 8
Chota-Nagpur—																										
Singbhoom	10 0	10 0	20 0	20 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	15 0	15 0	200 0	260 0	7 0	7 0
Manbhoom	11 8	11 0	...	...	13 0	12 8	22 0	22 0	...	...	...	...	...	...	...	...	13 5	13 5	26 0	24 0	16 0	16 0	280 0	280 0	8 8*s*	8 0
Lohardugga	11 0	11 8	§	17 0	14 8	14 8	19 0	20 8	...	...	...	...	29 0	31 0	...	...	15 8	15 0	18 0	17 0	18 8	19 0	140 0	140 0	8 6	8 0
Hazáribágh	12 0	12 8	11 0	12 0	8 0	8 0	17 0	17 0	¶	¶	¶	¶	20 0	24 0	...	¶	14 0	15 0	20 0	19 0	16 0	16 0	320 0	320 0	8 0	8 0

* None in market. † Unhusked. ‡ Not available. § No sale. ¶ Not procurable.

a In sub-divisions retail prices of salt per rupee are:—Patuakhali and Bhola 8 sers, and Perozepore 9 sers.
b At Cox's Bazar retail price of salt 8 sers per rupee.
c In sub-divisions retail prices of salt per rupee are:—Manickgunge 9 sers, Moonshigunge 8-14 sers, and Naraingunge 10 sers.
d In sub-divisions retail prices of salt per rupee are:—Kishoregunge, Jamalpore and Sherpore 8 sers, Attea 10 sers, and Netrokona 9 sers.
e In sub-divisions retail prices of salt per rupee are:—Satkhira 9-13 sers and Bagirhat 8 seers.
f In sub-divisions retail prices of salt per rupee are:—Baraset and Bassirhat 9 sers, Diamond Harbour (at Kalpihat) 8 sers, Barrackpore 9-2 seers and Dum-Dum 10 sers.
g In sub-divisions retail prices of salt per rupee are:—Ghattal 10-12 sers, Tumlook 8 sers, and Contai 10-8 sers.
h In sub-divisions retail prices of salt per rupee are:—Serampore 11 sers and Jehanabad 10 sers
i In sub-divisions retail prices of salt per rupee are:—Kooshtea, Chooadanga and Ranaghat 10 sers, and Meherpore 10-8 sers.
j In sub-divisions retail prices of salt per rupee are:—Jhenidah 9 sers, Magoora and Bongong 10 sers, and Narail 7½ sers.
k In sub-divisions retail prices of salt per rupee are:—Culna 10 sers, Cutwa 9-15 sers, and Raneegunge 10-4 sers.
l At Rampore Haut retail price of salt 10-8 sers per rupee.
m In sub-divisions retail prices of salt per rupee are:—Lalbagh 9 sers, Kandi and Jungipore 10 sers.
n At Serajgunge retail price of salt 10 sers per rupee.
o In sub-divisions retail prices of salt per rupee are:—Nilphamari 10 sers, Gaibanda 7-8 sers and Kurigram 9 sers.
p At Fallacotta in Alipore sub-division retail price of salt 8 sers per rupee.
q At Siliguri retail price of salt 8 sers per rupee.
r At Bhudruck retail price of salt 9 sers per rupee.
s At Govindpore retail price of salt 10 sers per rupee.

RETAIL PRICES FOR THE 2nd HALF OF DECEMBER 1888—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum. Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu. Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi. Past fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	15 12	15 12	21 0	13 15	14 11	12 9	17 13	16 12	21 0	...	...	...	16 13	...	10 8	...	19 2	18 5	18 10	18 9	18 14	18 5	168 0	168 0	9 8t	9 8
Gya	13 8	13 8	16 0	15 4	9 8	9 8	15 8	15 8	...	...	...	...	...	...	14 4	14 4	17 0	16 0	...	...	18 0	19 0	200 0	200 0	9 0u	9 0
Patna	16 4	17 0	20 0	19 8	11 0	11 8	16 0	17 5	...	18 0	...	...	...	23 0	15 8	15 0	19 0	19 8	20 0	21 8	22 0	22 0	130 0	130 0	10 0	10 0
Shahabad	15 8	14 8	18 4	18 0	10 0	9 0	15 8	15 8	18 4	18 0	...	...	...	...	...	...	18 0	18 0	...	...	14 0	13 8	100 0	100 0	10 0v	10 0
Behar, north—																										
Purneah	14 0	14 0	...	...	14 0	14 0	16 0	16 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	16 0	16 0	200 0	200 0	9 0w	9 0
Bhágalpur	15 2	15 12	12 10	12 10	11 0 to 15 2	11 6	15 2 to 16 6	15 2	...	...	...	...	...	...	...	...	16 11	16 1	18 4	18 4	17 10	17 10	189 0	189 0	10 1	10 1
Durbhunga	12 9½	13 0	20 15¼	18 0	10 2	11 8	14 5	15 0	...	...	...	...	19 12	22 0	...	...	17 0	15 8	18 11	18 4	20 15¼	19 12	157 0	160 0	x	11 0
Mozufferpore	12 0	12 8	...	...	9 0	10 0	12 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	17 0	19 8	20 0	20 0	160 0	160 0	10 0x	10 0
Sarun	15 0	15 0	21 8	18 8	8 8	8 8	13 8	13 8	...	...	...	...	20 0	20 0	15 0	15 0	17 8	17 8	20 0	20 8	20 8	20 8	190 0	190 0	10 0	10 0
Chumparun	13 0	14 0	21 0	22 0	9 0	9 0	13 8	15 0	...	...	...	...	23 0	26 0	...	...	15 0	16 0	19 0	21 8	21 0	22 0	100 0	100 0	8 0y	8 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	12 8	18 0	17 0	8 0	8 0	12 0	12 8	17 0	18 0	15 0	15 0	16 0	16 0	11 0	14 0	15 0	16 0	17 0	16 0	17 0	17 0	100 0	100 0	10 0	9 8
Benares	13 15	13 13	16 2	16 8	9 12	9 12	14 10	14 10	16 4	16 8	15 11½	15 7	17 9½	17 14	13 12	13 12	16 13	16 13	17 14	17 14	16 13	16 13	120 0	120 0	10 11	10 11
Ghazipur	14 3	14 3	18 0	18 0	7 2	7 2	11 9	11 9	11 9	21 14	21 14	15 7	20 9	20 9	15 7	15 7	17 6	17 6	18 0	18 0	17 0	17 0	154 8	154 8	9 10	9 10
Jaunpur	14 0	14 8	17 0	18 8	7 0	7 0	14 0	14 0	...	...	...	...	...	...	...	...	20 0	21 0	...	...	19 0	19 0	140 0	140 0	8 0	9 0
Allahabad	12 8	12 8	17 0	17 0	8 0	8 0	13 0	13 0	19 0	22 0	16 8	16 0	...	...	...	...	16 0	16 4	16 0	16 0	14 0	14 0	160 0	160 0	10 0	10 0
Central—																										
Bánda	14 8	16 0	15 12	16 0	8 0	8 0	12 8	12 8	17 0	20 0	15 8	17 0	...	...	12 0	12 0	16 0	17 8	...	...	13 0	14 0	160 0	160 0	10 0	9 8
Fatehpur	13 0	13 8	15 0	16 0	11 8	12 0	12 4	13 0	15 0	18 0	14 0	15 8	...	...	...	...	14 8	16 0	...	...	9 0	20 4	160 0	160 0	10 0	10 0
Hamírpur	14 14	16 0	16 4	17 13	9 0	9 0	12 0	12 0	16 0	19 0	15 7	17 4	...	...	...	...	16 0	17 0	...	...	18 6	...	140 0	140 0	10 13	10 8
Jalaun	14 0	15 0	17 0	17 0	9 0	9 0	10 0	10 0	18 0	20 0	16 0	17 0	...	...	16 0	16 0	17 0	17 0	18 0	18 0	17 0	17 0	140 0	140 0	11 0	11 0
Cawnpore	14 4	15 0	17 0	18 0	9 0	9 0	13 0	13 0	18 0	18 8	17 0	17 8	...	...	18 0	17 8	17 8	18 0	19 8	22 0	20 8	20 8	160 0	140 0	12 0	12 0
Etáwah	15 4	15 2	17 8	17 8	6 0	6 8	12 8	12 8	18 12	19 4	18 4	18 4	15 0	15 8	14 0	14 0	18 12	19 8	16 0	18 8	20 0	20 8	120 0	120 0	11 0	11 0
Farukhabad	13 8	14 0	17 0	17 4	6 8	6 8	10 0	10 8	17 4	...	15 4	15 8	...	...	21 0	23 0	17 0	18 0	17 8	18 8	19 8	19 12	180 0	140 0	11 4	11 4
Mainpuri	14 6	15 0	17 6	18 0	4 8	4 8	14 0	15 0	15 8	16 8	15 6	16 8	...	...	...	...	14 0	13 8	19 6	20 8	19 0	17 0	160 0	160 0	10 10	10 10
Etah	14 12	15 12	19 0	19 0	8 8	8 8	12 8	12 8	16 0	18 0	16 0	16 0	...	...	15 0	16 0	22 0	23 0	20 0	20 0	13 12	15 0	120 0	120 0	11 4	11 0
Western—																										
Lalitpur	13 4	13 12	17 0	18 0	9 8	9 8	12 0	11 8	15 0	16 8	12 0	13 0	20 0	20 0	15 0	15 0	15 0	16 0	16 0	18 0	11 8	10 12	160 0	160 0	10 0	9 4
Jhánsi	14 4	14 4	19 0	19 0	7 8	7 8	11 8	11 8	17 0	17 2	15 4	15 4	...	...	...	...	16 6	17 14½	20 4	20 4	...	...	180 0	180 0	10 8	10 8
Agra	13 8	13 8	18 8	18 8	5 0	5 0	9 0	9 0	16 8	17 0	15 0	15 0	...	...	17 0	17 0	21 0	21 0	20 0	20 0	14 0	14 8	100 0	100 0	12 0	12 0
Muttra	13 8	14 0	19 0	20 0	7 8	7 8	11 8	11 8	19 0	19 0	16 0	16 0	...	...	12 0	12 0	21 8	22 8	19 8	19 8	24 0	24 0	120 0	120 0	11 8	11 8
Aligarh	14 8	14 12	19 10	21 0	5 10	5 4	11 12	10 8	19 2	21 0	19 6	16 8	...	...	15 0	15 0	21 8	22 0	21 12	22 8	25 0	26 0	130 0	140 0	12 0	12 0
Bulandshahr	14 12	15 8	20 0	20 0	7 0	7 0	11 0	11 8	19 0	20 0	16 8	16 8	...	...	16 0	16 0	21 8	22 8	20 0	21 0	16 0	16 0	130 0	140 0	11 0	11 4
Meerut	14 8	14 8	20 0	21 0	6 0	6 0	13 0	13 0	19 0	18 8	16 0	16 0	14 0	14 0	14 0	14 0	21 0	21 8	19 0	19 0	21 0	21 0	95 0	95 0	11 8	13 4
Sub-montane—																										
Ballia	14 8	14 4	19 4	19 4	9 5	10 4	15 8	15 8	18 0	18 0	...	...	...	...	13 0	15 0	18 0	18 0	19 4	18 0	19 4	19 4	100 0	100 0	10 6	10 4
Azamgarh	13 4	13 4	15 8	15 4	10 5	10 5	13 4	13 4	...	...	...	...	20 10	...	13 4	...	16 4	16 10	18 8	19 8	13 4	13 4	177 8	177 8	9 12	9 13
Gorakhpur	13 8	13 8	18 0	18 0	9 7	9 0	14 6½	14 6½	18 0	18 0	...	...	19 13	19 13	17 1½	18 0	18 0	17 0½	18 14½	18 14½	21 9½	20 12	140 0	140 0	10 3	10 3
Basti	16 12	17 0	21 0	21 0	...	...	28 0	28 0	...	...	...	...	...	...	...	...	18 0	18 8	20 0	21 0	21 0	21 0	140 0	140 0	10 0	10 0
Sháhjahánpur	15 0	15 4	20 0	21 0	8 8	8 8	15 8	15 8	19 0	19 0	17 0	17 8	26 0	26 0	22 0	22 0	17 8	17 8	20 0	20 0	20 8	20 8	160 0	160 0	11 0	11 0
Budaun	14 4	15 4	17 2	18 8	6 0	6 0	13 3	14 0	16 12	19 3	15 4	17 4	...	...	...	...	16 8	18 0	18 0	19 3	18 0	20 6	192 0	192 0	11 4	11 4
Pilibhít	14 4	13 12	20 0	20 0	12 8	12 8	15 0	15 0	20 0	20 0	17 0	17 8	...	...	...	...	16 12	17 8	21 4	22 8	21 4	22 8	200 0	200 0	10 8	10 8
Bareilly	13 2	13 12	17 8	18 12	6 4	6 4	12 13	13 7	16 4	18 12	15 10	16 14	23 2	...	17 8	16 14	16 14	17 13	18 2	19 6	17 8	18 2	150 0	150 0	10 10	10 10
Moradabad	16 0	16 0	23 0	23 0	10 8	10 8	14 8	14 8	24 8	24 8	18 4	17½ 12	...	...	16 4	16 4	20 0	20 0	21 8	22 8	23 8	23 8	165 0	165 0	11 8	11 8
Tarái	16 14	17 8	27 8	28 12	10 0	10 0	14 6	14 8	22 8	27 8	19 6	20 0	...	...	27 8	30 0	19 6	18 12	25 0	25 0	22 8	22 8	100 0	100 0	10 0	10 0
Bijnor	14 10	15 3	21 15	21 10	8 2	7 14	12 6	12 15	...	...	17 2	17 7	...	...	...	...	20 0	20 0	21 15	22 8	...	...	135 0	135 0	10 11	11 0
Muzaffarnagar	15 6	15 6	23 2	22 0	6 9	6 9	12 10	12 10	22 0	22 0	18 11	18 11	17 10	17 10	16 8	16 8	22 0	22 0	22 0	22 0	14 5	14 5	132 0	132 0	11 9	11 9
Saháranpur	15 9½	15 1	22 9	22 9	8 9½	8 9½	11 13	11 13	23 10½	23 10½	18 4½	18 4½	21 8	21 8	21 8	21 8	21 8†	21 8	21 8	21 8	15 1†	15 1	129 0	129 0	11 0	11 4½
Dehra Dún	14 4	14 4	20 8	20 8	6 8	6 8	11 0	11 0	18 0	18 0	16 0	16 0	20 0	20 0	...	...	19 8	19 8	19 0	19 0	16 0	16 0	160 0	160 0	10 0	10 0
Kumaun	14 0	14 0	16 0	16 0	12 0	12 0	13 0	13 0	...	...	...	...	18 0	18 0	20 0	20 0	12 0†	12 0†	16 0	20 0	8 0‡	8 0‡	160 0	160 0	8 0	8 0
Garhwal	12 8	13 12	13 8	17 0	7 12	7 12	11 12	12 8	21 0	...	8 8	...	8 8	23 12	...	...	8 0	10 8	...	...	...	8 8	...	180 0	...	8 8
Oudh—																										
Southern—																										
Partabgarh	14 8	15 0	17 0	19 0	13 0	13 5	17 0	14 0	16 0	18 9	...	16 0	...	...	18 0	...	...	19 0	13 0	...	5 0	13 0	360 0	180 0	14 0	9 9
Sultánpur	14 8	14 8	19 0	19 0	9 0	9 0	15 8	15 8	19 0	19 0	16 0	16 0	24 0	40 0	20 0	20 0	20 0	20 0	16 0	16 0	20 0	20 8	160 0	160 0	10 8	10 8
Rae-Bareli	14 4	15 0	18 0	19 0	7 0	7 0	14 0	14 0	19 0	20 0	17 0	17 8	20 0	20 0	16 0	16 0	18 8	19 0	16 0	16 0	22 0	22 0	160 0	160 0	10 0	10 0
Unao	14 8	14 12	16 0	16 8	9 0	9 0	13 8	13 8	16 0	17 0	17 0	17 0	...	20 0	14 0	15 0	17 0	18 0	18 0	19 0	14 8	14 8	160 0	160 0	11 0	11 0
Lucknow	14 8	14 12	18 0	19 0	6 0	6 0	13 0	13 0	18 0	19 4	17 0	18 0	22 0	23 0	19 0	20 0	16 14	17 4	20 0	21 0	20 0	21 0	130 0	130 0	10 8	10 8
Hardoi	15 8	16 1	19 0	18 8	7 0	7 0	14 0	15 0	18 0	18 0	16 0	17 2	...	31 0	...	22 0	18 0	19 0	19 0	21 8	14 0	14 0	140 0	140 0	10 8	10 8
Northern—																										
Fyzabad	14 0	13 12	18 4	18 0	9 0	9 0	13 0	13 0	18 0	18 0	16 8	15 8	18 0	20 0	15 8	17 0	18 0	18 0	19 0	19 8	21 0	20 8	120 0	110 0	10 0	10 0
Barabanki	13 12	14 0	18 0	18 0	10 0	10 0	13 0	12 8	18 0	20 0	17 0	19 0	24 0	24 0	16 0	15 0	16 0	17 0	20 0	20 8	21 0	19 12	120 0	120 0	10 0	10 0
Gonda	15 0	14 8	16 0	16 8	12 0	12 0	13 12	13 0	21 0	21 0	19 0	19 0	22 0	22 0	14 0	14 0	19 8	20 0	22 0	22 8	22 0	22 0	200 0	200 0	10 8	10 8
Bahraich	15 0	14 8	23 0	22 0	12 0	12 0	14 8	14 8	26 0	25 0	17 0	17 0	30 0	32 0	14 0	14 0	21 0	21 0	25 0	25 0	22 0	22 0	140 0	140 0	10 8	10 8
Sitapur	15 8	16 4	18 0	21 8	8 0	8 0	14 0	14 0	20 0	23 0	19 4	21 8	27 0	31 0	22 8	24 0	19 0	20 0	21 0	23 0	21 0	22 8	160 0	160 0	10 8	10 8
Kheri	16 0	16 0	19 0	20 0	8 0	8 0	15 8	16 0	22 8	26 0	22 0	25 0	22 0	20 0	15 0	15 0	17 8	17 8	22 8	26 0	22 0	22 8	140 0	140 0	10 8	10 8
Rajpútana—																										
Eastern—																										
Partábgarh	14 6	14 11	18 12	18 12	6 4	6 4	8 2	8 2	17 8	16 4	12 8	11 4	...	...	...	...	18 8	18 12	17 8	17 8	20 0	20 0	...	...	14 14	14 14
Bánswára	15 0	16 4	15 0	15 0	5 0	6 4	8 2	8 12	7 8	8 2	...	...	...	...	...	...	15 6	15 0	20 0	18 12	8 9	8 9	...	...	10 0	10 5
Meywar (Oodeypore)	11 11½	10 15	14 7½	14 7½	7 6½	7 0½	7 13	7 13	14 1	13 4½	10 15	11 11½	*Nil*	*Nil*	10 2½	10 2½	14 13½	14 13½	13 10¾	13 10¾	10 2½	10 2½	160 0	160 0	10 15	10 15
Sirohi	11 8	11 0	16 0	16 0	6 0	6 0	7 0	7 0	13 0	13 0	14 0	14 0	...	...	19 0	19 0	14 0	14 8	14 0	15 0	9 0	9 8	160 0	160 0	12 0	12 0
Erinpura	12 14	12 3	17 1	15 4	...	...	8 8	8 0	15 0	14 6	14 1	13 12	...	...	...	...	18 6	16 11	...	...	...	...	260 0	240 0	12 0	12 0
Ajmere	13 0	13 0	16 8	16 0	3 0	3 0	8 0	8 0	17 0	16 0	14 0	14 0	...	...	...	...	18 0	18 0	16 0	15 0	...	...	80 0	80 0	12 0	12 0
Abu	10 14	10 12	14 12	14 8	6 4	6 4	8 0	8 0	...	...	12 0	13 8	...	...	...	...	14 12	14 12	13 0	...	10 0	10 0	...	...	11 0	11 0
Kishengarh	14 4	14 0	18 0	17 12	9 0	9 0	10 0	10 0	19 4	19 0	15 0	14 4	...	...	...	...	18 12	18 8	16 4	17 0	...	...	...	120 0	13 0	13 0
Boondee	17 8	16 8	22 8	21 8	7 8	7 8	8 0	8 0	21 0	20 8	15 6	15 0	...	...	...	...	19 0	20 0	20 8	20 8	...	...	160 0	160 0	11 0	11 8
Kotah	15 0	15 0	14 0	14 0	7 0	7 0	9 0	9 0	18 0	18 0	13 0	12 0	...	...	...	...	17 0	17 0	16 0	16 0	11 0	11 0	240 0	240 0	10 0	10 0
Jhalláwar	13 9	13 9	12 15	12 15	7 5½	7 5½	9 6	9 6	16 7½	16 7½	14 2½	14 2½	...	...	11 1	11 1	15 12½	15 12½	16 7½	16 7½	7 13½	7 3½	175 0	175 0	10 3	10 3
Tonk	14 12	14 3	22 12	21 7	8 8	8 9	9 8	9 10	23 4	20 10	20 0	18 6	...	...	...	...	23 0	20 12	20 4	19 0	...	...	100 0	100 0	11 0	11 4
Jeypore	14 8	14 12	20 8	21 0	5 0	4 12	8 4	8 0	21 0	21 8	18 0	17 4	...	...	13 0	13 0	18-0 to 20 4	19-0 to 21 0	21 0	21 8	21 0	21 0	115 0	115 0	12 0	12 0
Kerauli	17 13	16 4	20 10	21 14	10 0	10 0	11 4	12 8	20 0	20 0	18 2	17 8	...	...	12 8	11 4	20 5	21 4	...	...	22 8	25 0	200 0	200 0	11 8	11 4
Dholpur	13 9	14 4	20 8	21 10	9 0	10 2	11 4	13 8	18 4	19 2	18 0	18 2	...	...	12 6	13 8	20 8	21 14	...	...	24 8	24 15	90 0	90 0	11 6	11 1
Bhartpur	14 4	14 12	20 0	21 8	7 12	7 12	9 8	9 8	18 8	18 4	16 4	16 12	...	...	11 8	11 12	21 0	22 3	18 0	19 0	20 0	21 8	160 0	160 0	11 8	11 8
Alwar	15 10	16 1	21 9	22 10	8 0	8 0	10 8	10 8	22 8	23 1	18 5	18 3	...	...	14 8	14 8	22 3	23 1	21 5	21 7	31 0	31 0	200 0	200 0	12 12	12 12
Deoli Cantonment	15 0	14 3	20 8	20 10½	4 0	4 0	7 0	9 0	20 5	18 2½	18 0	17 12	...	...	...	...	20 0	19 10½	...	...	...	...	230 0	230 0	12 0	11 5
Nasirabad Cantonment	13 8	13 8	18 0	18 2	7 0	7 0	8 0	8 0	17 12	18 0	15 0	15 0	12 0	...	...	12 0	19 0	19 1	15 10½	16 8	12 0	12 0	90 0	90 0	12 4	12 4
Hilly Tracts of Meywar	11 0	12 0	15 0	15 0	...	...	7 8	7 12	...	...	...	...	...	...	...	...	12 0	14 0	16 0	17 0	...	...	¶	§	10 0	10 0
Bálmer	10 9	10 9	...	...	5 0	5 0	6 8	6 8	...	...	12 3	12 3	...	...	...	...	9 12	9 12	...	...	...	...	260 0	260 0	13 0	13 0
Anádra	11 10	11 2	14 8	14 8	6 8	6 0	8 0	8 0	...	...	14 0	14 0	...	...	...	...	14 8	14 8	14 8	14 8	10 4	10 12	...	...	12 0	12 0
Shahpura	13 8	13 12	16 8	16 6	8 13	8 4	10 8	10 6	16 12	14 2	15 0	14 0	...	...	...	...	16 12	16 8	15 0	...	...	...	160 0	160 0	12 0	12 0
Western—																										
Jodhpur	12 3	12 3	16 4	15 0	6 4	6 4	7 8	7 8	13 12	13 12	12 3	13 2	...	...	...	...	16 4	16 4	12 8	12 8	...	...	...	...	13 7	13 12
Jaisulmer	9 12	9 12	...	...	8 0	7 12	9 0	9 4	12 10	12 10	10 12	10 12	...	...	...	...	10 0	10 0	...	...	...	...	...	...	21 0	21 0
Bickanir	11 12	11 12	...	...	3 2	3 2	6 11	6 11	...	...	12 15½	12 12	...	...	...	...	15 10¼	16 4	...	...	8 0	8 0	100 0	100 0	13 4	13 4
Central India—																										
Indore	13 8	13 8	13 0	13 0	7 0	7 0	8 0	8 0	19 0	16 0	16 0	15 8	*	*	*	*	16 8	16 4	21 8	22 0	16 4	13 12	120 0	120 0	10 4	10 4
Nimach Cantonment	12 12	12 6	19 0	19 0	8 0	7 0	10 0	9 0	17 14	17 9	15 0	15 0	...	...	...	...	18 8	18 8	18 4	18 3	18 0	11 8	160 0	160 0	11 14	12 0
Baghelkhand (Satna)	16 4	17 0	22 8	22 8	8 0	8 0	14 0	14 0	19 0	18 0	17 0	16 4	*	*	*	*	17 8	17 4	*	*	20 0	21 0	160 0	160 0	10 8	10 8
Goona	15 0	14 8	15 0	15 0	7 12	7 12	8 0	8 0	18 8	17 8	...	...	...	...	...	...	18 0	17 4	18 8	18 0	...	...	200 0	200 0	10 0	10 0
Gwalior	12 0	12 0	15 7	16 1	7 4	7 4	8 2	8 2	14 15	15 7	13 8	13 10	...	...	9 1	9 1	14 0	17 10	15 11	15 7	16 0	19 10	126 14	126 14	10 2	10 0

* No sale. † For unhusked grain. ‡ For husked grain. § Nine pies per bundle. ¶ Six pies per bundle.

t In sub-divisions retail prices of salt per rupee are :—Beguserai 9-4 sers and Jamui 9 sers.

u In sub-divisions retail prices of salt per rupee are :—Aurungabad 9-8 sers and Nowada 8 seers.

v In sub-divisions retail prices of salt per rupee are :—Buxar and Sasseram 10 sers, and Bhabooa 9-8 sers.

w Kissengunge and Arrareah sub-division retail price of salt 10 seers per rupee.

x In Hajipore and Sitamarhi sub-divisions retail price of salt 10 sers per rupee.

y At Bettiah retail price of salt 10 sers per rupee.

z In sub-divisions retail prices of salt per rupee are :—Madhubani 10 sers and Tajpore 11 sers.

RETAIL PRICES FOR THE 2nd HALF OF DECEMBER 1888—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	Ch. S.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	17 0	17 0	21 0	22 0	...	...	10 0	10 0	23 0	22 0	18 0	17 0	...	...	...	...	24 0	22 0	18 0	17 0	...	...	85 0	85 0	11 0	11 0
Ferozepore	17 0	16 0	25 0	24 0	...	...	10 0	8 0	25 0	24 0	20 0	19 0	...	...	16 0	20 0	22 0	23 0	24 0	22 0	12 0	...	100 0	100 0	13 0	12 8
Montgomery	15 0	15 0	20 0	20 0	...	...	9 0	9 0	20 0	18 0	15 0	15 0	...	...	20 0	20 0	20 0	20 0	18 0	16 0	12 0	12 0	200 0	200 0	11 0	11 0
Central—																										
Gurgaon	17 0	17 0	23 0	23 0	...	...	10 0	10 0	22 0	22 0	18 0	18 0	...	...	...	...	23 0	23 0	18 0	18 0	22 0	22 0	130 0	130 0	11 0	11 0
Delhi	15 0	15 0	21 0	22 0	...	...	12 0	12 0	20 0	20 0	16 0	16 0	...	...	11 0	14 0	22 0	22 0	21 0	21 0	23 0	23 0	70 0	70 0	10 0	10 0
Rohtak	16 0	16 0	20 0	22 0	...	...	11 0	11 0	25 0	24 0	20 0	19 0	...	...	...	...	24 0	25 0	17 0	17 0	20 0	20 0	120 0	120 0	11 0	11 0
Karnál	17 0	16 0	24 0	23 0	...	...	12 0	12 0	25 0	25 0	17 0	17 0	22 0	22 0	17 0	17 0	20 0	25 0	24 0	24 0	22 0	22 0	120 0	120 0	10 8	10 8
Lahore	15 0	15 0	24 0	22 0	...	...	8 0	8 0	24 0	25 0	14 0	14 0	...	...	20 0	20 0	21 0	21 0	21 0	21 0	12 0	12 0	100 0	100 0	12 0	12 0
Sub-montane—																										
Umballa	18 0	18 0	23 0	24 0	...	...	12 0	12 0	22 0	22 0	16 0	16 0	20 0	20 0	12 0	12 0	25 0	25 0	23 0	23 0	16 0	16 0	130 0	130 0	12 0	12 0
Ludhiána	19 0	19 0	25 0	26 0	...	...	11 0	11 0	24 0	25 0	22 0	22 0	...	...	20 0	20 0	25 0	25 0	24 0	25 0	14 0	14 0	110 0	110 0	12 8	12 8
Jullundur	18 0	18 0	24 0	24 0	...	...	8 0	8 0	24 0	24 0	18 0	18 0	...	...	20 0	20 0	22 0	22 0	26 0	24 0	...	...	100 0	100 0	12 8	12 8
Hoshiárpur	18 0	18 0	24 0	23 0	...	...	12 0	10 0	25 0	24 0	20 0	16 0	16 0	13 0	20 0	16 0	22 0	22 0	23 0	23 0	13 0	16 0	100 0	90 0	13 0	13 0
Gurdáspur	17 0	17 0	22 0	22 0	...	...	12 0	12 0	22 0	22 0	14 0	14 0	...	...	12 0	12 0	20 0	19 0	22 0	22 0	8 0	8 0	120 0	120 0	13 0	12 0
Amritsar	17 0	17 0	23 0	23 0	...	...	11 0	11 0	22 0	22 0	17 0	17 0	...	...	18 0	19 0	22 0	22 0	24 0	23 0	...	...	90 0	90 0	13 0	13 0
Hills—																										
Simla	13 0	13 0	*	*	...	...	10 0	10 0	16 0	16 0	15 0	15 0	*	*	*	*	8 0	18 0	*	*	*	*	65 0	65 0	9 8	9 8
Kángra	13 0	13 0	17 0	16 0	...	...	11 0	10 0	12 0	13 0	10 0	10 0	24 0	22 0	8 0	8 0	15 0	15 0	16 0	16 0	12 0	12 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkote	17 0	17 0	24 0	24 0	...	...	13 0	12 0	23 0	23 0	21 0	21 0	...	...	25 0	30 0	22 0	22 0	21 0	21 0	12 0	12 0	160 0	160 0	13 0	13 0
Gujránwála	16 0	16 0	17 0	23 0	...	...	11 0	9 0	21 0	21 0	12 0	12 0	...	‡	10 0	10 0	20 0	20 0	19 0	19 0	8 0	8 0	90 0	90 0	13 0	13 0
Gujrát	17 0	16 0	22 0	21 0	...	...	9 0	9 0	20 0	19 0	18 0	18 0	...	...	12 0	12 0	20 0	19 0	20 0	18 0	11 0	11 0	120 0	120 0	13 0	13 0
Jhelum	16 0	16 0	22 0	23 0	...	...	11 0	11 0	21 0	21 0	19 0	18 0	...	...	...	...	20 0	19 0	20 0	20 0	...	13 0	160 0	160 0	14 0	13 0
Ráwalpindi	15 0	15 0	21 0	20 0	...	...	10 0	9 0	22 0	22 0	17 0	16 0	...	...	16 0	16 0	19 0	19 0	18 0	16 0	17 0	18 0	90 0	80 0	13 8	13 8
Hazára	12 0	13 0	17 0	18 0	...	...	11 0	11 0	...	...	12 0	12 0	...	...	12 0	12 0	15 0	15 0	15 0	15 0	...	...	80 0	80 0	11 0	11 0
Peshawar	14 0	14 0	21 0	21 0	...	...	10 0	10 0	23 0	22 0	15 0	14 0	...	...	19 0	20 0	17 0	16 0	20 0	19 0	23 0	23 0	100 0	100 0	30 0	41 0
Kohát	13 0	13 0	19 0	18 0	...	...	11 0	11 0	16 0	17 0	16 0	16 0	...	...	15 0	15 0	15 0	15 0	18 0	15 0	...	...	166 0	120 0	56 0	56 0
Western—																										
Shahpur	16 0	16 0	22 0	20 0	...	...	9 0	9 0	22 0	22 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	10 0	10 0	240 0	240 0	13 0	13 0
Jhang	16 0	16 0	25 0	24 0	...	...	10 0	10 0	20 0	20 0	20 0	20 0	20 0	18 0	16 0	18 0	21 0	20 0	18 0	20 0	10 0	10 0	240 0	240 0	12 0	13 0
Mooltan	14 0	14 0	21 0	21 0	...	...	10 0	10 0	20 0	20 0	17 0	17 0	...	...	28 0	28 0	17 0	17 0	17 0	17 0	...	...	100 0	100 0	12 0	12 0
Bannu	14 0	15 0	23 0	21 0	...	...	10 0	10 0	22 0	20 0	17 0	16 0	8 0	8 0	8 0	8 0	19 0	19 0	20 0	21 0	11 0	11 0	60 0	60 0	40 0	40 0
D. I. Khán	14 0	14 0	24 0	22 0	...	...	8 0	8 0	21 0	20 0	18 0	18 0	15 0	15 0	5 0	5 0	18 0	17 0	15 0	13 0	...	...	112 0	112 0	42 0	40 0
Muzaffargarh	15 0	15 0	20 0	20 0	...	...	12 0	12 0	17 0	16 0	17 0	16 0	...	...	...	...	17 0	17 0	...	...	11 0	11 0	110 0	110 0	12 0	11 0
D. G. Khán	15 0	14 0	21 0	21 0	...	...	10 0	13 0	21 0	23 0	18 0	19 0	...	...	...	...	16 0	17 0	...	...	...	...	75 0	75 0	27 0	27 8
Sind and Baluchistan—																										
Karáchi	11 0	11 8	18 0	18 0	8 0	8 0	10 0	10 0	15 0	15 0	13 0	13 0	*	*	*	*	14 0	14 0	14 0	14 0	7 0	7 0	90 0	90 0	14 0	14 0
Hyderabad (Gidu Bandar)	11 0	11 8	18 0	19 0	6 8	7 8	9 8	10 8	18 8	17 8	15 0	14 8	...	...	...	...	12 8	13 8	...	...	...	...	150 0	140 0	11 8	11 8
Thar and Párkar (Umarkot)	12 0	12 0	...	...	...	...	10 0	10 0	...	...	12 0	12 12	...	...	...	...	...	...	...	...	...	...	120 0	120 0	12 0	12 0
Sukkur	12 12	13 0	18 0	18 0	8 0	8 0	14 0	12 0	19 0	19 0	17 8	19 0	...	...	...	...	16 0	16 0	...	...	10 8	11 0	140 0	160 0	12 8	12 8
Shikárpur	11 12	11 8	15 8	15 8	8 0	7 12	9 4	8 8	19 0	18 8	17 12	17 8	...	...	...	...	14 12	14 8	...	...	10 8	10 0	150 0	140 0	11 8	11 8
Upper Sind Frontier	12 4	12 0	17 0	16 0	8 0	9 0	10 0	11 0	22 0	20 0	18 0	18 0	...	...	...	...	15 0	15 0	...	...	12 0	12 4	160 0	160 0	11 0	11 0
Quetta	12 6	11 8	12 14	13 0	5 0	5 0	7 14	7 8	15 8	15 8	*	...	*	...	*	...	12 0	12 0	13 0	12 8	*	...	64 0	64 0	9 0	9 0
Bombay—																										
Konkan—																										
Karwar	11 8	11 0	...	...	7 0	7 0	11 0	11 0	20 0	18 0	...	...	24 0	24 0	12 0	12 0	12 0	12 0	...	...	9 0	10 0	213 5	213 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	9 4	9 2	10 5	10 5	15 10	15 5	13 5	12 2	16 7	16 3	...	...	12 10	13 1	...	...	9 9	9 4	135 0	135 0	11 0	11 0
Colába (Alibág)	8 0	...	...	...	...	...	11 4	11 4	...	...	10 0	...	...	...	...	...	10 0	...	...	...	7 0	7 0	90 0	90 0	12 0	...
Bombay	9 0	8 13	14 5	16 7	6 3	6 1	10 3	10 1	15 7	15 9	12 3	12 10	13 4	14 10	12 3	11 13	12 10	12 15	14 0	15 5	7 7	7 5	70 13	67 1	10 1	10 1
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 7	9 5	...	...	11 4	11 4	...	...	...	...	12 5	12 5	...	...	6 7	6 7	71 2	71 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	15 0	15 0	...	...	10 0	10 0	11 0	11 0	27 0	23 0	23 0	23 0	31 0	31 0	...	...	13 0	14 0	...	...	9 0	9 0	80 0	80 0	9 0	9 0
Belgaum	15 8	16 0	...	...	12 0	11 8	12 8	12 0	21 0	20 0	19 0	19 0	26 0	27 0	18 0	19 0	12 0	13 0	...	...	11 0	11 0	70 0	67 0	11 8	11 8
Satara	10 11	10 11	13 0	13 0	8 3	8 3	10 0	10 0	13 5	13 5	12 5	12 5	16 5	16 5	18 3	18 3	16 4	16 4	19 2	19 2	16 8	16 8	97 1	97 1	11 10	11 10
Sholápur	14 8	13 9	17 6	17 6	8 8	8 8	10 6	10 6	22 6	20 11	19 4	19 4	...	...	...	...	13 11	16 6	...	...	14 3	13 12	80 0	80 0	11 8	11 8
Bijápur	13 5	13 5	10 4	10 4	7 3	7 3	9 15	9 15	18 0	18 0	16 3	16 3	...	...	...	...	14 14	14 14	...	...	10 2	10 2	80 0	80 0	9 10	9 10
Poona (City)	11 8	10 6	10 3	10 3	8 9	8 9	9 13	9 13	14 2	15 3	11 8	11 8	16 6	16 6	...	...	11 8	16 2	...	...	10 2	10 2	60 13	60 13	10 2	11 2
Khandesh—																										
Ahmadnagar	13 6	13 6	...	...	8 0	8 0	9 1	9 1	16 0	15 0	13 8	13 0	...	...	...	...	16 6	16 0	...	...	11 3	11 3	85 0	85 0	11 6	11 6
Násik	14 12	14 12	...	...	9 0	9 0	10 8	10 10	...	...	14 4	14 6	18 3	18 3	...	...	17 2	17 2	...	...	11 4	11 4	106 8	106 8	12 12	12 12
Khandesh (Dhulia)	12 0	12 0	...	...	7 8	7 8	9 6	9 6	15 7	13 12	14 1	12 7	...	...	12 10	12 10	14 13	13 8	...	...	8 12	8 12	106 0	106 0	10 8	10 8
Guzerat—																										
Surat	13 0	12 0	11 0	11 0	6 0	6 0	9 0	8 8	15 0	13 8	15 0	12 0	...	...	...	...	12 0	12 0	...	...	9 0	8 8	120 0	120 0	12 0	12 0
Broach	11 0	10 8	...	...	8 0	8 0	9 8	9 8	14 0	14 0	13 0	12 8	...	...	...	...	12 8	12 8	...	...	12 0	9 0	120 0	120 0	12 12	12 12
Kaira	11 13	11 13	17 12	16 0	7 10	7 10	10 0	9 6	16 0	16 0	14 8	14 8	16 13	16 13	...	...	13 0	13 0	...	...	11 6	11 6	90 0	90 0	13 5	13 5
Baroda Camp (Sadar Bazar)	8 9	8 9	13 11	13 11	6 4½	6 4½	6 15	6 15	...	...	12 9	12 9	14 4½	13 11	...	...	11 3½	10 13½	...	...	9 2	9 2	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	12 0	11 0	13 0	18 0	6 0	6 0	8 0	8 0	14 0	14 0	14 0	14 0	...	...	...	...	15 0	16 0	...	...	10 0	10 0	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	10 0	9 0	...	...	8 0	8 0	10 0	10 0	17 6	13 4	13 2	12 2	17 6	16 0	...	...	15 0	15 0	17 6	14 0	12 6	10 0	160 0	160 0	11 2	11 2
Deesa Cantonment	12 8	12 0	10 8	12 0	7 0	7 0	8 0	8 0	12 8	10 12	13 8	13 8	...	...	...	...	14 8	14 0	...	...	9 8	9 0	150 0	150 0	12 8	11 4
Kathiawar—																										
Rájkot	11 8	11 0	...	...	6 8	6 8	7 8	7 8	12 8	12 4	11 8	11 0	...	...	...	...	8 8	7 8	...	...	7 8	7 8	100 0	100 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	14 4	14 4	...	...	7 8	7 8	11 7	11 7	16 8	17 11	...	...	...	...	...	...	14 3	14 3	...	...	10 11	10 11	120 0	120 0	10 13	10 13
Khandwa-Ásirgarh Cant.	13 0	13 0	...	...	9 0	9 0	11 0	11 0	15 12	16 3	14 0	13 11	...	...	13 0	13 0	14 2	14 8	...	...	9 8	9 8	160 0	160 0	10 0	10 0
Hoshangabad	13 0	13 0	...	...	8 0	8 10	9 0	9 0	16 0	16 0	...	...	...	...	...	...	18 0	18 0	...	...	10 8	9 0	80 0	80 0	9 8	9 0
Betúl	13 9	13 9	...	...	9 9	9 9	10 0	10 0	17 7	17 7	...	...	...	...	...	...	18 4	18 4	...	...	11 6	11 6	320 0	320 0	7 9	7 9
Chhindwára	16 14	14 0	...	...	8 0	8 0	11 7	11 7	20 9	24 0	...	...	...	...	...	...	21 11	21 11	...	...	10 10	10 8	160 0	160 0	9 2	8 0
Nágpur	16 4	16 14	...	...	8 2	8 7	12 3	12 3	19 11	19 11	...	...	...	...	...	...	19 11	19 11	...	...	11 4	11 4	100 0	119 0	9 13	9 13
Wardha	17 2	17 2	...	...	8 0	8 0	11 7	11 7	24 0	24 0	...	...	...	...	...	...	17 2	17 2	...	...	16 0	12 13	124 0	124 0	9 10	9 10
Central—																										
Narsinghpur	12 15	13 8	...	...	9 3	9 12	10 14	11 8	...	...	...	...	...	...	...	...	17 10	18 11	...	...	13 10	13 11	200 0	200 0	9 2	9 2
Saugor	14 13	14 13	...	...	9 4	7 15	10 4	8 10	...	...	...	...	...	...	...	...	17 1	17 1	...	...	10 8	10 8	180 0	140 0	...	...
Damoh	16 0	16 0	...	...	10 11	10 0	11 7	11 7	...	...	...	...	...	...	...	...	17 2	18 7	...	...	10 11	...	200 0	200 0	9 2	9 2
Jubbulpore	13 4	13 0	...	...	7 8	7 0	10 0	9 4	18 0	19 0	...	...	...	...	...	...	17 12	17 12	...	...	10 0	10 8	130 0	120 0	9 4	9 4
Mandla	16 0	17 8	...	...	10 0	10 0	12 0	14 0	...	...	...	...	...	...	...	...	24 0	25 0	...	...	9 0	9 0	256 0	256 0	9 8	9 0
Seoni	14 15	14 15	...	...	10 3	10 3	13 9	13 9	...	...	...	...	...	...	...	...	19 8	19 8	...	...	10 15	10 15	200 0	200 0	9 10	9 10
Bálághát	18 6	18 6	...	...	13 2	13 12	17 14	17 14	...	...	...	...	...	...	...	...	19 3	19 3	...	...	12 8	12 8	192 0	192 0	8 0	8 0
Bhandára	18 12	18 12	...	...	...	...	16 4	16 4	...	...	...	...	...	...	...	...	18 12	18 12	...	...	10 0	10 0	195 0	195 0	9 2	8 0
Chánda	18 10	18 10	...	...	...	...	14 7	14 7	23 6	23 6	...	...	...	...	...	...	19 3	19 3	...	...	10 6	10 6	400 0	400 0	9 0	9 0
Eastern—																										
Biláspur	17 12	17 12	...	...	10 3	10 3	11 4	11 4	...	...	...	...	...	...	...	...	14 0	14 0	...	...	10 15	10 14	64 0	64 0	7 2	7 2
Raipur	19 11	19 11	...	...	10 4	10 4	15 15	15 15	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	80 0	80 0	8 0	8 0
Sambalpur	14 0	14 0	...	...	12 4	12 4	17 8	16 10	...	...	...	...	...	...	...	...	13 8	13 8	...	...	8 0	8 0	160 0	160 0	9 3	8 12
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	10 0	10 0	17 0	17 0	...	17 0	...	...	...	...	18 0	19 0	...	...	12 0	12 0	†	†	9 0	9 0
Básim	17 4	16 10	...	...	7 5	7 10	9 10	9 10	24 0	19 4	...	22 0	...	...	...	...	20 10	21 0	...	...	13 2	13 0			9 6	9 13
Akola	16 0	15 0	...	...	6 8	6 8	9 8	7 8	15 0	17 0	...	15 0	...	...	...	...	19 0	17 0	...	...	17 0	15 0			10 0	9 8
Ellichpur	14 12	14 12	...	8 0	7 0	7 0	8 6	8 6	15 0	18 12	...	15 0	...	...	...	...	14 12	14 12	...	...	10 0	10 0			9 4	9 4
Amráoti	15 0	15 0	...	...	7 0	7 3	8 0	8 11	18 10	17 9	...	14 11	...	...	...	...	16 0	16 0	...	...	12 0	11 0			9 0	9 0
Wún	16 0	14 0	...	...	9 0	8 0	10 0	10 0	...	17 0	...	...	...	...	...	...	16 0	16 0	...	...	20 0	16 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 15	12 11	...	...	7 2	7 2	10 8	10 8	18 13	18 13	17 12	18 4	...	...	...	...	12 11	12 11	...	...	17 12	16 12	130 0	130 0	8 14	8 12
Bolárum	13 8	11 9	...	...	7 11	7 1	8 5	8 5	20 4	15 2	...	...	...	...	...	...	14 3	11 15	...	...	...	...	116 14	116 14	9 0	9 0
Chadarghat	10 12	10 8	...	...	6 12	7 0	9 4	9 0	18 0	19 0	22 0	19 0	...	...	...	...	13 0	13 8	...	...	...	...	120 0	120 0	9 8	9 8

* Not procurable. † Firewood is sold by head-load, cart-load, and bullock-load. ‡ Not produced.

RETAIL PRICES FOR THE 2nd HALF OF DECEMBER 1888—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thúr Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 5	...	...	12 10	12 10	13 6	13 6	*	*	*	*	20 6	20 6	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	8 2	8 2	...	...	12 10	12 10	14 13	14 13	*	*	*	*	21 13	25 0	...	...	...	...	...	...	...	...	128 13	128 13	13 5	13 5
South, central—																										
Coimbatore	9 13	9 13	...	...	12 10	12 10	13 10	13 10	21 11	22 3	25 6	25 6	26 3	26 3	...	...	...	...	...	...	...	...	133 10	133 10	11 11	11 11
Nilgiris	8 8	8 8	...	...	9 10	9 10	11 3	11 3	20 0	21 10	16 13	16 13	21 10	20 3	...	...	...	...	...	...	...	...	161 13	161 13	9 3	9 3
Salem	10 3	10 3	...	...	12 11	12 3	14 2	13 3	25 8	23 11	22 2	23 0	29 2	29 2	...	...	...	...	...	...	...	...	186 10	186 10	13 8	13 8
Central—																										
Bellary	13 6	13 0	...	...	12 5	11 13	14 0	13 8	31 6	31 6	20 11	21 3	37 13	38 13	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Anantapur	11 8	11 8	...	...	12 13	12 13	15 2	15 2	31 6	30 14	25 6	25 6	34 0	34 0	...	...	...	...	...	...	...	...	145 13	155 8	11 5	11 5
Cuddapah	12 2	12 2	...	...	12 13	12 13	14 14	14 2	24 8	22 14	24 5	26 13	29 5	29 10	...	...	...	...	...	...	...	...	140 0	140 0	12 10	12 10
Kurnool	10 13	11 6	...	...	11 6	11 6	12 3	12 3	21 14	23 5	20 10	23 2	*	*	...	...	...	...	...	...	...	...	124 10	124 10	11 11	11 5
East Coast, north—																										
Ganjam	10 5	8 14	...	...	11 5	12 3	12 3	13 0	*	*	*	*	19 13	20 8	...	...	...	...	...	...	...	...	194 6	194 6	11 3	11 3
Vizagapatam	13 0	12 0	...	...	9 8	9 0	10 11	10 3	20 0	20 0	20 13	19 13	18 3	18 3	...	...	...	...	...	...	...	...	116 10	116 10	11 11	11 11
Godávari	12 10	11 11	...	...	14 14	15 13	16 0	17 0	23 0	23 0	21 2	21 2	25 8	25 8	...	...	...	...	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	13 2	13 2	14 0	14 0	22 2	22 2	*	*	23 5	20 14	...	...	...	...	...	...	...	...	170 2	170 2	13 3	13 3
Nellore	9 14	9 14	...	...	12 14	12 14	14 0	14 0	22 2	22 2	20 14	20 14	25 8	25 8	...	...	...	...	...	...	...	...	93 5	93 5	11 11	11 11
East Coast, south—																										
Madras	10 10	10 10	...	...	11 10	11 11	13 6	13 3	*	*	*	*	25 5	27 6	...	...	...	...	...	...	...	...	89 14	89 14	12 5	12 5
Chingleput	*	*	...	...	12 3	13 2	16 2	15 0	*	*	17 3	17 3	26 11	24 11	...	...	...	...	...	...	...	...	122 8	122 8	12 0	11 10
N. Arcot	9 6	9 6	...	...	12 3	13 2	14 2	14 2	*	*	*	*	35 14	35 14	...	...	...	...	...	...	...	...	194 6	194 6	11 11	11 5
S. Arcot	8 10	8 10	...	...	13 14	13 14	14 14	14 14	20 3	20 3	27 0	26 3	27 0	26 3	...	...	...	...	...	...	...	...	209 0	209 0	10 13	10 13
Tanjore	8 2	8 2	...	...	12 8	12 8	15 0	15 0	*	*	26 2	28 5	29 6	29 6	...	...	...	...	...	...	...	...	166 3	166 3	12 6	12 14
Trichinopoly	8 10	8 10	...	...	11 8	11 8	12 0	12 0	*	*	21 10	21 10	23 10	23 10	...	...	...	...	...	...	...	...	143 6	143 6	13 0	13 0
Southern—																										
Tinnevelly	8 8	8 8	...	...	10 11	10 11	12 13	11 10	*	*	*	*	*	*	...	...	...	...	...	...	...	...	52 8	52 8	14 13	14 13
Madura	9 6	8 10	...	...	12 10	11 13	13 8	12 5	25 14	25 14	23 8	23 8	27 2	26 6	...	...	...	...	...	...	...	...	121 8	131 3	13 10	13 10
Mysore—																										
Mysore	11 0	10 0	10 0	10 0	11 0	11 0	12 0	12 0	30 0	32 0	30 0	22 0	30 0	30 0	12 0	*	12 0	12 0	...	...	11 8	13 0	84 0	84 0	8 0	8 8
Bangalore	10 0	9 8	10 8	10 0	9 8	9 8	11 8	10 8	23 0	21 0	...	...	33 0	31 1	...	...	11 8	10 8	...	...	14 8	14 8	96 0	84 0	9 4	9 4
Kolar	10 0	10 0	9 0	9 0	10 4	10 0	13 8	14 0	27 0	26 0	...	...	40 0	40 0	...	...	10 4	10 0	27 0	...	15 8	15 0	144 0	144 0	9 0	8 8
Túmkur	11 0	11 0	11 0	11 0	11 0	11 0	12 0	12 0	...	...	...	...	40 0	40 0	...	...	11 0	11 0	...	...	15 0	15 0	340 0	340 0	9 0	9 0
Hassan	...	...	10 0	10 0	12 0	12 0	14 0	14 0	...	...	...	...	40 0	40 0	...	...	12 0	12 0	...	...	13 0	12 0	96 0	96 0	8 0	7 8
Kadur	10 0	10 0	11 0	11 0	16 0	16 0	19 0	19 0	...	...	...	...	48 0	48 0	...	...	14 0	14 0	...	...	10 0	10 0	320 0	320 0	9 0	9 0
Shimoga	11 9	10 8	...	...	10 8	10 8	14 11	14 11	33 10	33 10	...	...	48 13	47 4	...	...	11 9	11 9	...	...	...	...	480 0	480 0	8 6	8 6
Chitaldrug	12 0	12 0	14 0	14 0	10 0	10 0	12 8	12 0	48 0	48 0	32 0	32 0	55 0	55 0	65 0	65 0	12 0	10 0	...	...	20 0	18 0	320 0	320 0	8 0	8 0
Coorg—																										
Coorg	10 0	8 8	9 0	7 8	11 8	12 0	16 0	15 0	...	...	...	...	32 8	33 8	...	...	30 8	22 8	...	...	...	...	110 0	110 0	12 8	9 8
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* No sale.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

E. J. SINKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first ten months of the official year 1888-89, and of the seventeen preceding years.

(In Thousands of Rupees.)

Year.	Bengal. On Imports of Liquors.	Bengal. On other Imports.	Bengal. On Exports.	Bengal. Total Revenue.	Bombay. On Imports of Liquors.	Bombay. On other Imports.	Bombay. On Exports.	Bombay. Total Revenue.	Sindh. On Imports of Liquors.	Sindh. On other Imports.	Sindh. On Exports.	Sindh. Total Revenue.	Madras. On Imports of Liquors.	Madras. On other Imports.	Madras. On Exports.	Madras. Total Revenue.	Burma. On Imports of Liquors.	Burma. On other Imports.	Burma. On Exports.	Burma. Total Revenue.	Total British India. On Imports of Liquors.	Total British India. On other Imports.	Total British India. Total Import Revenue.	Total British India. Export Revenue.	Total British India. Total Revenue.	Year.
	FOR THE TEN MONTHS, APRIL TO JANUARY.																									
1871-72	8,81	61,03	20,58	90,42	5,40	39,86	3,69	48,95	1,01	1,11	1,72	3,84	3,14	10,40	11,51	25,05	1,32	3,56	13,64	18,52	19,68	1,15,96	1,35,64	51,14	1,86,78	1871-72
1872-73	9,95	57,90	22,76	90,61	4,65	37,28	2,98	44,91	89	1,04	1,73	3,66	3,23	10,13	9,25	22,61	2,51	4,21	23,24	29,96	21,23	1,10,56	1,31,79	59,96	1,91,75	1872-73
1873-74	8,86	56,58	18,46	83,90	5,39	39,74	3,13	48,26	1,11	85	1,02	2,98	3,20	11,79	11,47	26,46	2,70	4,05	18,25	25,00	21,26	1,13,01	1,34,27	52,33	1,86,60	1873-74
1874-75	9,76	65,37	15,03	90,16	5,63	40,48	3,68	49,79	95	76	1,25	2,96	3,10	11,38	11,09	25,57	3,12	5,74	11,68	20,54	22,56	1,23,73	1,46,29	42,73	1,89,02	1874-75
1875-76	10,49	62,56	15,89	88,94	5,92	36,48	4,01	46,41	1,13	90	1,08	3,11	3,65	11,58	9,40	24,63	3,12	4,21	20,07	27,40	24,31	1,15,73	1,40,04	50,45	1,90,49	1875-76
1876-77	10,84	54,88	15,17	80,89	6,93	35,18	94	43,05	1,23	65	25	2,13	4,49	10,10	5,88	20,47	3,47	4,43	15,25	23,15	26,96	1,05,24	1,32,20	37,49	1,69,69	1876-77
1877-78	12,12	68,56	16,89	97,57	7,19	41,50	99	49,68	1,61	79	40	2,80	4,75	7,87	1,85	14,47	4,10	5,22	12,01	21,33	29,77	1,23,94	1,53,71	32,14	1,85,85	1877-78
1878-79	10,99	55,12	16,48	82,59	7,20	38,47	1,88	47,55	1,60	52	23	2,35	4,62	7,98	3,80	16,40	5,51	5,78	16,09	27,38	29,92	1,07,87	1,37,79	38,48	1,76,27	1878-79
1879-80	10,33	50,89	11,32	72,54	7,98	33,47	1,90	43,35	2,64	62	25	3,51	4,28	7,71	6,43	18,42	5,71	5,73	18,99	30,43	30,94	98,42	1,29,36	38,89	1,68,25	1879-80
1880-81	10,89	50,57	12,41	73,87	7,24	46,61	2,07	55,92	4,10	1,06	21	5,37	4,39	8,86	6,38	19,63	3,98	6,81	22,70	33,49	30,60	1,13,91	1,44,51	43,77	1,88,28	1880-81
1881-82	10,88	45,03	14,51	70,42	8,41	40,14	1,53	50,08	3,17	1,09	32	4,53	4,18	8,20	3,95	16,33	5,89	6,73	26,24	38,86	32,53	1,01,19	1,33,72	46,55	1,80,27	1881-82
1882-83	11,82	14	15,42	27,38	8,49	−1,01*	1,53	9,01	2,87	4	49	3,40	4,46	4	3,14	7,64	6,54	7	31,09	37,70	34,18	−72*	33,46	51,67	85,13	1882-83
1883-84	12,03	24	15,79	28,06	8,96	48	1,30	10,74	3,08	4	46	3,58	4,19	7	4,63	8,89	6,43	12	23,96	30,51	34,69	95	35,64	46,14	81,78	1883-84
1884-85	10,48	29	11,48	22,25	9,03	39	1,66	11,08	3,28	5	50	3,83	4,02	6	4,12	8,20	6,39	5	16,71	23,15	33,20	84	34,04	34,47	68,51	1884-85
1885-86	11,17	26	13,28	24,71	9,89	48	1,08	11,45	3,57	6	76	4,39	4,20	10	3,06	7,36	5,26	6	26,33	31,65	34,09	96	35,05	44,51	79,56	1885-86
1886-87	11,52	39	10,89	22,80	10,23	46	1,36	12,05	4,44	9	80	5,33	5,41	17	4,31	9,89	8,13	13	23,36	31,62	39,73	1,24	40,97	40,72	81,69	1886-87
1887-88	10,72	43	14,31	25,46	11,96	47	1,74	14,17	4,02	6	68	4,76	8,37	9	3,75	12,21	7,53	2	24,11	31,66	42,60	1,07	43,67	44,59	88,26	1887-88
1888-89	12,40	5,37	13,32	31,09	12,42	3,28	1,35	17,05	4,63	68	41	5,72	8,82	87	4,29	13,98	7,35	77	16,39	24,51	45,62	10,97	56,59	35,76	92,35	1888-89

* The amount refunded is greater than the duty collected.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 13th February, 1889.

E. J. SINKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

REPORTS OF THE PROGRESS OF EDUCATION IN INDIA DURING THE YEAR 1887-88.

No. $\frac{2}{79\text{-}89}$.

Extract from the Proceedings of the Government of India in the Home Department,—(Education), under date Calcutta, the 11th February 1889.

READ—

Despatch from Her Majesty's Secretary of State for India, No. 93, dated the 6th September 1888, approving of the suggestion of the Government of India that the general Report on Educational Progress asked for by the Secretary of State in 1885 should be submitted only once in five years, but that in its place an annual Summary of a statistical kind shall be prepared for his information.

Read also—

The several Reports on the Progress of Education in India during the year 1887-88 with the Resolutions and Orders thereon by Local Governments and Administrations.

RESOLUTION.

IN Home Department Resolution No. 199, dated 18th June last, the Governor General in Council reviewed at length the Statistics regarding Education in India for 1885-86 and 1886-87 in connection with the general Report drawn up by Sir Alfred Croft, Director of Public Instruction, Bengal, on the Educational results for the former year. A similar review will be made and published every fifth year, Statistics only with a brief explanation being published for general information in the intermediate years. In publishing for general information the Statistics of Education for 1887-88, His Excellency in Council merely desires to call attention to the most prominent features presented by them without on this occasion further discussing their bearings or significance.

2. There has been an increase in the aggregate number of Public and Private Institutions to which the Educational Reports relate from 127,116 in 1886-87 to 133,125 in 1887-88. The Public Institutions numbered 94,288 in the former and 94,636 in the latter year, so that the augmentation was mainly due to the increased number of Private Institutions which have submitted statistics regarding their working to the Departments of Public Instruction.

3. The percentage of the total population of school-going age which actually attended school in 1887-88 was 11·8 as compared with 10·7 per cent. in 1886-87. On 31st March 1887 there were 3,343,544 pupils on the rolls of the different schools and colleges to which the statistics relate, while by the same date in 1888 the number had risen to 3,460,844. The numbers attending school in 1886-87 were composed of 2,970,859 at Public and of 372,685 at Private Institutions, in 1887-88 of 3,021,721 at Public and 439,123 at Private Institutions. The records of average attendance at Public Institutions show a corresponding improvement, such attendance having risen from 2,798,719 to 2,855,186. Statistics to show the average attendance at Private Institutions are not available. The number of pupils on the rolls of the Arts Colleges rose from 8,764 at the close of 1886-87 to 10,328 at the end of 1887-88, and there was a slight increase, from 2,737 to 2,861, in the number attending the Professional Colleges. At Secondary Schools there were 441,876 pupils in 1887-88 as compared with 429,093 in 1886-87, while in Primary Schools the figures improved from 2,513,934 to 2,550,384. The Governor General in Council regrets to notice that the numbers at the Training Schools declined from 5,716 to 4,761, while the increase at the other Special Schools—from 11,215 to 11,511—was much slighter than could be desired.

4. Of the pupils under instruction the number engaged in studying English rose from 310,126 to 325,425, the chief increase being in Secondary Schools. The number engaged in studying a Classical language rose from 472,518 to 478,608, while the number studying a Vernacular language only was 3,122,291 as compared with 3,036,593 in 1886-87. Of these students 2,503,680 were attending Primary Schools in 1886-87, and 2,543,983 in 1887-88. The increase was numerically as well as proportionately highest at Private Institutions, where there were 162,593 pupils studying one of the Vernaculars in 1886-87, and 199,528 in 1887-88.

5. If attention be directed to the race and religion of the different pupils in 1887-88, it will be found that there were 2,365,794 Hindus as compared with 2,303,812 in 1886-87; 804,485 Muhammadans as compared with 752,441; 23,160 Europeans and Eurasians as compared with 23,185; 74,498 Native Christians as compared with 60,611, and 203,121 of other classes (including aborigines) as compared with 192,314. The most noticeable feature in the above figures is the sustained increase among Muhammadan pupils. It was distributed over every stage of education but was chiefly noticeable at the Private Schools which were attended by 240,472 pupils, as compared with 195,415 pupils in 1886-87.

6. Of the total number of pupils attending school there were in 1887-88 3,182,643 boys as compared with 3,115,808 in 1886-87. Assuming the number of boys of the school-going age to be 15 per cent. of the population, the percentage of male scholars to the male population of school-going age rose from 19·5 in 1886-87 to 20·0 in 1887-88. The increase during the same period in the number of institutions attended by girls was from 6,674 to 7,012. Of the latter number 4,870 were Public and 2,142 Private Institutions. The number of girls attending the schools rose from 227,736 in 1886-87 to 278,201 in 1887-88: those attending Public Institutions rose from 206,108 to 248,097, and those at Private Institutions from 21,628 to 30,104. The percentage of female pupils to females of a school-going age which was 1·4 in 1886-87 was 1·8 in 1887-88.

7. The total expenditure on Education, which was Rs. 2,52,42,414 in 1886-87, rose to Rs. 2,61,91,280 in 1887-88. Of these sums Rs. 1,98,31,316 in the former and Rs. 2,09,09,809 in the latter year were directly devoted towards Public Instruction. The expenditure on Arts Colleges rose from Rs. 16,48,595 to Rs. 18,02,438, that on Professional Colleges from Rs. 5,99,948 to Rs. 7,20,674, and that on Training Schools from Rs. 5,44,178 to Rs. 5,66,146. The chief expenditure is on the Secondary and Primary Schools, and the amount spent on the former rose from Rs. 80,95,295 in 1886-87 to Rs. 86,27,117 in 1887-88, and that on the latter from Rs. 81,24,481 to Rs. 83,88,897. There was a decline in the expenditure on Special Schools other than Training Schools, from Rs. 8,18,819 to Rs. 8,04,537. The indirect expenditure upon Education, in which are included charges on account of Direction, Inspection, Scholarships and Buildings, declined from Rs. 54,11,098 in 1886-87 to Rs. 52,81,471 in 1887-88. This decrease was mainly due to the reduction of the expenditure on buildings.

8. This expenditure was met from Provincial and Local funds, from Municipal revenues, from Fees and from miscellaneous sources

such as Endowments. Provincial revenues are shewn in the annexed statements to have contributed Rs. 72,93,575 towards Education in 1887-88 as compared with Rs. 85,61,249 in 1886-87. But besides the sum thus shown as directly contributed by Provincial revenues, a sum of Rs. 9,26,972 was transferred from Provincial to Local Board revenues in Bengal, while smaller transfers of the same kind were effected in other provinces. The contraction in Provincial expenditure is thus for the most part nominal, but some true economies were effected which is satisfactory. The expenditure from Local Funds which in 1886-87 amounted to Rs. 37,14,579 rose in 1887-88 to Rs. 46,41,551, the rise being chiefly noticeable in the expenditure on those forms of education on which Provincial expenditure was contracted. Thus Local Bodies increased their expenditure on Secondary Education from Rs. 5,44,012 to Rs. 7,45,002, and on Primary Education from Rs. 21,43,321 to Rs. 26,06,392. The expenditure on Special Schools from Local Funds fell from Rs. 1,61,093 to Rs. 1,45,823, of which Rs. 1,20,704 were expended on training schools for masters. The Governor General in Council trusts to see shortly a further development of the interest of Local Bodies in Special Schools. The expenditure of Municipal Funds on Education was Rs. 12,94,317 in 1887-88 as compared with Rs. 12,05,984 in 1886-87.

9. There remains the contribution towards expenditure on Education from the fees paid by scholars and miscellaneous sources, including endowments for expenditure on education. Fees which in 1886-87 aggregated Rs. 65,29,958 reached Rs. 72,94,093 in 1887-88. The amount of fees paid at the Arts and Professional Colleges rose from Rs. 4,73,268 to Rs. 6,20,457, those paid at Secondary Schools from Rs. 31,89,378 to Rs. 36,01,610, and those paid at Primary Schools from Rs. 23,86,832 to Rs. 25,03,381. The income from miscellaneous sources which in 1886-87 was Rs. 52,30,644 was in 1887-88 Rs. 56,67,744.

10. The Statistics summarized above exhibit, in the opinion of the Government of India, proof of satisfactory progress, and indicate that the business of the Departments of Public Instruction was during 1887-88 generally conducted in an efficient manner. The Governor General in Council notices with pleasure the attention that appears to have been paid to the promotion of Primary Education, and he trusts that in this direction the efforts of Local Governments will be steadily increased and sustained.

ORDER.—Ordered, that copy of the above Resolution be forwarded to the Local Governments and Administrations marginally noted, and to the Revenue and Agricultural Department for information.

Madras.	Central Provinces.
Bombay.	Burma.
Bengal.	Assam.
North-Western Provinces and Oudh.	Coorg.
Punjab.	Hyderabad.

Ordered also, that the Resolution be published in the Supplement to the *Gazette of India*.

(True Extract.)

A. P. MACDONNELL,
Secretary to the Government of India.

EDUCATION—GENERAL TABLE I.

Abstract Return of Colleges, Schools, and Scholars in the several Provinces comprised in British India for the official year 1887-88.

(For Details see General Table III.)

| Area and Population. | | | | | Public Institutions. | | | | |

EDUCATION—GENERAL TABLE II.

Abstract Return of Expenditure on Public Instruction in the several Provinces comprised in British India for the Official Year 1887-88.

(For details see General Table IV.)

	TOTAL DIRECT EXPENDITURE ON PUBLIC INSTRUCTION.							TOTAL INDIRECT EXPENDITURE ON PUBLIC INSTRUCTION.								TOTAL EXPENDITURE ON PUBLIC INSTRUCTION.	REMARKS.
	UNIVERSITY EDUCATION.		SCHOOL EDUCATION, GENERAL.		SCHOOL EDUCATION, SPECIAL.		TOTAL.	University.	Direction.	Inspection.	Scholarship.	Buildings.	Special grants for Furniture and Apparatus.	Miscellaneous.	TOTAL.		
	Arts Colleges.	Professional Colleges.	Secondary Schools.	Primary Schools.	Training Schools.	All other Special Schools.											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
1. Institutions . For Males	17,98,475	7,20,674	74,30,717	74,85,683	4,58,442	7,96,502	1,86,90,493	3,98,667	3,24,372	17,30,142	6,75,317	13,68,749	1,20,413	66,63,811	52,81,471	2,61,91,280	
„ Females	3,963	...	11,96,400	9,03,214	1,07,704	8,035	22,19,316										
TOTAL .	18,02,438	7,20,674	86,27,117	83,88,897	5,66,146	8,04,537	2,09,09,809	3,98,667	3,24,372	17,30,142	6,75,317	13,68,749	1,20,413	66,63,811	52,81,471	2,61,91,280	
2. (a)—Percentages of Provincial Expenditure included in columns 2—17 to total Provincial Expenditure on Public Instruction . . .	11·70	8·01	20·58	15·74	4·72	5·97	66·72	·64	4·43	15·22	5·34	5·83	·36	1·46	33·28	100·00	
(b)—Percentages of Local Fund Expenditure included in columns 2—17 to total Local Fund Expenditure on Public Instruction . .	·27	...	16·05	56·16	2·68	·46	75·62	·05	...	11·61	2·11	7·67	·42	2·52	24·38	100·00	
(c)—Percentages of Municipal Expenditure included in columns 2—17 to total Municipal Expenditure on Public Instruction . . .	2·24	...	43·37	37·03	·32	1·87	84·83	·22	...	1·88	4·08	6·15	1·05	1·80	15·17	100·00	
(d)—Percentages of total Expenditure on columns 2—17 to Total Expenditure in Public Instruction	6·88	2·76	32·94	32·03	2·16	3·07	79·84	1·52	1·24	6·61	2·58	5·22	·46	2·53	20·16	100·00	
3. Average annual cost of educating each pupil in—	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.										
Departmental Institutions . Cost to Provincial Revenues .	175 1 8	273 1 6	11 14 9	3 0 0	123 2 8	72 1 6	21 6 4										
„ to Local and Municipal Funds	...	...	0 15 1	2 1 0	12 10 2	5 7 9	1 14 5										
TOTAL COST .	247 12 11	353 5 1	28 7 2	5 12 3	136 7 9	98 8 8	34 3 2										
Local and Municipal Fund Schools . Cost to Provincial Revenues .	24 4 8	...	1 1 2	0 13 8	17 0 5	19 9 0	0 14 11										
„ to Local and Municipal Funds	27 3 11	...	7 10 3	3 2 11	77 10 9	19 8 0	3 15 1										
TOTAL COST .	127 6 7	...	13 14 5	4 9 0	97 3 0	77 2 5	6 1 7										
Institutions in Native States . Cost to Native State Revenues .	399 10 2	...	22 11 1	3 13 11	158 11 6	76 13 8	5 4 4										
„ to Local and Municipal Funds	...	...	1 0 5	0 7 3	...	...	0 7 8										
TOTAL COST .	442 3 3	...	31 4 0	5 0 11	164 1 1	80 8 11	6 13 8										
Other Departmental Institutions . Cost to Provincial Revenues .	278 0 7	591 4 2	16 14 9	2 5 8	...	19 9 1	65 14 0										
„ to Local and Municipal Funds	...	...	0 6 3	0 14 10	...	...	0 2 8										
TOTAL COST .	392 13 6	605 12 4	40 6 8	8 1 10	...	38 7 11	67 7 3										
Aided Institutions . Cost to Provincial Revenues .	46 12 8	21 6 0	4 0 6	0 5 11	33 0 4	22 8 6	0 5 10										
„ to Local and Municipal Funds	10 1 8	...	2 3 5	0 12 6	1 15 3	3 7 6	0 14 9										
TOTAL COST .	175 5 8	48 3 10	22 13 5	3 1 5	10 11 8	83 4 3	6 5 9										
Unaided Institutions . TOTAL COST .	62 2 11	25 0 1	14 11 7	1 12 8	89 8 2	48 3 7	4 12 8										
All Institutions . Cost to Provincial Revenues .	86 8 9	47 13 [illegible]	3 8 3	0 7 7	72 11 7	18 8 3	1 11 3										
„ to Local and Municipal Funds	4 3 0	...	3 0 11	1 4 6	27 2 11	2 15 8	1 9 9										
TOTAL COST .	182 10 7	59 0 10	20 3 5	3 7 10	119 11 0	52 11 9	7 5 2										

* The annual cost is calculated on the direct expenditure only. The average cost of educating each pupil is obtained by dividing the direct expenditure by the average number on the rolls monthly during the year.

EDUCATION—GENERAL TABLE III.

Return of Colleges, Schools, and Scholars in the several Provinces comprised in British India for the official year 1887-88.

CLASS OF INSTITUTION.	PUBLIC INSTITUTIONS. Under Public Management. Maintained by the Department. Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Maintained by Local Fund and Municipal Boards. Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Maintained by Native States. Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Maintained by other Departments of Government or in other ways. Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Arts Colleges.																
University Education. English	24	3,153	3,127	2,765	4	103	109	91	2	86	77	72	1	30	27	22
Oriental	1	437	451	413	...	...	...	...	...	...	...	...	1	135	140	128
Colleges and Departments of Colleges for Professional Training.																
Law	9	570	562	475	...	...	...	...	...	...	...	...	1	75	63	56
Medicine	3	512	558	537	...	...	...	...	...	...	...	...	1	61	69	58
Engineering	3	290	316	290	...	...	...	...	...	...	...	...	1	174	174	174
Teaching	1	10	11	10	...	...	...	...	...	...	...	...	...	...	...	...
Agriculture	1	24	24	23	...	...	...	...	...	...	...	...	...	...	...	...
Total University Education	42	4,996	5,049	4,513	4	103	109	94	2	86	77	72	5	475	473	438
Secondary Schools.																
School Education, General. For Boys. English	190	36,826	36,430	30,244	363	42,111	42,987	35,911	65	5,690	5,439	4,592	6	1,223	1,220	1,038
For Boys. Vernacular	50	4,525	4,220	3,217	677	63,153	60,569	49,905	...	...	...	...	1	57	65	50
For Girls. English	4	453	428	317	3	254	230	184	...	...	...	...	2	276	248	247
For Girls. Vernacular	21	1,721	1,841	1,417	10	651	671	398	...	...	...	...	...	...	...	...
Total Secondary Schools	265	43,525	42,919	35,225	1,053	106,169	104,457	86,398	65	5,690	5,439	4,592	9	1,556	1,533	1,335
Primary Schools.																
For Boys	947	50,087	49,616	35,974	13,923	636,623	619,201	468,202	1,825	102,351	98,033	73,493	3	162	168	141
For Girls	99	4,285	4,166	2,920	756	28,394	27,312	18,191	157	8,861	8,239	5,059	...	...	...	...
Total Primary Schools	1,046	54,372	53,812	38,894	14,679	665,017	646,513	486,393	1,982	111,212	106,272	78,552	3	162	168	141
School Education, Special. Training Schools for Masters	44	2,244	2,183	1,905	43	1,171	1,217	1,058	2	84	88	71	...	...	...	...
Training Schools for Mistresses	7	208	191	162	3	33	29	26	2	34	26	22	...	...	...	...
Schools of Art	4	794	816	567	...	...	...	...	...	...	...	...	...	...	...	...
Law Schools	...	...	...	...	...	...	...	...	...	...	...	...	1	68	60	52
Medical Schools	8	846	822	790	2	49	41	38	...	...	...	...	2	286	306	284
Engineering and Surveying Schools.	12	522	536	425	2	33	31	23	...	...	...	...	1	57	59	57
Industrial Schools	13	306	298	237	11	562	547	393	2	104	91	65	...	...	...	...
Other Schools	207	2,225	2,159	1,765	6	95	93	54	5	...	...	...	43	2,647	1,911	1,509
Total Schools for Special Instruction	295	7,145	7,005	5,851	67	1,943	1,958	1,632	11	222	205	158	47	3,058	2,336	1,702
TOTAL OF COLLEGES AND SCHOOLS—PUBLIC INSTRUCTION	1,648	110,038	108,785	84,483	15,803	773,232	753,037	574,517	2,060	117,210	111,993	83,374	64	5,251	4,510	3,616

CLASS OF INSTITUTION.	Under Private Management. Aided by the Department or by Local Fund or Municipal Boards. Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Unaided. Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Grand total of public institutions.	Grand total of scholars on 31st March.	Number of Scholars on the 31st March Learning. English.	A classical language.	A vernacular language.	Classification of Scholars on the 31st of March according to race or creed. Europeans and Eurasians.	Native Christians.	Hindus.	Muhammadans.	Others.	Remarks.
1	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Arts Colleges.																			
University Education. English	42	3,908	3,698	3,201	23	2,376	2,137	1,703	96	9,656	9,599	6,238	2,176	(a) 136	(a) 303	(a) 8,111	(a) 465	(a) 335	(a) No returns for 6 pupils in Bengal.
Oriental	1	100	97	86	...	...	...	...	3	672	71	582	90	...	...	537	123	12	
Colleges and Departments of Colleges for Professional Training.																			
Law	1	81	74	54	5	1,064	512	794	16	1,790	1,568	...	...	15	19	1 605	99	52	
Medicine	...	...	...	...	...	...	...	...	4	573	440	...	...	144	58	247	19	105	
Engineering	...	...	...	...	...	...	...	...	4	464	270	...	...	94	5	312	29	24	
Teaching	...	...	...	...	...	...	...	...	1	10	...	...	...	2	1	7	...	...	
Agriculture	...	...	...	...	...	...	...	...	1	24	...	...	...	1	3	19	...	1	
Total University Education	44	4,089	3,869	3,341	28	3,440	2,649	2,497	125	13,189	11,948	6,820	2,266	(a) 392	(a) 389	(a) 11,138	(a) 735	(a) 529	
Secondary Schools.																			
School Education, General. For Boys. English	1,280	142,208	136,817	111,215	452	55,831	53,425	43,253	2,362	283,906	242,977	80,150	218,321	(b) 9,475	(b) 12,543	(b) 214,481	(b) 35,139	(b) 11,980	(b) Ditto 291 ditto.
For Boys. Vernacular	1,010	56,662	53,102	41,891	126	7,925	7,306	5,614	1,854	132,322	9,662	12,609	130,733	3	460	102,204	26,362	3,289	
For Girls. English	178	12,111	11,706	9,765	9	716	665	613	196	13,810	13,134	977	3,570	(c) 9,561	(c) 2,449	(c) 709	(c) 13	(c) 782	(c) Ditto 296 ditto.
For Girls. Vernacular	116	9,394	9,228	7,253	2	69	88	77	149	11,835	2,010	163	11,966	13	3,941	7,455	250	176	
Total Secondary Schools	2,590	220,375	210,863	170,154	589	64,561	61,484	49,557	4,571	441,876	267,783	93,899	364,590	(d) 19,052	(d) 19,393	(d) 324,849	(d) 61,768	(d) 16,227	(d) Ditto 587 ditto.
Primary Schools.																			
For Boys	52,788	1,347,769	1,249,944	1,023,861	15,434	278,577	256,369	223,416	84,920	2,415,569	35,803	134,409	2,410,210	1,619	41,356	1,743,627	478,637	150,330	
For Girls	3,092	84,830	80,183	60,928	384	8,145	7,748	6,051	4,488	134,815	3,156	3,572	133,773	1,522	10,061	96,098	19,546	7,588	
Total Primary Schools	55,880	1,432,599	1,330,127	1,084,789	15,818	287,022	264,117	229,467	89,408	2,550,384	38,959	137,981	2,543,983	3,141	51,417	1,839,725	498,183	157,918	
School Education, Special. Training Schools for Masters	12	498	495	430	4	57	62	55	105	4,051	294	1,541	4,190	1	535	2,744	453	321	
Training Schools for Mistresses	17	416	423	391	1	16	14	13	30	707	264	24	684	43	431	179	32	22	
Schools of Art	...	...	...	...	...	...	...	...	4	794	...	...	81	86	42	544	54	68	
Law Schools	...	...	...	...	1	8	8	7	2	76	56	...	20	2	...	55	14	5	
Medical Schools	...	...	...	...	2	138	115	88	14	1,319	158	...	861	38	98	916	236	31	
Engineering and Surveying Schools.	...	...	...	...	...	...	...	...	15	612	107	...	458	36	37	298	32	209	
Industrial Schools	34	1,477	1,487	1,274	13	309	297	247	73	2,758	525	8	1,921	110	682	1,314	500	152	
Other Schools	17	380	31	220	11	605	538	435	289	5,952	1,069	1,653	3,709	112	14	3,735	2,006	85	
Total Schools for Special Instruction	80	2,771	2,718	2,315	32	1,133	1,034	835	532	16,272	2,473	3,226	11,924	428	1,839	9,785	3,327	893	
TOTAL OF COLLEGES AND SCHOOLS—PUBLIC INSTRUCTION	58,594	1,659,834	1,547,577	1,260,599	16,467	356,156	329,284	282,356	94,636	3,021,721	321,163	241,926	2,922,763	(e) 23,013	(e) 73,038	(e) 2,185,497	(e) 564,013	(e) 175,567	(e) Ditto 593 ditto.

PRIVATE INSTITUTIONS	Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Grand total of private institutions.	Grand total of scholars on 31st March.	English.	A classical language.	A vernacular language.	Europeans and Eurasians.	Native Christians.	Hindus.	Muhammadans.	Others.
1.—Advanced Teaching— (a) Arabic or Persian	5,465	50,358	20	49,025	3,111	...	...	6,555	43,576	227								
(b) Sanskrit	2,250	26,613	226	26,259	692	...	3	26,515	56	39								
(c) Any other Oriental Classic	17	380	...	380	...	...	...	220	5	155								
2.—Elementary, Teaching a Vernacular only or Mainly. For Boys	15,083	195,696	2,629	27,046	169,397	3	940	135,539	46,680	12,534								
For Girls	500	4,781	37	998	4,097	...	103	2,527	1,912	239								
Ditto (a) Arabic or Persian	63	2,516	2	2,119	479	...	...	...	2,516	...								
(b) Sanskrit	2	30	...	30	...	...	...	30	...	...								
3.—Elementary Teaching the Koran. For Boys	14,563	145,681	...	129,471	10,378	...	...	1,822	142,663	1,196								
For Girls																		
4.—European and Eurasian Schools not conforming to Departmental Standards. For Boys	9	120	120	20	...	112	...	...	...	8								
For Girls	1	26	26	...	...	26	...	...	...	...								
5.—Other Schools not conforming to Departmental Standards. For Boys	489	11,593	1,121	1,250	10,131	6	398	6,884	2,873	1,432								
For Girls	17	1,329	81	84	1,243	...	16	205	191	917								
Total Private Institutions	38,489	439,123	4,262	236,682	199,528	(e) 147	(e) 1,460	(e) 180,297	(e) 240,472	(e) 16,747								
GRAND TOTAL	133,125	3,460,844	325,425	478,608	3,122,291	23,160	74,498	2,365,794	804,485	192,314								

EDUCATION—GENERAL TABLE IV.

Return of Expenditure on Public Instruction in the several Provinces comprised in British India for the official year 1887-88.

Objects of Expenditure	Public Institutions. Under Public Management. Maintained by the Department. Provincial Revenues.	Local Rates or Cesses.	Municipal Funds.	Fees.	Subscriptions.	Endowments and other sources.	Total.	Maintained by Local Fund and Municipal Boards. Provincial Revenues.	Local Rates or Cesses.	Municipal Funds.	Fees.	Subscriptions.	Endowments and other sources.	Total.	Maintained by Native States. Native State Revenues.	Local Rates or Cesses levied in Native States	Municipal Funds raised in Native States.	Fees.	Subscriptions.	Endowments and other sources.	Total.	Maintained by other Departments of Government or in other ways. Provincial Revenues.	Local Rates or Cesses.	Municipal Funds.	Fees.	Subscriptions.	Endowments and other sources.	Total.	Under Private Management. Aided by the Department or by the Local Fund or Municipal Boards. Provincial Revenues.	Local Rates or Cesses.	Municipal Funds.	Fees.	Subscriptions.	Endowments and other sources.	Total.	Unaided. Fees.	Subscriptions.	Endowments and other sources.	Total.	Total Expenditure from. Provincial Revenues.	Local Rates or Cesses.	Municipal Funds.	Fees.	All other sources.	Grand Total.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47
University Education. *Arts Colleges.*	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
English	6,12,585	...	...	2,19,770	...	42,130	8,74,485	2,648	2,815	155	5,463	...	2,807	13,888	30,772	...	...	2,448	...	830	34,050	43,131	...	...	1,583	...	...	44,715	1,74,872	9,473	28,882	1,79,741	46,600	2,20,852	6,60,420	83,629	3,528	44,976	1,32,884	8,36,988	12,288	29,037	4,89,634	3,92,495	17,60,442	
Oriental	13,947	...	...	...	...	239	14,186	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	719	...	20,171	20,890	2,712	...	...	29	...	3,581	6,122	...	...	...	...	16,659	...	...	748	23,791	41,198	
Colleges or Departments of Colleges for Professional Training.																																															
Law	−9,611	...	...	40,230	...	2,634	33,253	...	...	...	...	...	...	...	...	...	...	...	...	...	...	627	...	...	4,173	...	...	4,800	1,581	...	...	968	...	1,020	3,570	12,751	...	54	12,805	−7,402	...	...	58,122	3,708	54,428	
Medicine	2,12,481	...	...	51,408	...	1,782	2,95,671	...	...	...	...	...	...	...	...	...	...	...	...	...	...	61,036	...	...	266	...	...	61,302	...	...	...	...	...	...	...	...	...	...	...	3,03,517	...	...	51,674	1,782	3,56,973	
Engineering	1,17,018	...	...	20,279	...	205	1,68,402	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,19,264	...	...	...	...	...	1,19,264	...	...	...	...	...	...	...	...	...	...	...	2,67,182	...	...	20,279	205	2,87,666	
Teaching	4,567	...	...	...	...	373	4,940	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4,567	...	...	...	373	4,940	
Agriculture	15,572	...	...	...	...	1,095	16,667	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15,572	...	...	...	1,095	16,667	
Petty construction and repairs.	798	...	...	...	...	...	798	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	798	...	...	...	...	798	
Total University Education	10,28,257	...	...	3,31,687	...	48,458	14,08,402	2,648	2,815	155	5,463	...	2,807	13,888	30,772	...	...	2,448	...	830	34,050	2,24,059	...	...	6,741	...	20,171	2,50,971	1,79,166	9,473	28,882	1,80,738	46,600	2,25,253	6,70,112	93,389	3,528	45,030	1,45,689	14,37,881	12,288	29,037	6,20,457	4,23,449	25,23,112	
Secondary Schools.																																															
For boys — English	4,48,250	293	35,772	6,06,681	8,582	28,183	11,27,771	91,429	1,97,161	3,23,781	3,79,711	5,882	75,833	10,73,800	1,23,448	5,491	90	38,136	...	2,805	1,69,970	19,112	600	...	4,787	378	20,785	45,672	5,51,808	2,04,567	1,23,664	14,00,068	3,26,616	7,26,070	33,33,123	5,62,351	1,10,105	117,632	8,50,088	11,10,519	4,02,621	4,83,520	29,01,731	16,11,030	65,00,421	
For boys — Vernacular	19,018	...	3,831	16,407	659	298	40,263	3,582	2,32,872	30,299	64,232	7,231	1,923	3,47,142	...	...	...	...	...	...	...	...	...	...	36	...	4,208	4,244	47,429	91,642	17,672	1,34,951	91,920	11,151	3,94,768	13,819	13,816	15,771	43,437	70,959	3,31,514	51,822	2,29,475	1,16,983	8,29,853	
For girls — English	29,492	...	645	5,690	825	562	37,214	16,320	88	4,176	1,387	...	5,368	27,579	...	...	...	...	...	...	...	6,844	...	...	...	...	5,210	12,043	2,03,066	5,532	15,911	3,60,565	40,657	2,78,758	9,04,519	666	...	8,758	9,424	2,55,702	5,620	21,062	3,68,368	3,40,687	9,90,779	
For girls — Vernacular	14,453	...	...	823	81	...	15,357	1,024	915	1,556	31	60	40	3,656	...	...	...	...	...	...	...	...	...	...	...	...	...	...	48,639	4,302	3,369	11,239	43,761	72,649	1,83,959	...	1,999	650	2,649	64,116	5,247	4,925	12,093	1,19,240	2,05,621	
Petty construction and repairs.	437	...	...	...	...	...	437	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	437	...	...	...	...	437	
Total Secondary Schools	5,11,690	293	40,268	6,29,601	10,147	29,043	12,21,042	1,12,355	4,38,066	3,60,115	4,45,361	13,176	83,104	14,52,177	1,23,448	5,491	90	38,136	...	2,805	1,69,970	25,046	600	...	4,823	378	30,212	61,059	8,50,942	3,06,043	1,60,046	19,06,823	5,02,984	10,88,631	48,16,369	5,76,856	1,55,920	1,72,814	9,05,600	15,00,933	7,45,002	5,61,329	36,01,610	22,18,243	86,27,117	
Primary Schools.																																															
For boys	1,41,353	76,607	26,819	33,102	2,527	487	2,80,905	5,17,531	17,05,148	2,35,518	3,17,680	5,958	12,305	27,94,143	1,57,005	44,787	310	57,328	101	15,711	4,85,244	396	151	2	387	185	240	1,364	2,76,304	7,13,383	1,36,595	17,42,468	1,83,291	4,32,310	31,84,182	3,09,546	43,333	85,471	4,39,350	9,35,597	24,95,292	3,98,735	24,60,511	11,95,053	74,85,188	
For girls	19,770	4,487	3,142	1,685	380	76	28,040	36,064	63,245	55,285	1,643	916	342	1,57,498	44,401	3,395	...	...	...	4,8	52,570	...	...	...	...	...	...	...	1,56,224	43,368	22,207	38,565	1,37,182	2,30,501	6,28,448	1,576	19,189	14,993	35,758	2,12,058	1,11,100	80,634	42,870	43,661,552	9,03,214	
Petty construction and repairs.	495	...	...	...	...	...	495	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	495	...	...	...	...	495	
Total Primary Schools	1,61,628	81,094	29,961	34,187	2,907	563	3,10,340	5,53,595	17,68,393	2,90,803	3,19,323	6,874	12,650	29,51,641	4,11,406	48,182	310	57,328	101	20,517	5,37,814	396	151	2	387	185	240	1,364	4,32,528	7,56,751	1,58,603	17,81,034	3,20,473	6,63,241	41,12,630	3,11,122	62,522	1,01,464	4,75,108	11,48,150	26,06,292	4,79,369	25,03,381	16,51,605	83,88,897	
School Education, Special.																																															
Training Schools for Masters	2,51,498	26,341	360	896	319	301	2,79,715	20,456	93,754	2,545	...	...	105	1,16,860	11,704	...	...	7	...	...	11,711	...	...	...	...	...	...	...	13,442	600	...	330	18,485	11,314	44,171	...	...	5,976	5,985	2,85,395	1,20,704	2,995	1,233	48,204	4,58,442	
Training Schools for Mistresses	40,908	3,300	...	80	...	109	44,397	760	481	...	...	...	2,095	4,337	6,390	...	...	...	...	603	6,903	...	...	...	...	...	...	...	16,939	...	1,2[illegible]	3,930	16,256	12,934	51,259	259	559	...	818	58,607	3,782	1,200	4,269	30,816	1,07,704	
Schools of Art	81,519	...	82	7,385	...	15,083	1,04,069	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	81,519	...	82	7,385	15,083	1,04,069	
Engineering and Surveying Schools	33,832	...	...	9,046	...	837	43,775	...	...	1,290	...	...	...	1,290	...	...	...	...	...	...	...	1,456	...	...	...	...	...	1,456	...	...	...	...	...	...	...	...	...	...	...	35,288	...	1,290	9,046	837	46,521	
Industrial Schools	7,[illegible]5	...	24	...	...	8,487	15,616	13,432	582	8,338	...	...	20,387	42,739	5,430	...	...	...	...	...	5,430	...	...	...	...	...	...	...	39,292	3,08[illegible]	2,402	3,715	8,009	81,271	1,39,319	2,053	702	6,700	9,455	59,829	3,662	11,264	5,828	1,31,976	2,12,559	
Law Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	670	...	...	670	...	...	...	3,497	2,183	5,683	
Medical Schools	1,05,205	14,480	7,812	17,372	...	285	1,46,152	...	2,444	...	...	...	5,724	8,168	...	...	...	...	...	...	...	...	...	...	2,8[illegible]7	...	2,483	5,313	...	...	...	...	...	...	...	355	...	...	355	135,225	16,924	7,812	17,727	12,558	1,90,246	
Other Schools	1,04,104	1	3,000	12,239	8	26,284	1,45,526	500	750	480	...	...	1,006	2,736	1,554	...	...	7	...	330	1,901	16,238	...	...	10,397	...	20,060	47,595	1,270	...	262	3,096	1,879	4,046	10,553	14,161	12,544	9,018	35,723	1,22,112	751	3,742	39,750	77,639	2,44,034	
Petty construction and repairs.	1,125	...	...	...	...	...	1,125	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,125	...	...	...	...	1,125	
Total Special Schools	6,26,204	44,122	11,278	46,908	327	51,446	7,80,375	35,148	98,012	12,653	...	...	30,217	1,76,030	25,088	...	...	14	...	933	26,035	46,716	...	...	13,224	...	20,995	80,935	70,943	3,680	4,364	11,131	45,619	1,09,565	2,45,302	17,498	13,805	21,694	53,006	7,79,101	1,45,823	28,295	88,775	3,28,689	13,70,683	
Buildings	2,47,917	34,731	2,254	...	4,802	8,038	2,98,342	33,438	3,15,482	57,195	224	3,591	7,152	4,17,782	1,11,882	...	...	...	...	...	1,11,882	14,951	2,674	...	...	...	...	17,625	1,[illegible]8,227	2,799	19,813	12,283	63,415	2,85,469	5,14,036	...	1,813	7,139	9,082	5,40,712	3,57,662	81,646	12,507	5,24,[illegible]95	15,20,422	
Furniture	5,847	500	251	6,332	648	221	13,799	714	19,118	6,810	792	1,272	1,137	29,843	...	...	...	...	...	...	...	4,761	...	3,616	...	105	2,883	11,355	14,819	1,825	2,739	3,276	1,421	40,597	64,587	...	29	371	400	30,482	22,742	13,436	10,4[illegible]0	48,976	1,26,036	
Total Buildings and Furniture	2,53,764	35,231	2,505	6,332	5,450	8,859	3,12,141	34,552	3,34,600	64,305	1,016	4,863	8,189	4,47,625	1,11,882	...	...	...	...	...	1,11,882	19,612	2,674	3,616	...	105	2,883	28,980	1,43,046	4,624	22,528	15,559	66,836	325,976	5,78,623	...	1,872	7,510	9,482	5,71,194	3,80,404	95,082	22,907	5,73,871	16,46,458	
University	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	46,351	2,281	2,760	3,27,672	−10,400	3,98,667	
Direction	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,23,139	...	...	1,233	...	3,24,372	
Inspection	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11,10,331	5,38,764	24,373	8,915	47,709	17,30,142	
Scholarships held in: Arts Colleges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,63,899	1,868	3,681	1,668	62,013	2,29,469	
Professional Colleges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	39,906	...	1,493	...	10,432	51,831	
Secondary Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,24,008	82,650	29,856	1,931	43,285	2,81,731	
Primary Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13,387	9,498	9,612	...	9,495	41,992	
Medical Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11,599	...	...	...	1,440	13,039	
Special Schools other than Training Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40,202	3,558	8,798	...	4,697	57,255	
Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,06,355	1,16,195	23,306	85,514	3,32,441	6,63,811	
Total	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10,79,107	754,847	103,279	4,56,963	5,01,143	37,92,339	
GRAND TOTAL	28,81,633	1,60,740	84,012	10,48,715	18,831	1,38,360	40,32,300	7,38,301	26,41,885	7,28,031	7,72,163	24,913	1,37,067	50,41,361	[illegible],596	53,643	400	97,026	[illegible]	25,085	8,79,751	3,16,729	3,428	3,618	25,178	758	83,901	4,33,209	16,76,6[illegible]	20,80,571	3,75,375	38,95,285	9,82,512	24,12,666	1,04,23,036	9,98,866	2,37,647	3,48,512	15,88,885	72,93,575	46,41,551	12,94,317	72,94,093	56,67,744	2,61,91,280	

Note.—Details for University, Direction, Inspection, Scholarships and Miscellaneous do not form the nature of the charges admit of distribution according to the system of school management or class of scholarship institution. The expenditure under these heads is shown in the aggregate in columns 41 to 46.

EDUCATION—GENERAL TABLE V.

Return of the Stages of Instruction of Pupils in Public Schools for General Education at the end of the Official Year 1887-88.

Class of Schools.			Number of schools.	Number of Pupils on the rolls on 31st March.	High Stage. Comprising all Pupils who have passed beyond the Lower Secondary (Middle) Stage, but have not passed the Matriculation Examination. (1)			Middle Stage. Comprising all Pupils who have passed beyond the Upper Primary Stage, but have not passed beyond the Lower Secondary (Middle) Stage. (2)			Upper Primary Stage. Comprising all Pupils who have passed beyond the Lower Primary Stage, but have not passed beyond the Upper Primary Stage. (3)			Lower Primary Stage. Comprising all Pupils who have not passed beyond the Lower Primary Stage. Reading Printed Books. (4)			Lower Primary Stage. Not Reading Printed Books. (5)			Total.			Remarks.
					Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.	
SECONDARY SCHOOLS—																							
For Boys.	Departmental	English	190	36,831	11,492	...	11,492	14,475	...	14,475	5,388	...	5,388	4,444	3	4,447	1,029	...	1,029	36,828	3	36,831	
		Vernacular	53	4,712	18	...	18	1,002	...	1,002	1,094	...	1,094	2,120	7	2,127	462	9	471	4,696	16	4,712	
	Local Fund	English	165	14,216	844	...	844	5,455	7	5,462	3,488	13	3,501	4,097	129	4,226	148	35	183	14,032	184	14,216	
		Vernacular	607	53,307	16	...	16	11,130	...	11,130	11,415	5	11,420	27,915	23	27,938	2,794	9	2,803	53,270	37	53,307	
	Municipal	English	197	27,609	2,006	...	2,006	9,313	10	9,323	6,289	1	6,290	9,168	7	9,175	815	...	815	27,591	18	27,609	
		Vernacular	70	9,846	12	...	12	1,773	1	1,774	1,856	2	1,858	5,472	3	5,475	724	3	727	9,837	9	9,846	
	Native States	English	65	5,690	1,841	...	1,841	3,849	...	3,849	...	...	...	...	...	...	...	...	...	5,690	...	5,690	
		Vernacular	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Other Departments	English	7	1,509	80	...	80	344	...	344	378	...	378	674	...	674	33	...	33	1,509	...	1,509	
		Vernacular	1	57	57	...	57	..	...	...	...	...	...	...	...	...	...	...	...	57	...	57	
	Aided	English	1,286	142,208	16,261	37	16,298	42,399	162	42,561	30,242	256	30,498	47,716	761	48,477	4,160	214	4,374	140,778	1,430	142,208	
		Vernacular	1,010	56,662	106	...	106	9,650	24	9,674	13,658	71	13,729	25,522	691	26,213	6,587	353	6,940	55,523	1,139	56,662	
	Unaided	English	452	55,851*	10,592	...	10,592	16,651	13	16,664	11,805	47	11,852	14,552	215	14,767	1,710	92	1,802	55,310	367	55,677	
		Vernacular	126	7,925	17	...	17	1,249	...	1,249	1,757	3	1,760	3,710	33	3,743	1 125	31	1,156	7,858	67	7,925	
	Total		4,229	416,423*	43,342	37	43,379	117,290	217	117,507	87,370	398	87,768	145,390	1,872	147,262	19,587	746	20,333	412,979	3,270	416,249	
For Girls.	Departmental	English	4	453	...	51	51	...	105	105	...	71	71	22	171	193	...	33	33	22	431	453	
		Vernacular	22	1,741	...	...	...	...	101	101	...	108	108	...	1,112	1,112	...	420	420	...	1,741	1,741	
	Local Fund	English	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
		Vernacular	4	214	...	...	...	...	13	13	...	14	14	...	157	157	...	30	30	...	214	214	
	Municipal	English	2	179	...	5	5	1	32	33	...	8	11	60	70	130	...	...	...	64	115	179	
		Vernacular	6	437	...	...	...	...	27	27	3	30	30	...	276	276	...	104	104	...	437	437	
	Native States	English	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
		Vernacular	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Other Departments	English	3	351	...	11	11	...	86	86	...	86	86	...	166	166	...	2	2	...	351	351	
		Vernacular	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Aided	English	178	12,111	4	380	384	101	2,799	2,900	183	2,466	2,649	853	4,087	4,940	366	872	1,238	1,507	10,604	12,111	
		Vernacular	116	9,394	...	4	4	...	1,218	1,218	8	1,168	1,176	34	5,728	5,762	12	1,222	1,234	54	9,340	9,394	
	Unaided	English	9	716	...	16	16	...	188	188	12	149	161	37	174	211	51	89	140	100	616	716	
		Vernacular	2	69	...	...	...	...	41	41	...	16	16	...	9	9	...	3	3	...	69	69	
	Total		346	25,665	4	467	471	102	4,610	4,712	206	4,116	4,322	1,006	11,950	12,956	429	2,775	3,204	1,747	23,918	25,665	
Total Secondary Schools			4,575	442,088*	43,346	504	43,850	117,392	4,827	122,219	87,576	4,514	92,090	146,396	13,822	160,218	20,016	3,521	23,537	414,726	27,188	441,914	
PRIMARY SCHOOLS—																							
For Boys.	Departmental		2,180	83,361	...	...	...	1,509	...	1,509	12,737	83	12,820	44,472	1,149	45,621	25,943	468	26,411	84,661	1,700	86,361	
	Local Fund		11,863	518,728	...	...	...	1,561	1	1,562	115,934	496	116 430	278,521	4,469	282,950	106,832	10,914	117,746	502,848	15,880	518,728	
	Municipal		823	81,459	...	...	...	20	...	20	25,559	78	25,637	36,258	501	36,759	17,967	1,076	19,043	79,804	1,655	81,459	
	Native States		1,825	102,351	...	...	...	37	...	37	31,042	25	31,067	40,326	311	40,637	29,683	927	30,610	101,088	1,263	102,351	
	Other Departments		3	162	...	...	...	...	...	...	26	...	26	136	...	136	...	...	...	162	...	162	
	Aided		52,792	1,347,945	...	...	...	585	5	590	53,503	1,100	54,603	810,992	32,891	843,883	423,528	25,341	448,869	1,288,608	59,337	1,347,945	
	Unaided		15,434	278,577	...	...	...	48	...	48	3,164	20	3,184	141,622	4,686	146,308	123,339	5,698	129,037	268,173	10,404	278,577	
	Total		84,920	2,415,583	...	...	...	3,760	6	3,766	241,965	1,802	243,767	1,352,327	44,007	1,396,334	727,292	44,424	771,716	2,325,344	90,239	2,415,583	
For Girls.	Departmental		206	5,858	...	...	...	...	27	27	...	401	401	95	2,884	2,979	60	2,391	2,451	155	5,703	5,858	
	Local Fund		391	13,109	...	...	...	...	...	...	2	863	865	26	7,259	7,285	36	4,923	4,959	64	13,045	13,109	
	Municipal		253	13,579	...	...	...	...	11	11	10	2,317	2,327	89	6,580	6,669	18	4,554	4,572	117	13,462	13,579	
	Native States		157	8,861	...	...	...	...	...	...	...	1,118	1,118	8	3,061	3,069	4	4,670	4,674	12	8,849	8,861	
	Other Departments		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Aided		3,097	84,963	...	1	1	...	72	72	201	5,622	5,823	2,536	49,600	52,136	1,166	25,765	26,931	3,903	81,060	84,963	
	Unaided		384	8,445	...	...	...	...	...	...	1	136	137	133	4,152	4,285	234	3,789	4,023	368	8,077	8,445	
	Total		4,488	134,815	...	1	1	...	110	110	214	10,457	10,671	2,887	73,536	76,423	1,518	46,092	47,610	4,619	130,196	134,815	
Total Primary Schools			89,408	2,550,398	...	1	1	3,760	116	3,876	242,179	12,259	254,438	1,355,214	117,543	1,472,757	728,810	90,516	819,326	2,329,963	220,435	2,550,398	
Grand Total			93,983	2,992,486*	43,346	505	43,851	121,152	4,943	126,095	329,755	16,773	346,528	1,501,610	131,365	1,632,975	748,826	94,037	842,863	2,744,689	247,623	2,992,312	

* Includes 174 boys for whom details are not given.

EDUCATION—GENERAL TABLE VI.

Return showing the Results of Prescribed Examinations in the several Provinces comprised in British India during the official year 1887-88.

Nature of Examination.	Number of Institutions sending Examinees.				Number of Examinees.					Number passed.					Race or Creed of Passed Scholars.					Remarks.
	Institutions under public management.	Aided Institutions.	Other Institutions.	Total.	Institutions under public management.	Aided Institutions.	Other Institutions.	Private students.	Total.	Institutions under public management.	Aided institutions.	Other institutions.	Private students.	Total.	Europeans and Eurasians.	Native Christians.	Hindus.	Muhammadans.	Others.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
ARTS COLLEGES.																				
1. Master of Arts	10	4	2	16	71	20	10	22	123	40	12	3	8	63	...	...	53	2	4	
Master of Oriental Learning	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
2. Bachelor of Arts	22	26	9	57	641	678	477	131	1,927	344	352	183	40	919	10	39	798	29	43	
Bachelor of Oriental Learning	1	1	...	2	3	8	...	2	13	3	4	...	1	8	...	...	4	4	...	
3. Intermediate Arts	2	2	...	4	94	54	...	43	191	24	16	...	4	44	...	...	28	12	4	
Intermediate Oriental	1	...	...	1	6	...	...	3	9	4	...	...	2	6	...	...	2	4	...	
4. B. Sc.	2	...	...	2	2	...	...	...	2	2	...	...	...	2	...	...	2	...	...	
5. First B. A.	4	4	...	8	165	109	...	...	274	61	38	...	...	99	...	2	70	...	27	
First B. Sc.	3	...	...	3	6	...	...	...	6	2	...	...	...	2	...	...	1	...	1	
First Arts	25	35	28	88	957	1,162	966	140	3,225	377	388	314	25	1,105	22	53	963	43	23	
Previous Examination	5	6	...	11	246	273	...	...	519	54	69	...	...	123	3	4	85	3	28	
ORIENTAL COLLEGES.																				
1. Honours in Sanskrit	1	...	...	1	2	...	...	1	3	2	...	...	1	3	...	...	3	...	...	
1. ,, ,, Arabic	1	...	...	1	4	...	...	1	5	4	...	...	1	5	...	...	...	5	...	
1. ,, ,, Persian	1	...	...	1	2	...	...	1	3	1	...	...	1	2	...	...	...	2	...	
2. High Proficiency in Sanskrit	1	...	...	1	6	...	...	1	7	2	...	...	...	2	...	...	2	...	...	
2. ,, ,, ,, Arabic	1	...	...	1	5	...	...	...	5	4	...	...	...	4	...	...	...	4	...	
2. ,, ,, ,, Persian	1	...	1	2	6	...	1	...	7	5	...	...	...	5	...	...	...	5	...	
2. Proficiency in Sanskrit	3	...	5	8	10	...	15	4	29	7	...	6	4	17	...	...	17	...	...	
2. ,, ,, Arabic	1	1	...	2	8	3	...	1	12	6	3	...	...	9	...	...	...	9	...	
2. ,, ,, Persian	1	1	1	3	3	1	1	4	9	2	1	1	3	7	..	...	1	6	...	
2. ,, ,, Urdu	...	...	...	...	...	...	...	1	1	...	...	...	1	1	...	...	...	1	...	
COLLEGES FOR PROFESSIONAL TRAINING.																				
Law.																				
1. Doctor of Law	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	
2. Master of Law	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...*	
3. Bachelor of Law	12	...	7	19	246	...	304	2	552	117	...	194	2	313	...	...	31*	...	4	
Medicine.																				
1. M. D.	2	...	...	2	2	...	...	...	2	1	...	...	...	1	...	...	...	...	1	
2. M. B. and C. M.	2	...	...	2	25	...	...	...	25	8	...	...	...	8	(Details not available.)					
3. L. M. S.	3	...	...	3	110	...	...	...	110	64	...	...	...	64	2*	2*	11*	3*	26*	
4. First M. B. and C. M.	2	...	...	2	29	...	...	...	29	10	...	...	...	10	(Details not available.)					
4. Second L. M. S.	2	...	...	2	95	...	...	...	95	51	...	...	...	51	4*	2*	13*	...*	23*	
4. First M. S.	5	...	...	5	167	...	...	1	168	71	...	...	1	72	2*	1*	20*	2*	14*	
4. Preliminary Scientific	1	...	...	1	12	...	...	...	12	...	...	...	...	...	...	...	...	...	...	
5. Honours in Medicine and Surgery	1	...	...	1	1	...	...	...	1	1	...	...	...	1	(Details not available.)					
Engineering.																				
1. B. C. E.	2	...	...	2	7	...	...	...	7	5	...	...	...	5	(Details not available.)					
2. L. C. E.	3	...	...	3	18	...	...	...	18	11	...	...	...	11	1	...	10	...	...	
3. First L. C. E.	3	...	...	3	60	...	...	...	60	28	...	...	...	28	1*	2*	16*	...	1*	
4. Roorkee College Examination. Final Examination. Engineers					12	...	...	...	12	12	...	...	...	12	7	...	5	...	...	
4. Roorkee College Examination. Final Examination. Upper Subordinates					27	...	...	...	27	26	...	...	...	26	16	...	10	...	...	
4. Roorkee College Examination. Final Examination. Lower Subordinates					38	...	...	...	38	33	...	...	...	33	...	...	26	7	...	
4. Roorkee College Examination. Entrance Examination. Engineers	1	...	...	1	44	...	...	...	44	16	...	...	...	16	8	...	6	1	1	
4. Roorkee College Examination. Entrance Examination. Upper Subordinates					79	...	...	...	79	26	...	...	...	26	17	...	6	3	...	
4. Roorkee College Examination. Entrance Examination. Lower Subordinates					122	...	...	...	122	24	...	...	...	24	...	...	19	5	...	
Teaching.																				
1. L. T.	...	...	...	...	...	...	...	3	3	...	...	...	2	2	(Details not available.)					
SCHOOLS FOR GENERAL EDUCATION.																				
1. Matriculation Boys & Girls	172	315	193	680	3,489	4,390	4,710	3,468	16,057	1,748	1,817	1,682	365	5,577a	222	212	4,597	264	280	
2. Public Service Certificate Examination. English and Vernacular	1,229	159	111	1,499	7,569	1,504	672	4,091	13,836a	2,931	568	152	648	4,299	...	22	3,445	825	7	
3. Middle School Examination. b Boys	508	1,556	264	2,328	4,870	9,478	2,397	3,342	20,078a	2,629	4,860	1,056	929	9,214	215	347	7,413	810	429	
3. Middle School Examination. b Girls	6	81	18	105	53	408	83	69	613	31	236	40	28	335	183	119	12	1	20	
4. Higher Examination for Women.	1	20	12	33	6	75	47	60	188	5	50	23	26	104	72	25	4	...	...	
5. Upper Primary Examination. b Boys	2,134*	2,696*	172*	5,100c	17,775*	9,342*	821*	730*	28,985	11,500*	5,382*	487*	321*	17,894	146	249	12,772	2,727	2,000	
5. Upper Primary Examination. b Girls	74*	173*	22*	271d	383*	1,508*	127*	36*	1,857	237*	544*	37*	12*	833	213	209	241	26	144	
6. Lower Primary Examination. Boys	2,419*	12,226*	157*	15,632e	25,820*	56,139*	807*	665*	86,078a	17,761*	23,300*	596*	386*	43,221	131	133	30,646	7,858	4,452a	
6. Lower Primary Examination. Girls	149*	360*	7*	519	779*	4,042*	43*	12*	4,894	463*	1,308*	18*	12*	1,804	148	30	892	148	580	
SCHOOLS FOR SPECIAL INSTRUCTION.																				
1. Training School Examination for Masters. Upper	31	2	3	36	1,007	14	22	427	1,470	789	7	22	235	1,053	...*	7*	516*	117*	10*	
1. Training School Examination for Masters. Lower	39	7	10	56	995	36	98	447	1,576	620	19	79	119	837	...	10	647	145	35	
2. Training School Examination for Mistresses Upper	2	...	1	3	9	...	3	...	12	9	...	3	...	12	...	2	10	...	...	
2. Training School Examination for Mistresses Lower	3	...	1	4	54	...	14	1	69	38	...	14	1	53	...	4	47	...	2	
3. Law Examination	6	...	2	8	48	...	12	299	359	16	...	2	111	129	...*	1*	20*	7*	...*	
4. Medical Examination	5	...	...	5	113	...	...	2	115	102	...	...	...	102	...	6	68	24	4	
5. Examination in Engineering	1	...	...	1	12	...	...	...	12	8	...	...	...	8	...	...	7	1	...	
6. Examination in Surveying	33	15	...	48	487	32	...	223	742	172	2	...	13	187	...	...	103	11	73	
7. Industrial School Examination	26	...	...	26	354	...	...	...	354	239	...	...	...	239	*	*	89*	*	*73	
8. School of Art Examination	80	25	11	116	1,535	276	103	16	1,930	393	46	38	4	481	7*	14*	365*	12*	20*	
9. Veterinary Examination	1	...	...	1	31	...	...	...	31	13	...	...	...	13	...	...	...	10	3	
10. High Standard Vernacular Teacher's Certificate Examination. Masters	...	16	...	16	...	20	...	6	26	...	...	...	...	...	...	...	...	...	...	
10. High Standard Vernacular Teacher's Certificate Examination. Mistresses	2	1	...	3	12	1	...	...	13	1	...	...	...	1	...	...	...	...	1	
11. Anglo-Vernacular Pupil Teacher's Certificate Examination. Masters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
11. Anglo-Vernacular Pupil Teacher's Certificate Examination. Mistresses	...	1	...	1	...	2	...	...	2	...	1	...	...	1	1	...	...	...	...	
12. Vernacular Pupil Teacher's Certificate Examination. Masters	...	72	...	72	...	187	...	...	187	...	95	...	...	95	...	...	...	...	95	
12. Vernacular Pupil Teacher's Certificate Examination. Mistresses	...	1	...	1	...	6	...	...	6	...	4	...	...	4	...	...	...	...	4	
13. Vernacular Normal Student's Certificate Examination. Masters	5	22	...	27	45	40	...	1	86	9	4	...	1	14	...	...	...	...	14	
13. Vernacular Normal Student's Certificate Examination. Mistresses	2	2	...	4	11	3	...	...	14	6	2	...	...	8	...	...	...	...	8	
Local examinations in the Madras Presidency.																				
1. Handwriting	...	...	...	...	...	...	...	1,206	1,206	...	...	..	421	421	(Details not available.)					
2. Judicial test (Civil)	...	...	...	...	...	...	...	152	152	...	...	...	46	46	(Ditto.)					
3. Ditto (Criminal)	...	...	...	...	...	...	...	1,060	1,060	...	...	...	405	465	(Ditto.)					
4. Revenue test	...	..	...	...	...	...	...	807	807	...	...	...	277	277	(Ditto.)					
5. Sea Customs test	...	...	...	...	...	...	...	23	23	...	...	...	9	9	(Ditto.)					
6. Accounts test	...	...	...	...	...	...	...	45	45	...	...	...	10	10	(Ditto.)					
7. Account Code	...	...	...	...	...	...	...	455	455	...	...	...	231	231	(Ditto.)					
8. Translation test	...	...	...	...	...	...	...	1,691	1,691	...	...	...	389	389	(Ditto.)					
9. Précis writing (higher)	...	...	...	...	...	...	...	1,602	1,602	...	...	...	237	237	(Ditto.)					
10. Police test	...	...	...	...	...	...	...	92	92	...	...	...	16	16	(Ditto.)					
11. Salts test	...	...	...	...	...	...	...	553	553	...	...	...	287	287	(Ditto.)					
12. Deputy Inspectors of Schools test	...	...	...	...	...	...	...	48	48	...	...	...	44	44	(Ditto.)					
13. School Management Examination	14	12	1	27	87	141	3	521	752	69	52	1	241	363	(Ditto.)					
North-Western Provinces and Oudh Special Examination.																				
1. Benares Sanskrit College Examination. Prathama Parikha	2	...	...	2	42	...	...	...	42	12	...	...	...	12	...	...	12	...	...	
1. Benares Sanskrit College Examination. Madham	1	...	...	1	83	...	...	...	83	61	...	...	...	61	...	...	61	...	...	
1. Benares Sanskrit College Examination. Acharya					65	...	...	...	65	29	...	...	...	29	...	...	29	...	...	
1. Benares Sanskrit College Examination. Upadhya										1	...	...	...	1	...	...	1	...	...	
2. Patwaris Examination. Upper	23	...	...	23	2,403	...	...	...	2,403	1,293	...	1	1,294	...	...	1,275	19	...	...	
2. Patwaris Examination. Lower	35	...	...	35	2,782	...	...	166	2,948	1,688	...	46	1,734	...	...	1,966	67	...	...	

* Figures incomplete.

a. Figures defective.

b. Exclusive of the figures for the Province of Corg, which have been omitted, as the headings shewn in the Report do not correspond with those given in this table.

c. Includes 9 middle schools which sent up 25 candidates, of whom 22 passed.

d. Includes 2 lower primary girls' schools.

e. Includes 22 upper primary and 5 middle schools, which sent up 96 and 39 candidates, of whom 24 and 28 passed.

EDUCATION—GENERAL TABLE VII.

Return shewing the Distribution of Local Fund and Municipal Expenditure on Public Instruction in the several Provinces comprised in British India for the official year 1887-88.

Objects of Expenditure.	Expenditure of Local Fund Boards on Public Instruction. In Institutions maintained by Local Fund Boards. Number of Institutions.	Number of scholars on the rolls on the 31st of March.	Average number on the rolls monthly during the year.	Average daily attendance.	Provincial grants.	Local rates or cesses.	Municipal grants.	Fees.	Subscriptions.	Endowments and other sources.	Total.	In Institutions maintained by The Department.	Municipal Boards.	Other Departments.	Private Persons or Associations.	Total Local Fund Expenditure on Public Instruction.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
					R	R	R	R	R	R	R	R	R	R	R	R
University Education. English	1	20	18	16	...	2,814	...	611	...	...	3,426	...	...	...	9,473	12,288
Secondary Schools.																
For boys. English	165	14,216	14,574	12,188	28,888	1,76,204	7,510	1,58,236	2,768	7,643	3,81,249	291	20,957	600	2,01,675	(i) 4,02,621
For boys. Vernacular	607	53,397	50,622	41,632	3,582	2,18,263	5,495	49,716	7,027	1,814	2,85,937	...	21,609	...	91,612	3,31,514
For Girls. English	...	...	...	...	...	...	...	...	...	...	[illegible]	...	88	...	5,532	5,620
For Girls. Vernacular	4	214	205	146	70	915	...	26	...	...	1,041	...	...	...	4,292	5,247
Total	776	67,737	65,401	53,966	32,540	3,95,412	13,005	2,08,008	9,795	9,457	[illegible]	203	42,654	600	3,05,551	(i) 7,45,002
Primary Schools.																
For Boys	13,098	555,016	539,228	406,955	4,07,201	16,60,098	5,001	2,15,376	5,581	7,821	23,01,078	76,607	45,66[illegible]	151	7,12,532	(p) 24,6[illegible]
For Girls	502	14,788	14,052	9,737	7,621	58,578	1,128	38	540	33	67,938	4,287	4,667	...	43,368	1,11,100
Total	13,600	560,804	553,280	416,692	4,14,822	17,18,676	6,129	2,15,414	6,121	7,854	23,69,016	81,094	40,735	151	7,55,025	(n) 26,06,372
Schools of Special Instruction.																
School Education, Special. Training Schools for Masters	43	1,171	1,217	1,098	20,071	93,754	2,515	...	...	105	1,16,475	26,341	...	...	(o) ...	(a) 1,20,704
Ditto for Mistresses	3	33	26	26	760	482	...	...	...	2,995	4,237	3,300	...	...	...	3,782
Schools of Art	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Medical Schools	2	49	41	38	...	2,444	...	...	...	5,724	8,168	11,480	...	...	...	16,924
Engineering and Surveying Schools	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Industrial Schools	5	298	261	218	13,108	582	...	...	...	20,042	33,732	...	...	...	3,780	3,662
Other Schools	5	46	44	33	590	750	433	...	...	1,006	2,689	...	...	...	...	750
Total	58	1,597	1,592	1,415	34,430	98,012	2,978	...	...	20,872	1,65,301	44,121	...	...	3,680	(a) 1,45,822
Inspection	...	...	...	...	...	...	...	...	...	...	...	1,275	...	...	30,874	5,38,764
Scholarship-holders. Arts Colleges	...	...	...	...	...	...	372	...	...	305	677	686	...	...	1,224	1,910
Professional Colleges	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Secondary Schools	...	...	...	...	6,552	31,946	3,642	...	...	2,196	47,336	5,558	38,307	115	12,481	(b) 82,650
Primary Schools	...	...	...	...	847	2,173	116	...	...	234	3,670	1,350	2,112	...	2,952	(c) 9,408
Special Schools other than Training Schools	...	...	...	...	...	1,110	...	...	...	110	1,220	2,123	...	105	160	3,558
Buildings	...	...	...	...	8,539	2,99,048	1,248	221	2,931	5,195	3,18,442	31,731	13,509	2,674	2,102	(d) 3,55,786
Furniture	...	...	...	...	515	17,329	778	334	1,243	966	21,169	500	1,611	...	1,642	(e) 21,450
Miscellaneous	...	...	...	...	27	6,521	78	961	...	19,944	27,531	1,646	6,[illegible]82	...	1,[illegible]58	(f) 1,16,105
Total	...	...	...	...	16,577	3,62,327	6,234	1,516	4,238	29,150	4,20,045	47,860	53,821	2,954	66,322	(g) 11,20,811
GRAND TOTAL	14,435	639,158	620,201	472,080	4,98,378	25,77,242	28,346	4,25,552	20,154	76,343	36,26,015	1,73,377	1,46,210	3,708	11,40,091	(h) 46,30,315

Objects of Expenditure.	Expenditure of Municipal Boards on Public Instruction. In Institutions maintained by Municipal Boards. Number of Institutions.	Number of scholars on the rolls on the 31st of March.	Average number on the rolls monthly during the year.	Average daily attendance.	Provincial Grants.	Municipal Rates.	Local Fund Grants.	Fees.	Subscriptions.	Endowments and other sources.	Total.	In Institutions maintained by The Department.	Local Fund Boards.	Private Persons or Associations.	Other Departments of Government or in other ways.	Total Municipal Expenditure on Public Instruction.	Total Expenditure of Local Fund and Municipal Board on Public Instruction.	Remarks.
1	18	19	20	21	22	23	24	25	26	27	28	29.	30	31	32	33	34	35
					R	R	R	R	R	R	R	R	R	R	R	R	R	
University Education. English	2	41	48	41	2,158	155	...	2,306	...	...	4,619	...	...	28,882	...	29,037	41,325	
Secondary Schools.																		
For boys. English	197	27,609	28,141	23,463	31,050	3,16,274	20,957	2,19,487	3,114	3,480	5,94,372	35,772	7,510	1,24,300	...	4,83,866	8,86,487	
For boys. Vernacular	71	9,995	10,080	8,375	...	25,075	21,603	14,565	207	99	62,755	3,580	5,495	17,672	...	51,822	3,83,336	
For Girls. English	2	179	159	118	...	4,476	88	917	...	5	5,486	645	...	15,041	...	21,062	26,682	
For Girls. Vernacular	6	437	466	252	954	1,556	...	5	60	40	2,615	...	...	3,369	...	4,925	10,172	
Total	276	38,220	38,846	32,208	32,014	3,47,381	42,654	2,35,174	3,381	3,624	6,64,228	39,997	13,005	1,61,292	...	5,61,675	13,06,677	
Primary Schools.																		
For Boys	825	81,607	79,973	61,247	1,10,333	2,32,294	45,950	1,02,394	377	2,707	4,93,065	26,819	5,001	1,36,396	2	4,00,512	28,95,804	
For Girls	251	13,666	13,260	8,451	28,443	54,157	4,667	1,605	376	312	89,560	3,142	1,128	22,207	...	80,634	1,97,734	
Total	1,079	95,313	93,233	69,701	1,38,776	2,86,451	49,717	1,03,999	753	3,019	5,82,625	29,961	6,129	1,58,603	2	4,81,146	30,87,538	
Schools of Special Instruction.																		
School Education, Special. Training Schools for Masters	...	...	...	...	385	...	...	...	...	...	385	360	2,545	...	...	2,905	1,23,609	
Ditto for Mistresses	...	...	...	...	...	...	...	...	...	...	...	...	...	1,200	...	1,200	4,982	
Schools of Art	...	...	...	...	...	...	...	...	...	...	...	82	...	...	...	82	82	
Medical Schools	...	...	...	...	...	...	...	...	...	...	...	7,812	...	...	...	7,812	24,736	
Engineering and Surveying Schools	2	33	31	23	...	1,290	...	...	...	...	1,290	...	...	...	...	1,290	1,290	
Industrial Schools	6	264	286	175	324	8,338	...	...	...	345	9,007	24	...	2,902	...	11,264	14,926	
Other Schools	1	49	49	19	...	47	...	...	...	...	47	3,000	433	262	...	3,742	4,492	
Total	9	346	366	217	709	9,675	...	...	...	345	10,729	11,278	2,978	4,364	...	28,295	1,74,177	
Inspection	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24,373	5,63,137	
Scholarship-holders. Arts Colleges	...	...	...	...	...	...	...	...	...	...	...	1,570	372	799	340	3,081	4,991	
Professional Colleges	...	...	...	...	...	...	...	...	...	...	...	55	...	...	1,438	1,493	1,493	
Secondary Schools	...	...	...	...	1,968	17,613	26,601	161	...	619	46,962	539	3,642	7,171	834	29,856	1,12,506	
Primary Schools	...	...	...	...	385	5,121	112	...	...	51	5,669	325	116	3,674	...	(j) 9,612	19,110	
Special Schools other than Training Schools	...	...	...	...	...	313	...	...	...	80	393	2,327	...	282	5,876	8,798	12,356	
Buildings	...	...	...	...	24,052	56,247	14,510	...	600	1,114	97,423	2,254	1,248	19,662	...	(k) 30,592	4,35,378	
Furniture	...	...	...	...	...	6,032	1,611	438	25	171	8,297	305	778	2,685	3,616	13,416	34,856	
Miscellaneous	...	...	...	...	120	18,576	5,523	4,179	40	255	28,693	...	78	2,079	...	(l) 23,306	1,30,501	
Total	...	...	...	...	27,425	1,63,002	48,357	4,798	665	2,290	1,87,437	7,392	6,234	37,252	12,144	(m) 1,93,527	13,23,338	
GRAND TOTAL	1,366	133,820	132,403	102,167	2,01,682	7,47,564	1,40,728	3,46,187	4,799	9,278	14,49,638	88,628	28,346	3,90,393	12,146	(n) 12,93,680	59,32,995	

(a) Includes Rs. 9, not shewn in detail.
(e) Ditto Rs. 368, ditto.
(i) Ditto Rs. 808, ditto.
(b) Includes Rs. 1,213, not shewn in detail.
(f) Ditto Rs. 87,159, ditto
(c) Includes Rs. 611, not shewn in detail.
(g) Ditto Rs. 2,95,518, ditto.
(d) Includes Rs. 522, not shewn in detail.
(h) Ditto Rs. 5,97,787, ditto.
(j) Includes Rs. 492, not shewn in detail.
(l) Ditto Rs. 1,673 ditto.
(k) Includes Rs. 181, not shewn in detail.
(n) Ditto Rs. 26,502, ditto.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XLII OF 1888-89.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 21st January, 1888. Total.	Receipts for week ending 21st January, 1888. Per mile open.	Total mean length open.	Receipts for week ending 19th January, 1889. Total.	Receipts for week ending 19th January, 1889. Per mile open.	Total Receipts from 1st April, 1887, to 21st Jany., 1888. Total.	Total Receipts from 1st April, 1887, to 21st Jany., 1888. Per mile open per week.	Total Receipts from 1st April, 1888, to 19th Jany., 1889. Total.	Total Receipts from 1st April, 1888, to 19th Jany., 1889. Per mile open per week.	Total Increase in 1888-89.	Total Decrease in 1888-89.
	State Lines worked by Companies.		R	R		R	R	R	R	R	R	R	R
2nd Feb. 1889	East Indian	1,514	9,73,135	643	1,514	9,02,200	597	3,63,31,870	571	3,48,06,859	547	...	15,25,011
26th Jan., 1889	Rajputana-Malwa (a)	1,664	3,94,901	237	1,664	4,12,000	248	[illegible]	185	1,46,64,922	210	16,37,785	...
26th ditto	Sindia	75	8,423	113	75	8,796	118	3,61,171	115	[illegible]	91	...	75,377
26th ditto	Patna-Gya	57	10,391	182	57	7,910	138	4,07,872	170	3,99,490	163	...	[illegible]
19th ditto	Bengal-Nagpur (b)	186	31,643	170	293	38,563	132	10,86,192	138	12,60,566	155	1,74,374	...
2nd Feb., 1889	Dildarnagar-Ghazipur	12	1,148	96	12	1,082	90	38,795	77	36,946	73	...	1,849
19th Jan., 1889	Mysore	140	9,657	69	140	10,571	76	4,14,803	70	4,78,997	82	64,194	...
26th ditto	Southern Mahratta(c)	850	61,853	73	854	75,279	88	25,81,852	79	31,44,606	88	5,62,754	...
26th ditto	Indian Midland	42	5,238	125	374	(d)52,862	141	1,33,579	75	(d)5,89,723	93	4,56,144	...
19th ditto	Cuddapah-Nellore	83	3,592	43	83	3,748	45	(e) 58,593	38	1,97,422	57	1,38,829	...
19th ditto	Bareilly-Pilibhit	36	1,721	48	36	2,245	62	70,710	48	72,740	49	2,030	...
19th ditto	Lucknow-Sitapur-Sihramau	105	5,909	56	105	4,859	46	1,68,262	38	2,04,520	46	36,258	...
	TOTAL	4,764	15,07,611	316	5,207	15,21,224	292	5,46,80,836	279	5,61,33,585	274	14,52,749	...
	State Lines worked by Government.												
26th Jan., 1889	North-Western (f)	2,433	4,51,145	185	2,390	5,08,363	213	1,68,04,763	177	2,05,73,129	205	37,68,366	...
19th ditto	Oudh & Rohilkhand(h)	693	1,58,710	229	692	1,41,383	204	53,75,916	186	54,47,326	187	71,410	...
19th ditto	Wardha Coal	45	18,056	421	45	18,965	421	5,78,517	304	6,73,396	356	94,879	...
26th ditto	Bengal Central	125	11,813	94	125	12,080	97	5,38,539	103	5,75,328	110	36,789	...
26th ditto	Eastern Bengal Railways (g)	645	1,72,445	267	673	1,97,790	294	78,38,170	289	87,47,336	309	9,09,166	...
26th ditto	Nalhati	27	2,011	74	27	1,940	71	72,233	65	79,864	71	7,631	...
26th ditto	Tirhoot	259	36,026	139	273	30,571	112	13,86,099	135	13,02,711	120	...	83,388
26th ditto	Burma	333	99,181	298	441	79,149	179	23,87,427	171	23,92,326	143	4,899	...
26th ditto	Jorhat	28	575	20	31	867	28	42,147	37	50,345	42	8,198	...
26th ditto	Cherra-Companyganj	7	119	16	7	297	40	9,474	30	7,208	23	...	2,266
	TOTAL	4,595	9,50,981	207	4,704	9,91,405	211	3,50,33,285	188	3,98,48,969	204	48,15,684	...
	Lines worked by Guaranteed Companies.												
26th Jan., 1889	Madras	840	1,50,863	179	840	1,48,197	176	65,97,569	186	68,19,566	193	2,21,997	...
19th ditto	South Indian	654	83,256	127	654	76,877	118	41,44,059	150	44,34,141	161	2,90,082	...
19th ditto	Great Indian Peninsula	1,504	8,14,525	542	1,447	9,16,870	634	3,11,80,912	491	3,27,50,087	521	15,69,175	...
26th ditto	Bombay, Baroda and Central India	461	2,24,146	486	461	3,05,000	662	95,55,625	490	99,33,370	513	3,77,745	...
	TOTAL	3,459	12,72,800	368	3,402	14,46,944	425	5,14,78,165	352	5,39,37,164	377	24,58,999	...
GRAND TOTAL (GUARANTEED AND STATE)		12,818	37,31,392	291	13,313	39,59,573	297	14,11,92,286	267	14,99,19,718	276	87,27,432	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	7,34,86,170	139	7,86,40,381	145	...	...
NET RECEIPTS		...	...	...	...	...	...	6,77,06,116	128	7,12,79,337	131	35,73,221	...
	Assisted Companies.												
26th Jan., 1889	Bengal and North-Western	376	36,967	98	376	38,280	102	16,05,104	101	17,92,712	114	1,87,608	...
2nd Feb., 1889	Tarakeshwar	22	5,143	231	22	5,326	239	2,07,212	222	2,17,129	232	9,917	...
19th Jan., 1889	Rohilkhand-Kumaun	67	3,559	53	67	3,613	54	2,65,928	97	2,81,024	102	15,096	...
19th ditto	Dibru-Sadiya	78	6,762	87	78	8,220	105	3,33,516	101	3,52,595	108	19,079	...
	TOTAL	543	52,431	97	543	55,439	102	24,11,760	105	26,43,460	116	2,31,700	...
	Native States.												
26th Jan., 1889.	The Nizam's Guaranteed Company	277	34,831	126	310	43,971	142	12,68,798	141	13,91,363	112	1,22,565	...
2nd Feb., 1889	The Gaekwar's	59	3,008	51	59	2,750	47	1,26,283	51	1,08,205	44	...	18,078
2nd ditto	The Gaekwar's Mehsana-Vadnagar	21	969	46	27	950	35	29,807	34	36,239	40	6,432	...
19th Jan., 1889	Bhavnagar-Gondal-Junagarh-Porbandar	193	21,489	111	209	22,970	110	7,90,218	97	8,40,856	100	50,638	...
19th ditto	Morvi	68	3,023	44	68	2,335	34	1,12,416	39	1,34,338	47	21,922	...
2nd Feb., 1889	Jodhpore	124	6,233	50	124	7,800	63	2,77,746	53	2,77,075	53	...	671
	TOTAL	742	69,553	94	797	80,776	101	26,05,268	91	27,88,076	86	1,82,808	...

(a) Includes the Cawnpore-Achnera State Railway.
(b) Includes the Katni-Umaria State Railway.
(c) Includes the Bellary-Kistna State Railway.
(d) Includes Bhopal-Itarsi State Railway from 1st January, 1889.
(e) Total receipts from 15th September, 1887, to 21st January, 1888.
(f) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(g) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.
(h) State from 1st January, 1889.

M. C. BRACKENBURY, *Major, R.E.*,
Under-Secretary.

CALCUTTA,
The 14th February, 1889.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and prospects of the Crops.

Madras.—*For week ending 9th February, 1889.*—No rain; more rain wanted in Ganjam, Vizagapatam, Cuddapah, Bellary, Trichinopoly, Tinnevelly, Coimbatore and Salem. Standing crops generally good, but withering in parts of Coimbatore, Cuddapah and Tinnevelly; blighted in parts of Bellary, Chingleput and Coimbatore. Pasture deficient in Coimbatore and parts of Salem. Prices rising in six districts, falling in six, and stationary in others. General prospects favourable except in Ganjam and Coimbatore. Labourers employed on last day of week on Rushikulya works 4,957, Gopalpore Canal, 8,956.

Bombay.—*For week ending 13th February, 1889.*—Slight rain in parts of Karachi and Hyderabad, where standing crops are benefited; late crops in parts of Nasik, three talukas of Surat, four of Poona, two of Ahmednagar, and one of Kanara, and wheat in Broach unsatisfactory; safflower in one taluka of Sholapur, and exotic cotton and wheat in parts of Dharwar blighted. Opium in Baroda good. Harvesting progressing generally; probable outturn of late crops in Ahmednagar from four to ten annas. Fodder scarce, and agricultural stock poor in Khandesh, and parts of Nasik and Kathiawar. Prices rising in one taluka of Nasik.

Bengal.—*For week ending 12th February, 1889.*—More rain fell on the 11th instant throughout Behar, and in parts of South-west and North Bengal, and in Chota Nagpore. The prospects of the *rabi* crops have considerably improved and are now generally reported to be fair, though some damage has been done by the recent hail in places in Behar and North Bengal. In Chota Nagpore, however, the *rabi* crops have already suffered, chiefly from drought, and are not expected to yield more than eight annas on the whole. The poppy and tobacco crops are reported on favourably, and the condition of the spring rice is satisfactory. The ploughing for the autumn crops is steadily progressing, and *cheena* and *mung* are being sown extensively throughout Behar. The sugarcane and potato harvests are proceeding with fair results. The latest report regarding the affected tract in the Patna Division shows that the attendance on the relief works in Chumparun and Mozufferpore has fallen off, the labourers having resorted to the fields, and that the prices everywhere are stationary and the stocks of grain sufficient.

North-Western Provinces and Oudh.—*For week ending 13th February, 1889.*—Light rain fell in most districts during the week. *Rabi* crops promise well. Supplies sufficient. Slight fluctuations in prices. Condition of cattle good.

Punjab.—*For week ending 13th February, 1889.*—Slight rain in Delhi and Amballa Districts. Prices rising in Delhi, falling in Jullundur, Ferozepur, Sialkot, Lahore, and Shahpur, unsettled in Multan and Peshawar, stationary elsewhere. Ploughing for cotton commenced in Lahore. More rain wanted in Hissar and Multan. Prospects of *rabi* crops have been greatly improved by the recent rainfall and are very promising. Stock cattle are generally healthy. Fodder sufficient, except in Hissar, Sialkot, Dera Ismail Khan and in parts of Rawalpindi.

Central Provinces.—*For week ending 13th February, 1889.*—Prospects of winter crops improved in Jabalpur by recent slight rain, otherwise they remain unchanged. Cattle in fair condition.

Burma.—*For week ending 9th February, 1889.*—The crop prospect is generally good. Prices are generally stationary, but there has been a slight rise in

the price of paddy in Akyab, Henzada, Toungoo and Pyinmana, and a slight fall in Tavoy, Shwebo and Lower Chindwin districts.

Assam.—*For week ending 13th February, 1889.*—Slight rain in most districts. Sowing of early rice, gathering of mustard and pressing of sugarcane are in progress. Rain wanted for tea in Sibsagar. Potato sowing in the Khasi Hills continues.

Mysore and Coorg.—*For week ending 13th February, 1889*—No rain. Standing crops in good condition. Spring paddy sown in parts. Outturn of crops harvested generally favourable. Prices slightly risen in the Shimoga district.

Coffee crop fully picked in Coorg.

Berar and Hyderabad.—*For week ending 13th February, 1889.*—Picking of cotton completed in Berar. Harvesting of other *kharif* crops nearly over. Cutting of *rabi* in progress. Prospects good. Agricultural stock in good condition. Fodder insufficient in some districts. Prices stationary.

No rain in Hyderabad. *Rabi* crops thriving; weeding of *tabi* crops continues; prices stationary.

Central India.—*For week ending 13th February, 1889.*—Rain during the week in Gwalior, Bundelkhand and Baghelkhand. Crops in southern half of Bhopal reported somewhat damaged. Crops in Goona partly damaged by hail. Prices of food grains risen in Neemuch and Barwani, fallen in Manpur. Drinking-water scarce in southern portion of Bhopawar.

Rajputana.—*For week ending 13th February, 1889.*—Favourable rain in Ajmere, Jeypore and Bhurtpore. Agricultural operations satisfactory. Standing crops good. Agricultural stock good, but sickly at some places in Meywar. Prices rising in Meywar.

Nepal.—*For week ending 7th February, 1889.*—Slight rain. Weather foggy. Sowing of potatoes is in progress.

E. C. BUCK,
Secretary to the Government of India.

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SUPPLEMENT TO

The Gazette of India.

No. 8.] CALCUTTA, SATURDAY, FEBRUARY 23, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Irrigation.

REVENUE REPORT OF IRRIGATION WORKS IN RAJPUTANA FOR THE YEAR 1887-88.

No. 261., dated Calcutta, the 18th February 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Revenue Report of Irrigation Works in Rajputana for the year 1887-88, forwarded with letter No. 3792 S., dated 21st September 1888, from the Secretary to the Agent to the Governor General and Chief Commissioner, Rajputana.

OBSERVATIONS.—The year 1887-88 was a favourable one for the crops in Rajputana, the rainfall was more general and rather heavier than that of the previous year. The results obtained from the Irrigation works were, nevertheless, satisfactory; there was an increase both in area irrigated and in assessments.

2. There was no Capital outlay during the year. The Capital expenditure on the three groups of tanks stood at Rs. 16,46,285 at the end of the year.

3. The following statement shews the actual financial results of the year under review as given in the Revenue Accounts:

TANKS IN	Capital to end of year, including indirect charges.	Gross Revenue.	Working Expenses.	Net Revenue.	Percentage of net Revenue on Capital at end of year.
	Rs.	Rs.	Rs.	Rs.	
Ajmere Sub-Collectorate . .	8,78,473	53,156	24,476	28,680	3·26
Beawar " . .	6,31,668	41,108	13,540	27,568	4·36
Todgurh " . .	1,36,144	23,940	10,945	12,995	9·54
	16,46,285	1,18,204	48,961	69,243	4·20

These results are less favourable than those of the previous year, the revenue being slightly less and the working expenses being about fifty per cent. higher. The percentage of net revenue on Capital was 5·5 in 1886-87. The decrease in revenue is due to the fact that the Rabi assessments are collected in the year following that of the crop, and the rabi of 1886-87 was not good. The working expenses for the last two years are shewn in the following statement :

	1886-87.	1887-88.	Increase.
	Rs.	Rs.	Rs.
Maintenance and extensions . .	14,903	24,281	9,378
Establishment	16,680	22,490	5,810
Tools and Plant	—289	138	427
Leave and pension allowances . .	1,163	2,052	889
Total .	32,457	48,961	16,504

The increase in working expenses is not fully explained in the report, but it has been ascertained that it is mainly due to the fact that the number of tanks repaired in 1887-88 was 110 as compared with 67 in the previous year. The expenditure is largely in excess of the average of the last three years. The cost of working expenses per acre benefited was Rs. 1·30 as compared with Rs. 1·07 per acre in the previous year.

4. The area benefited by the tanks, that is the area protected as well as that actually irrigated, was 37,625 acres as compared with 30,305 in the previous year. The area was also considerably in excess of the average of the last three years. The increase was both in kharif and rabi crops.

5. The following statement shews the incidence of Revenue and Working Expenses :—

Area actually irrigated	Gross Revenue.		Working Expenses.	
	Amount.	Rate per acre irrigated.	Amount.	Rate per acre irrgated.
	Rs.	Rs.	Rs.	Rs.
24,665	1,18,204	4·7	48,961	1·9

5. The assessments of the year amounted to Rs. 1,26,560 as compared with Rs. 1,14,973 in the previous year. The collections were promptly made ; a sum of Rs. 180 only stood as due at the end of the year.

6. The total estimated value of the crops irrigated in 1887-88 was Rs. 7,80,296 as compared with Rs. 4,43,834 in the previous year.

ORDER.—Ordered, that a copy of this Resolution be forwarded to the Agent, Governor General and Chief Commissioner, Rajputana, for information and guidance.

Also that a copy of the Resolution and of the Report be forwarded to the Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab, in the Public Works Department, for information.

Also that a copy of the Resolution and of the Report be forwarded to the Revenue and Agricultural Department, and to the Department of Finance and Commerce, for information.

Also that the Resolution with the statement of general financial results compiled by the Examiner of Public Works Accounts, be published in the Supplement to the *Gazette of India*.

Ordered further, that a copy of this Resolution and of the Report be forwarded to Her Majesty's Secretary of State for India for information.

J. G. FORBES, *Colonel, R.E.,*
Offg. Depy. Secy. to the Govt. of India.

RAJPUTANA PROVINCE.

PUBLIC WORKS DEPARTMENT.

IRRIGATION BRANCH

ADMINISTRATIVE ACCOUNTS FOR THE YEAR 1887-88.

No. 1.—General Abstract of Financial Results shewing the estimated Cost of Construction of Irrigation Works, the Capital Outlay thereon, the Revenue derived therefrom, the Working Expenses and the Interest on the debt incurred in respect of those works.

XXX AND 43—MINOR WORKS AND NAVIGATION.

Name of Project.	Estimated cost of construction.			Capital outlay				Receipts during the year 1887-88.			Working expenses during 1887-88.			Net result excluding interest (difference between revenue and working expenses).				Simple interest during 1887-88.	Net result including interest.			
				During 1887-88.			To end of 1887-88.										Rate per cent.				Rate per cent.	
	Direct Charges.	Indirect Charges.	Total.	Direct Charges.	Indirect Charges.	Total.	Direct Charges.	Indirect Charges.	Total.	Water-rates, &c.	Collected with Land Revenue.	Total.	Direct Charges.	Indirect Charges.	Total.	Excess Revenue (surplus).	Excess expenditure (deficit).	Of excess revenue.	Of excess expenditure.		Excess Revenue (surplus).	Excess Expenditure (deficit).	Of excess revenue.	Of excess expenditure.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs	Rs.	Rs.	Rs.
Tanks in Ajmere Sub-Collectorate . . .	8,99,887	23,296	9,23,183	56	...	—56	8,50,361	28,112	8,78,473	7,749	45,407	53,156	23,435	1,041	24,476	28,680	...	3·26	...	...	...	...	...	...
„ in Beawar . .	6,36,909	3,837	6,40,746	...	...	...	5,97,273	34,395	6,31,668	6,144	34,964	41,108	12,989	551	13,540	27,568	...	4·36	...	...	...	...	...	...
„ in Todgurh . .	1,35,359	1,392	1,36,751	...	...	...	1,33,658	2,486	1,36,144	1,777	22,163	23,940	10,485	460	10,945	12,995	...	9·54	...	...	...	...	...	...
TOTAL .	16,72,155	28,525	17,00,680	—56	...	—56	15,81,292	64,993	16,46,285	15,670	1,02,534	1,18,204	(a)46,909	2,052	48,961	69,243	...	4·20	...	...	...	...	...	...

N.B.—The last five columns are left blank because no interest charges are calculated on such works.

(a) Includes Rs. 7,535 on account of collection and share of District Revenue Establishment charges in the Civil Department.

W. G. BAYLY,
Examiner, Public Works Accounts,
Rajputana and Central India.

MOUNT ABU,
The 25th July 1888.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XLIII OF 1888-89.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 28th January, 1888. Total.	Receipts for week ending 28th January, 1888. Per mile open.	Total mean length open.	Receipts for week ending 26th January, 1889. Total.	Receipts for week ending 26th January, 1889. Per mile open.	Total Receipts from 1st April, 1887, to 28th Jany., 1888. Total.	Total Receipts from 1st April, 1887, to 28th Jany., 1888. Per mile open per week.	Total Receipts from 1st April, 1888, to 26th Jany., 1889. Total.	Total Receipts from 1st April, 1888, to 26th Jany., 1889. Per mile open per week.	Total Increase in 1888-89.	Total Decrease in 1888-89.
	State Lines worked by Companies.		R	R		R	R	R	R	R	R	R	R
9th Feb. 1889	East Indian	1,514	10,38,687	686	1,514	9,32,009	616	3,73,70,557	574	3,57,38,868	549	...	16,31,689
9th ditto	Rajputana-Malwa (a)	1,664	3,97,540	239	1,664	4,32,000	200	1,34,24,077	186	1,51,05,325	211	16,80,648	...
9th ditto	Sindia	75	8,004	108	75	8,055	108	3,69,235	115	2,93,849	91	...	75,386
9th ditto	Patna-Gya	57	9,790	171	57	7,169	125	4,17,608	170	3,97,659	162	...	20,009
9th ditto	Bengal-Nagpur (b)	186	40,326	217	293	55,705	190	11,26,518	140	13,16,271	156	1,89,753	...
2nd ditto	Dildarnagar-Ghazipur	12	841	70	12	997	83	39,636	77	37,943	74	...	1,693
2nd ditto	Mysore	140	9,184	66	140	10,178	73	4,23,874	70	4,89,175	81	65,301	...
2nd ditto	Southern Mahratta (c)	850	60,455	71	854	71,664	84	26,42,317	79	32,16,270	88	5,73,953	...
2nd ditto	Indian Midland	42	4,288	102	374	(d)45,570	122	1,37,867	76	(d)6,40,080	95	5,02,213	...
2nd ditto	Cuddapah-Nellore	83	3,000	43	83	4,119	50	(e) 62,199	39	2,02,017	57	1,39,818	...
2nd ditto	Bareilly-Pilibhit	36	1,538	43	36	1,923	53	72,248	48	74,416	49	2,168	...
2nd ditto	Lucknow-Sitapur-Sihramau	105	4,214	39	105	4,956	47	1,72,385	38	2,09,205	46	36,820	...
	TOTAL	4,764	15,78,539	331	5,207	15,74,345	302	5,62,59,181	280	5,77,21,078	274	14,61,897	...
	State Lines worked by Government.												
9th Feb., 1889	North-Western (f)	2,470	3,80,804	154	2,390	4,47,204	187	1,71,85,567	176	2,10,20,333	205	38,34,766	...
2nd ditto	Oudh & Rohilkhand (g)	693	1,30,882	189	692	1,27,915	185	55,06,798	186	55,66,116	187	59,318	...
26th Jan., 1889	Wardha Coal	45	21,773	484	45	23,353	519	6,00,290	308	6,96,749	360	96,459	...
9th Feb., 1889	Bengal Central	125	15,029	120	125	12,090	97	5,53,368	103	5,87,408	109	33,900	...
9th ditto	Eastern Bengal Railways (h)	645	1,83,827	285	673	1,90,590	283	80,21,997	289	89,45,766	309	9,23,769	...
9th ditto	Nalhati	27	2,275	83	27	1,952	72	74,508	65	81,840	72	7,332	...
9th ditto	Tirhoot	259	54,367	210	278	30,232	112	14,40,466	137	13,37,120	120	...	1,03,346
2nd ditto	Burma	333	98,304	295	441	87,379	198	24,85,731	174	24,79,705	145	...	6,026
2nd ditto	Jorhat	28	626	22	31	1,003	33	42,773	36	51,348	43	8,575	...
2nd ditto	Cherra-Companyganj	7	122	16	7	293	39	9,596	30	7,501	23	...	2,095
	TOTAL	4,632	8,88,009	192	4,704	9,22,011	196	3,59,21,294	188	4,07,73,946	204	48,52,652	...
	Lines worked by Guaranteed Companies.												
26th Jan., 1889	Madras	840	1,66,620	198	840	1,63,574	195	67,64,189	186	69,67,160	193	2,02,971	...
2nd Feb., 1889	South Indian	654	90,924	139	654	93,470	143	42,34,983	150	45,29,158	161	2,94,175	...
2nd ditto	Great Indian Peninsula	1,504	8,24,538	548	1,447	9,19,646	636	3,20,05,450	493	3,36,74,183	523	16,68,733	...
9th ditto	Bombay, Baroda and Central India	461	2,46,226	534	461	3,12,000	677	98,01,852	491	1,02,57,323	517	4,55,471	...
	TOTAL	3,459	13,28,308	384	3,402	14,88,690	438	5,28,06,474	353	5,54,27,824	379	26,21,350	...
GRAND TOTAL (GUARANTEED AND STATE)		12,855	37,94,856	295	13,313	39,85,046	299	14,49,86,949	268	15,39,22,848	274	89,35,899	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	7,54,82,163	140	8,06,41,946	143	...	...
NET RECEIPTS		...	...	...	...	...	...	6,95,04,786	128	7,32,80,902	131	37,76,116	...
	Assisted Companies.												
9th Feb., 1889	Bengal and North-Western	376	39,473	105	376	41,430	110	16,44,577	101	18,20,198	113	1,75,621	...
9th ditto	Tarakeshwar	22	6,004	270	22	5,317	239	2,13,216	223	2,22,446	232	9,230	...
2nd ditto	Rohilkhand-Kumaun	67	3,542	53	67	4,044	60	2,69,470	96	2,85,921	102	16,451	...
26th Jan., 1889	Dibru-Sadiya	78	7,104	91	78	9,253	119	3,40,619	101	3,61,848	108	21,229	...
	TOTAL	543	56,123	103	543	60,044	111	24,67,882	105	26,90,413	115	2,22,531	...
	Native States.												
2nd Feb., 1889	The Nizam's Guaranteed Company	277	40,983	148	310	48,348	156	13,09,781	141	14,39,711	113	1,29,930	...
9th ditto	The Gaekwar's	59	3,593	61	59	2,620	45	1,29,876	51	1,10,914	44	...	18,962
9th ditto	The Gaekwar's Mehsana-Vadnagar	21	837	40	27	800	29	30,644	34	37,119	39	6,475	...
2nd ditto	Bhavnagar-Gondal-Junagarh-Porbandar	193	23,671	123	209	24,822	119	8,13,888	97	8,66,676	100	52,788	...
2nd ditto	Morvi	68	2,070	30	68	2,676	39	1,14,486	39	1,37,046	47	22,560	...
9th ditto	Jodhpore	124	8,110	65	124	7,600	61	2,85,856	53	2,84,796	53	...	1,060
	TOTAL	742	79,264	107	797	86,866	109	26,84,531	91	28,76,262	87	1,91,731	...

(a) Includes the Cawnpore-Achnera State Railway.
(b) Includes the Katni-Umaria State Railway.
(c) Includes the Bellary-Kistna State Railway.
(d) Includes Bhopal-Itarsi State Railway from 1st January, 1889.
(e) Total receipts from 15th September, 1887, to 28th January, 1888.
(f) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(g) State from 1st January, 1889.
(h) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.

CALCUTTA,
The 21st February, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Under-Secretary.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF JANUARY, 1889.

No. 1.—As to Age and Sex.

	Trinidad. Male.	Trinidad. Female.	Trinidad. Total.	Trinidad. Proportion of women to men.	Demerara. Male.	Demerara. Female.	Demerara. Total.	Demerara. Proportion of women to men.	Fiji. Male.	Fiji. Female.	Fiji. Total.	Fiji. Proportion of women to men.	Mauritius. Male.	Mauritius. Female.	Mauritius. Total.	Mauritius. Proportion of women to men.	Natal. Male.	Natal. Female.	Natal. Total.	Natal. Proportion of women to men.	Surinam. Male.	Surinam. Female.	Surinam. Total.	Surinam. Proportion of women to men.					Total. Male.	Total. Female.	Grand Total.
Under 2 years	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25	12	37	...	...	...	...	...	25	12	37
From 2 to 10 years	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37	23	60	...	...	...	...	...	37	23	60
„ 10 „ 20 „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38	20	58	...	...	...	...	...	38	20	58
„ 20 „ 30 „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	216	93	309	40·11 women to every 100 men.	...	...	...	...	216	93	309
„ 30 „ 40 „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	83	22	105		...	...	...	...	83	22	105
„ 40 „ 50 „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	3	10		...	...	...	...	7	3	10
Above 50 „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...
GRAND TOTAL	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	406	173	579		...	...	...	...	406	173	579

No. 2.—As to places whence Emigrants came to Calcutta for Embarkation.

	Trinidad. Male.	Trinidad. Female.	Trinidad. Total.	Trinidad. Proportion of women to men.	Demerara. Male.	Demerara. Female.	Demerara. Total.	Demerara. Proportion of women to men.	Fiji. Male.	Fiji. Female.	Fiji. Total.	Fiji. Proportion of women to men.	Mauritius. Male.	Mauritius. Female.	Mauritius. Total.	Mauritius. Proportion of women to men.	Natal. Male.	Natal. Female.	Natal. Total.	Natal. Proportion of women to men.	Surinam. Male.	Surinam. Female.	Surinam. Total.	Surinam. Proportion of women to men.					Total. Male.	Total. Female.	Grand Total.
Orissa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	1	6	...	...	...	...	...	5	1	6
Western Bengal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	8	...	...	...	...	...	8	...	8
Central „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	1	5	...	...	...	...	...	4	1	5
Eastern „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	...	...	1	1	2
Behar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	137	63	200	...	...	...	...	...	137	63	200
North-Western Provinces	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	200	95	295	...	...	...	...	...	200	95	295
Oudh	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41	11	52	...	...	...	...	...	41	11	52
Central India	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	1	9	...	...	...	...	...	8	1	9
Punjab	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	1	...	1
Nepal and Native States	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	1	...	1
Mixed, Bombay & Madras	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GRAND TOTAL	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	406	173	579	...	...	...	...	...	406	173	579

No. 3.—As to Caste and Religion.

	Trinidad. Male.	Trinidad. Female.	Trinidad. Total.	Trinidad. Proportion of women to men.	Demerara. Male.	Demerara. Female.	Demerara. Total.	Demerara. Proportion of women to men.	Fiji. Male.	Fiji. Female.	Fiji. Total.	Fiji. Proportion of women to men.	Mauritius. Male.	Mauritius. Female.	Mauritius. Total.	Mauritius. Proportion of women to men.	Natal. Male.	Natal. Female.	Natal. Total.	Natal. Proportion of women to men.	Surinam. Male.	Surinam. Female.	Surinam. Total.	Surinam. Proportion of women to men.					Total. Male.	Total. Female.	Grand Total.
Brahmins and high castes	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42	19	61	...	...	...	...	...	42	19	61
Agriculturists	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	122	44	166	...	...	...	...	...	122	44	166
Artisans	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	47	16	63	...	...	...	...	...	47	16	63
Low castes	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	155	69	224	...	...	...	...	...	155	69	224
Musulmans	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40	25	65	...	...	...	...	...	40	25	65
Christians	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GRAND TOTAL	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	406	173	579	...	...	...	...	...	406	173	579

MEMORANDUM.	Male.	Female.	TOTAL.
1. Hindus	366	148	514
2. Musulmans	40	25	65
3. Christians	...	...	...
TOTAL	406	173	579

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and prospects of the Crops.

Madras.—*For week ending 16th February, 1889.*—No rain. More rain wanted in Ganjam, Vizagapatam, Tinnevelly, Coimbatore and Salem. Standing crops generally good, but withering in parts of Coimbatore, Cuddapah, Anantapur, Bellary and Tinnevelly. Pasture deficient in Coimbatore and parts of Salem. Prices rising in nine districts, including four northern, falling in four and stationary in others. General prospects favourable except in Ganjam and Coimbatore. Labourers employed on last day of week on Rushikulya works 5,246, Gopalpore canal 10,003.

Bombay.—*For week ending 20th February, 1889.*—Rain in parts of Sind and Panch Mahals, benefiting crops in Shikarpore and Upper Sind Frontier. Late crops in three talukas of Surat and Poona and one of Kanara and wheat in Broach unsatisfactory; exotic cotton in parts of Dharwar damaged by blight, and gram in parts of Kathiawar by insects. Opium in Baroda good. Harvesting progressing generally; probable outturn of cotton in parts of Kathiawar from eight to ten annas. Fodder scarce in Khandesh and Nasik and parts of Poona, Ahmednagar and Kathiawar.

Bengal.—*For week ending 19th February, 1889.*—More rain is reported to have fallen over the greater part of the Province during the week. None, however, in Orissa. In Calcutta and the neighbourhood a heavy shower fell early this morning (20th). The state of the *rabi* crops is generally reported to be fair, but in Chota Nagpore, where the crops suffered most from the previous drought, the outturn will not exceed eight annas. Some of the *rabi* crops, *viz.*, mustard and pulses, are being gathered. The sugarcane harvest is yielding a fair outturn. The poppy and tobacco crops are promising. The spring rice seedlings are still being transplanted, and are doing well. In Behar *cheena* and *mung* are being sown extensively, and the weather is very favourable for the cultivation of indigo lands. Ploughing for the autumn crops is in steady progress. No further information has been received regarding the afflicted tracts in the Patna Division.

N.-W. P. and Oudh.—*For week ending 20th February, 1889.*—Rain fell everywhere. Some injury to *rabi* crops by rust, but generally they are thriving. Crops ripening and no more rain required. Poppy flourishing. Supplies ample. Prices falling. Condition of cattle good.

Punjab.—*For week ending 20th February, 1889.*—Rainfall good and general throughout the Province. Prices falling in Delhi, Jullundur, Ferozepore, Sialkot and Shahpore; unsettled in Multan and Peshawar; stationary elsewhere. Ploughings for *kharif* commenced in Hissar, Lahore and Shahpur. The crops have been greatly improved by the recent fall of rain, and prospects are very promising. Stock cattle are reported healthy. Fodder sufficient except in Hissar, Dera Ismail Khan and in parts of Multan and Rawalpindi. Poppy weeding commenced in Jullundur.

Central Provinces.—*For week ending 20th February, 1889.*—Showers have fallen in Saugor, Jabalpore and Seoni, and hail in the two former districts. Crops somewhat benefited. Winter crops being harvested. Prospects favourable in southern, but poor in northern and eastern districts.

Burma.—*For week ending 16th February, 1889.*—No rain has fallen during the past week, and crop prospects remain good. The price of paddy has fluctuated a little, showing a rise in Rangoon, Prome, Upper Chindwin, Sagaing and Lower Chindwin, and a fall in Bassein, Thôngwa, Henzada, Moulmein and Toungoo.

Assam.—*For week ending 20th February, 1889.*—Weather seasonable. Slight rain in Brahmaputra Valley districts; sowing of summer rice progressing. Gathering of mustard and crushing of sugarcane continue. Potatoes are being sown in the Khasi Hills.

Mysore and Coorg.—*For week ending 20th February, 1889.*—No rain throughout the State of Mysore. Crops in good condition, except in parts of the Kolar district where they require rain. Sowing of spring paddy still continues. Prospects generally fair. Pasturage diminishing in parts of the Kolar and Mysore districts. No material change in prices.

No rain during the week in Coorg.

Berar and Hyderabad.—*For week ending 20th February, 1889.*—Slight hailstorm in Amraoti taluk in Berar. *Rabi* crops are being cut and harvested. Condition good. Prospects favourable. Water sufficient. Fodder insufficient in some districts. Prices risen slightly in some districts.

No rain during the week in Hyderabad. Harvesting of *rabi* crops commenced. Weeding of *tabi* and *paddy* crops continues. Prices stationary.

Central India.—*For week ending 20th February, 1889.*—Slight rain in most parts of Central India. Agricultural operations in Bundelkund reported finished. Prices of food-grains risen in Dhar and Burwani, and fallen in Jhabua and Manpur; steady elsewhere. Where high winds and cloudy weather prevailed, opium crops have been slightly damaged in Rutlam, Jaora and Neemuch. Price of opium high in Bhopal.

Rajputana.—*For week ending 20th February, 1889.*—Good rain at Abu, Kerowlee and Ulwar, and slight at other places. Agricultural operations satisfactory. Standing crops good. Agricultural stock good except in Meywar. Pasturage or fodder sufficient except in Marwar, Kherwara, Meywar and Dholepur. Prices rising in Meywar, falling slightly in Marwar, Jhallawar, Kotah, Kishengurh and Bhurtpore; steady elsewhere.

Nepal.—*For week ending 14th February, 1889.*—Fair rain. Prospects good.

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Secretary to the Government of India.

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Irrigation.

REVENUE REPORT OF IRRIGATION WORKS IN THE PUNJAB FOR 1887-88.

No. 291., dated Calcutta, 22nd February 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Letter No. 7049 I., dated 21st December 1888, from the Government of the Punjab, forwarding the Revenue Report of Irrigation Works in the Punjab for 1887-88, and Resolution by that Government reviewing the Report.

OBSERVATIONS.—Capital Accounts are kept for all the canals in the Province of the Punjab which are under the administration of Irrigation Officers, with the exception of the Mazaffargarh Canals, for which only Revenue Accounts are kept. The following statement shows the Capital expenditure:

	Number of works.	During the year 1887-88.			To end of the year 1887-88.		
		Direct.	Indirect.	Total.	Direct.	Indirect.	Total.
MAJOR WORKS.		R	R	R	R	R	R
Protective Works (Account head 35)	1	82,072	3,309	85,381	33,32,501	1,22,702	34,55,203
Productive Works (Account head 49)	6	18,97,223	80,953	19,78,176	5,17,25,650	24,44,970	5,41,70,620
Minor Works of which Capital and Revenue Accounts are kept (Account head 43) . . .	4	—2,816	Nil	—2,816	17,80,862	80,289	18,61,151
GRAND TOTAL .	11	19,76,479	84,262	20,60,741	5,68,39,013	26,47,961	5,94,86,974

This expenditure of 20½ lakhs was mainly incurred on the Western Jumna Canal (three lakhs), the Sirhind (eight lakhs) and the Chenab (eight lakhs). On the Western Jumna the chief work done was the raising of the banks and the construction of new distributaries and of a main drain. On the Sirhind Canal 365 miles of main and 762 miles of minor distributary channels were completed in the year. The Chenab Canal is still far from complete, and considerable progress was made in the construction of the main channel, branches and distributaries. In addition to the amounts shown in the above table there was an expenditure during the year of R3,87,613 on that portion of the Sirhind Canal which has been constructed for Native States, which increased the total Capital invested by the contributing States to R1,32,39,497.

2. The sanctioned estimates of the eleven works, including the Native State portion of the Sirhind Canal, aggregate about 746 lakhs, of which more than 727 lakhs have been expended. The following statement shows the progress of construction on the different classes of works:

	Sanctioned.		Completed.	
	Miles of Canals.	Miles of Distributaries.	Miles of Canals.	Miles of Distributaries.
Major Works—				
Protective Works	22	116	22	116
Productive Works	1,285	4,558	1,232	4,327
Minor Works—				
Of which Capital and Revenue Accounts are kept	1,753	150	1,753	150

The main channels are completed except on the Chenab Canal; some of the distributaries on the Western Jumna, Bari Doab, Sirhind and Chenab Canals are still unfinished.

3. The actual financial results of the year on the twelve systems, excluding the Native State portion of the Sirhind Canal, were as follows:—

Canal.	Capital outlay.	Gross Revenue.			Working Expenses.			Net Revenue.	Percentage of net Revenue on Capital outlay.
		Direct.	Indirect.	Total.	Direct.	Indirect.	Total.		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Major Works.	R	R	R	R	R	R	R	R	R
A.—*Protective Works*—Swat River Canal	34,55,203	1,03,257	Nil.	1,03,257	83,745	6,378	90,123	13,134	0·38
B.—*Productive Works*: Western Jumna	1,08,82,656	13,44,228	51,404	13,95,632	5,45,827	36,482	5,82,309	8,13,323	7·47
Bari Doab	1,61,54,012	12,59,681	3,75,256	16,34,937	4,94,917	34,082	5,28,999	11,05,938	6·84
Sirhind	2,31,86,184	6,98,640	...	6,98,640	3,45,020	16,818	3,61,883	3,36,807	1·45
Lower Sohag and Para	6,28,967	562	29,878	30,440	34,797	2,237	37,034	—6,594	...
Sidhnai	7,34,997	1,42,761	...	1,42,761	39,215	1,794	41,009	1,01,752	13·84
Chenab	25,83,804	256	...	256	57,331	2,610	59,941	—59,685	...
Total Productive Works	5,41,70,620	34,46,128	4,56,538	39,02,666	15,17,107	94,018	16,11,125	22,91,541	4·23
Minor Works.									
C.—*Works of which Capital and Revenue Accounts are kept*—									
Upper Sutlej	5,77,251	27,531	1,34,263	1,61,794	1,51,306	8,336	1,59,642	2,152	0·37
Lower Sutlej and Chenab	1,10,102	2,69,678	3,19,933	5,89,611	3,86,678	14,182	4,00,860	1,88,751	171·49
Indus Inundation	7,08,911	80,248	2,05,411	2,85,659	2,99,702	12,486	3,12,188	—26,529	...
Shahpur Inundation	40,789	41,255	...	41,255	16,398	275	16,673	24,582	60·24
Madhopur Workshops	4,24,148	...	...	...	...	...	...	...	...
Total	18,61,151	4,18,712	6,59,607	10,78,319	8,54,084	35,279	8,89,363	1,88,956	10·15
D.—*Works of which Capital and Revenue Accounts are not kept*—									
Mazaffargarh	...	1,06,322	2,47,949	3,54,271	1,66,081	6,239	1,72,320	1,81,591	...

Note.—These figures differ from the Finance Accounts in three respects; the indirect charges in column 7 (which are mainly a calculation of liability for Leave and Pension allowances) are not shewn in the Finance Accounts; of the indirect receipts in column 4 which are a share of Land Revenue credited to Canals only that portion which pertains to Major Works is shown in the Finance Accounts. In the figures against C—Minor Works, the sum of R2,61,907 is credited under column 3 and debited under column 6 on account of statute labour and expenditure from Fine Funds, and this figure will not be found in the Finance Accounts. Against D—Minor Works, a figure of R1,04,741 is similarly debited and credited for the same reason.

The results displayed by this table are extremely satisfactory. The Protective Work—the Swat River Canal—has paid its working expenses, and its income will further increase when full water-rates are assessed. The Productive Works taken collectively are paying more than 4 per cent., although the majority of them have been less than five years in operation. The Sidhnai Canal, which has only been open two years, gave a return of 13·84 per cent. on its Capital; the Western Jumna, 7·47; and the Bari Doab, 6·84.

Of the Minor Works the returns from the Lower Sutlej and Chenab and from the Shahpur Canals were 171·43 and 60·34 per cent. respectively. The Upper Sutlej Series only just paid its way and the Indus Series was worked at a loss, but here the country is not very favourable for irrigation, the credit given on account of irrigated land is small, and maintenance is expensive.

4. Two of the seven Major works—the Western Jumna and the Sidhnai Canals—shew a clear profit to the State on the whole of the operations since they were opened, that is to say, the total net Revenue has exceeded the total interest charges to date. The excess on the Western Jumna Canal is very large. On the other five systems the interest charges to date are in excess of the net Revenue, but in the case of the Bari Doab Canal, the deficit will disappear in two or three years. The other works have only lately come into operation.

5. The figures in the foregoing paragraphs have been based on the actual receipts as given in the accounts. The following statement has been drawn up to show the revenue assessed on irrigated lands in 1887-88 (which differs from the collections mainly in this respect, that the Rabi assessment of 1887-88 is not due in that year and is not collected till 1888-89), as well as the different systems of assessment and heads under which it is credited.

	Water-rates.	Occupiers' rates.	Owners' rates.	Share of Land Revenue.	Water advantage rates.	Gross assessed Revenue excluding miscellaneous.	Rate per acre irrigated.
1	2	3	4	5	6	7	8
							R
1 Swat River	1,84,829	...	...	...	...	1,84,829	1·91
2 Western Jumna Canal . .	...	7,50,154	2,06,815	51,404	...	10,08,373	4·24
3 Bari Doab	...	11,84,529	...	...	3,93,903	15,78,432	3·33
4 Sirhind	9,86,674	...	...	...	...	9,86,674	2·52
5 Lower Sohag and Para .	19,568	...	...	22,060	...	41,628	1·00
6 Sidhnai	1,63,619	...	...	...	...	1,63,619	2·17
7 Chenab	...	5,976	...	...	...	5,976	0·55
8 Upper Sutlej . . .	...	16,190	...	1,35,981	15,860	1,68,031	1·21
9 Lower Sutlej and Chenab .	...	173	...	3,19,933	...	3,20,106	1·07
10 Indus	...	...	...	2,05,411	...	2,05,411	1·07
11 Shahpur	34,320	...	...	...	...	34,320	2·04
12 Mazaffargarh . . .	...	...	...	2,47,949	...	2,47,949	0·88
Total .	13,89,010	19,57,022	2,06,815	9,82,738	4,09,763	49,45,348	2·19

6. On the Swat River, Sirhind, Sidhnai, Chenab, Shahpur and part of the Lower Sohag and Para Canals, a single charge is made for water supplied to irrigated lands; this is shown in the second column. On most of the other canals occupiers rates are charged, which are supplemented by "owners" and "water advantage" rates, or by a share of land revenue. On part of the area irrigated by the Western Jumna Canal, credit is given for the share of land revenue which was assessed as irrigated in the old settlements; the rest of the tract commanded by this canal has since been re-assessed at dry rates, and an "owners" rate is charged on areas actually irrigated. The "water advantage" rate on the Bari Doab Canal, and on that part of the Upper Sutlej Canal which is situated in Lahore District is somewhat of the same nature as an "owners" rate,

from which it differs in being a fixed charge for each acre irrigated, instead of varying with the crop grown: this charge which was fixed at the last settlement, varies in different villages. On the remaining part of the tracts watered by the Upper Sutlej and Lower Sohag and Para Canals, which falls within the Montgomery District, the assessment is a fluctuating one, and a share of it is credited to irrigation, as shown in column 5. On the Indus and Mazaffargarh Canals, and with a very small exception on the Lower Sutlej and Chenab Canals, no separate charge is made for water, but a share of the Land Revenue is credited to irrigation; this share is generally the whole of the land revenue where there are no wells, and half of it where the canal water is supplemented by wells.

In the case of the two latter canals, the cultivators also give labour without payment for the maintenance of the canals. The cultivators on the Indus Canals also contribute in cash towards the cost of maintaining their canals.

7. The figures in column 8, "Rate per irrigated acre," vary considerably. The low rates shown for the Lower Sutlej and Chenab, Indus, and Mazaffargarh Canals are due to the value of the free labour and contributions, as described above, being omitted from the statement. The Upper Sutlej Canal rates will be reconsidered when the next settlement of the Montgomery District is made. Of the remaining canals, on the Western Jumna, Bari Doab and Shahpur Canals alone is water assessed at the full sanctioned rates; the rest have only lately come into operation, and, according to the usual custom, full rates on new irrigation are only gradually arrived at.

8. The actual outstandings of revenue due, but not collected, had increased from R57,187 at the end of 1886-87 to R73,132 at the end of 1887-88. The balances are mainly due from the Western Jumna and Sirhind Canals; in the former case it is attributed to distress in certain villages in the Dehli District, and in the latter to a large sum due by the Faridkote State. It was anticipated that the outstandings would be realized early in the ensuing year.

9. The areas irrigated by the different canals are compared in the following statement with those of previous years:

		1887-88.	1886-87.	1885-86.	1884-85.	1883-84.
	MAJOR WORKS.	Acres.	Acres.	Acres.	Acres.	Acres.
PERENNIAL	*Protective Works—*					
	1 Swat River Canal .	96,686	74,373	44,092	...	...
	Productive Works—					
	2 Western Jumna Canal	237,821	315,911	223,322	279,208	472,426
	3 Bari Doab Canal .	473,465	405,152	505,357	376,762	390,860
	4 Sirhind Canal (British portion) . .	390,965	215,625	152,837	36,102	5,030
INUNDATION	5 Lower Sohag and Para Canal . . .	41,159	17,340	17,246	645	...
	6 Sidhnai Canal . .	75,284	27,162	...	...	...
	7 Chenab Canal . .	10,854	...	...	...	...
	Minor Works—					
	8 Upper Sutlej Canals .	138,637	102,524	75,843	90,074	71,374
	9 Lower Sutlej and Chenab Canals . .	297,595	324,612	328,761	372,607	329,976
	10 Indus Inundation Canals	190,476	178,671	172,122	186,302	150,418
	11 Shahpore Inundations Canals . . .	16,812	13,858	15,727	14,553	5,485
	12 Mazaffargarh Canals .	280,327	275,412	252,260	258,035	226,499
	TOTAL .	2,250,081	1,950,640	1,787,567	1,614,288	1,652,068

The area irrigated is again the largest on record; it consisted of 1,121,246 acres of kharif and 1,128,835 acres of rabi. The increase is for the most

part due to the extension of irrigation on the new canals. The irrigation on the Sirhind Canal in its fifth year exceeds the forecast for the thirteenth year, and is 75 per cent. of the probable ultimate area. The Sidhnai Canal in the second year and Swat River Canal in the third year have irrigated more than the maximum ultimate areas which they were estimated to attain after eight and fifteen years respectively.

The Chenab Canal was first opened in July 1887 in the middle of the kharif; some crops were irrigated in that season, but could not be matured owing to accumulations of silt in the supply channel. The water rates on that crop were entirely remitted. In the rabi crop 5,982 acres were irrigated. This crop was fully matured.

There was a falling off in the irrigation on the Western Jumna Canal where the rabi crop was only 57,699 acres as compared with 182,602 in the previous year. The decrease was due to the particularly heavy rain-fall which occurred during the latter months of the kharif and to timely showers during the rabi crops.

10. The whole of the facts regarding the irrigation and working of the Native State Branches of the Sirhind Canal had not been received in time for incorporation in this report. It appears that the area of irrigation reached 96,541 acres in 1887-88, as compared with 63,807 acres in 1886-87, which was the first year of systematic irrigation. The ultimate area which was estimated to be irrigable by these branches is 278,375 acres, so that the irrigation of 1887-88 is 35 per cent. of the ultimate area, a result which must be regarded as decidedly satisfactory.

11. The value of the crops irrigated during the year aggregated R6,84,66,306, which is 117 lakhs of rupees in excess of the previous year. The wheat crop was, as usual, the largest and most valuable; 783,189 acres of this crop, estimated at more than 251 lakhs in value, were matured by canal irrigation. There was a considerable increase in the area under sugarcane, 83,691 acres, estimated at R83,69,079 in value, were irrigated, and the area is nearly 40 per cent. in excess of the average of the previous four years.

12. The duty of each cubic foot per second of water entering the Canals varied in the kharif crop from 90 acres on the Western Jumna to 57 acres on the Sirhind Canal. The rabi duty varied from 145 acres on the Swat River to 32 acres on the Western Jumna, where the supply was kept up more for navigation than for irrigation. A foot-note has been attached to form No. I. E. of the Report explaining the method of calculating the duties; it would be well if it were stated in the next report what number of days in each case forms the "base" to which the duties are calculated.

13. The working expenses, including indirect charges, are shewn in the following statement:

		1887-88.	1886-87.	1885-86.	1884-85.	1883-84.
		R	R	R	R	R
	MAJOR WORKS.					
PERENNIAL	*Protective Works—*					
	Swat River Canal .	90,123	55,035	25,009	...	...
	Productive Works—					
	Western Jumna Canal	5,82,309	5,24,360	5,16,579	4,77,422	4,77,664
	Bari Doab Canal .	5,28,999	5,91,230	5,52,042	4,99,607	5,62,330
	Sirhind Canal (British portion) . .	3,61,833	2,39,603	2,20,280	1,45,210	17,491
INUNDATION	Lower Sohag and Para Canal . . .	37,034	13,008	8,139	...	...
	Sidhnai Canal . .	41,009	14,364	...	...	...
	Chenab " . .	59,941	...	...	...	...

	1887-88.	1886-87.	1885-86.	1884-85.	1883-84.
	R	R	R	R	R
INUNDATION — *Minor Works*— Works for which Capital and Revenue Accounts are kept—					
Upper Sutlej Canals	1,59,642	1,50,488	1,12,765	1,16,895	1,32,853
Lower Sutlej and Chenab Canals	4,00,860	3,83,789	3,37,317	4,22,662	4,62,072
Indus Canals	3,12,188	2,49,040	2,36,082	2,52,573	3,06,483
Shahpur Canals	16,673	11,426	10,986	10,849	11,435
Works for which only Revenue Accounts are kept—					
Mazaffargarh Canals	1,72,320	1,45,302	1,66,545	1,88,397	1,77,326
TOTAL	27,62,931	23,77,640	21,85,744	21,13,615	21,47,654
Per acre irrigated	1·22	1·22	1·22	1·31	1·30

The rate per acre of the working expenses of Major works was R1·28 and that of Minor works R1·14 as compared with R1·36 and R1·05 in the previous year.

The increase in working expenses on the Western Jumna Canal was due to repairs of works at Dadupur, which were seriously injured by floods in July 1887, and to the construction of masonry core walls in part of the banks of the Okla Navigation Canal. This increase in expenditure, coupled with a decreased area of irrigation, causes the rate per acre of the working expenses of this canal to exceed those of any other, with the exception of the newly-opened Chenab Canal, where the working expenses were peculiarly heavy owing to exceptional circumstances. Omitting the Chenab Chanal, which was not regularly in work, the highest rate was R2·48 on the Western Jumna Canal, and the lowest was R0·54 on the Sidhnai Canal. On three of the Inundation Canals, and on the Bari Doab, the rate exceeded R1 per acre, and on six canals it fell below R1.

14. The details of the working expenses shown in the preceding paragraph are as follows:

	1887-88.	1886-87.
	R	R
Establishment	10,05,002	8,38,568
Works and repairs	15,85,820	13,88,697
Tools and Plant	30,195	18,617
Indirect charges	1,41,914	1,17,401
TOTAL	27,62,931	23,63,283

The charge for establishment again is made up of the following items:

	1887-88.	1886-87.
	R	R
Share of direction	1,50,704	1,26,893
Executive Officers	5,31,046	4,51,024
Medical "	7,557	5,640
Collection and Police	1,95,479	1,72,389
Fees of Lumberdars and Patwaris	1,20,216	82,622
TOTAL	10,05,002	8,38,568

The cost of direction and of accounts is divided between the Irrigation Department and other branches, so that the figure shown against the first line is a calculated ratio, not an actual sum. The "Executive Officers" charge represents an actual, since the Irrigation Establishment of the Punjab is separate from the Roads and Buildings Branch, and its whole cost is charged against Irrigation: part, however, is debited to construction (R3,60,468 in 1887-88, at 28 per cent. on the cost of works and repairs, but this figure again includes a

share of the cost of direction, &c.) and the rest to working expenses. The charge for Medical officers generally is the cost of the Medical staff employed on the canals, and in some cases it is a contribution on payment of medical attendance. The head "Collection and Police" indicates the pay of the special Revenue Establishments—Deputy Collectors, Daroghas, Zillahdars, Amins for measurement, Patwaris to prepare the record of charges and the bills on which canal rates are collected, and Patrols. The last head indicates the fees to Lumberdars who collect the water rates and pay them into the Civil Treasury, retaining a commission of 3 per cent.: and in some cases where special Canal Patwaris are not appointed, fees are paid to the village Patwaris. The Executive staff not only supervise works and repairs, but also watch over the distribution of the water, the measurement of the fields, the records of the crops, and the assessment of the water rates, and have also Magisterial powers for the enforcement of the provisions of the Canal Act.

15. The receipts from and expenditure on navigation on the Western Jumna and Sirhind Canals are shewn in the margin: the net receipts are larger than last year, and may be expected to increase, as on the Sirhind Canal communication with Ferozepore City has just been completed. On the Western Jumna Canal, also, through communication has been opened to Dehli and Hissar. The value of goods carried was 24½ lakhs as compared with 11½ lakhs in the previous year.

	Western Jumna Canal.		Sirhind Canal.	
	1886-87.	1887-88.	1886-87.	1887-88.
Receipts	19,473	47,497	8,789	12,105
Expenditure	5,216	9,101	21,803	18,803

The miscellaneous revenue from water-power, plantations, &c., increased to R3,13,700, and is about 32 per cent. above the average of the previous four years. The increase was chiefly in mill-rents.

16. The rainfall of the year was generally below the average in both the rabi and kharif seasons, except on the Western Jumna and on the upper portions of the Sirhind and Chenab Canals; the supplies in the Ravi and Sutlej rivers were at times unequal to the requirements of the Bari Doab and Sirhind Canals.

17. The Report, which is well arranged and illustrated by excellent maps, which is due on the 15th of November, was received by the Government of India on the 26th December 1888; the report for the previous year was received on the 30th of November 1887. The Government of India trusts that the Report will in future years be submitted on the date fixed.

18. In the concluding paragraph of the Resolution by the Punjab Government on the Chief Engineer's Report, His Honour the Lieutenant Governor congratulates the Officers of the Irrigation Department on the excellent progress made during the past year, and on the results which have been obtained. His Excellency the Governor General in Council has much satisfaction in endorsing the favourable opinion expressed by the Lieutenant Governor.

ORDER.—Ordered, that copies of this Resolution and of the Report, and of the Resolution by the Punjab Government, be forwarded to the Finance and Commerce and the Revenue and Agricultural Departments for information.

Ordered also, that copies of this Resolution be forwarded to the Government of the Punjab for information and guidance, and that copies of this Resolution and of the Report and Resolution by the Punjab Government be forwarded to the Local Governments and Administrations in the Public Works Department, noted in the margin, for information.

The Governments of Madras, Bombay, Bengal, and the North-Western Provinces and Oudh, in the Public Works Department.
The Chief Commissioners of the Central Provinces and Burma.
The Foreign Department, for communication to the Resident in Mysore and Coorg.
The Resident at Hyderabad.
The Agents to the Governor General in Central India and Rajputana.

Ordered further, that this Resolution and the Resolution by the Local Government, with a few selected tables, be published in the Supplement to the *Gazette of India*, and that copies of this Resolution be forwarded to Her Majesty's Secretary of State for India.

J. G. FORBES, *Colonel, R.E.*,
Offg. Deputy Secy. to the Govt. of India.

IRRIGATION BRANCH.

No. 6988 I., dated Lahore, the 17th December 1888.

RESOLUTION—By the Hon'ble the Lieutenant-Governor of the Punjab and its Dependencies.

READ—

Revenue Report of the Officiating Chief Engineer, Irrigation Works, Punjab, for the year ending 31st March 1888.

RESOLUTION.—The following table shows the outlay under Capital during, and to the end of, the year 1887-88:—

Budget Head.	Canal.	Capital outlay. During 1887-88.	Capital outlay. To the end of 1887-88.
		R	R
35 Protective Irrigation Works .	Swat River . . .	85,381	34,55,203
49 Irrigation Works not charged against Revenue . .	Western Jumna . . .	2,97,763	1,08,82,656
	Bári Doab . . .	17,988	1,61,54,012
	Sirhind	7,92,277	2,31,86,184
	Lower Sohág and Pára .	66,969	6,28,967
	Sidhnai	14,267	7,34,997
	Chenáb	7,88,912	25,83,804
	TOTAL .	19,78,176	5,41,70,620
43 Minor Works and Navigation not classed as Productive.	Upper Sutlej . . .	...	5,77,251
	Lower Sutlej and Chenáb .	...	1,10,102
	Indus	—1,072	7,08,911
	Shahpur	...	40,739
	Mádhopur Workshops . .	—1,744	4,24,148
	TOTAL .	—2,816	18,61,151
	TOTAL IMPERIAL .	20,60,741	5,94,86,974
Contributions . .	Sirhind Canal . . .	3,87,613	1,32,39,497

Under item 43, the Capital outlay of R35,456 on Abdul Raman Khan's Canal has been struck off the books with the sanction of the Government of India. For the Muzaffargarh Canals only Revenue Accounts are kept up.

2. The figures of Assessments, Working Expenses, Profits and Interest charges, for the year 1887-88, are given in the following table for each Canal, and the totals compared with those of 1886-87:—

Item No.	Canal.	Assessments.	Working Expenses.	Profit.	Interest charges.
		R	R	R	R
35	Swát River . . .	1,87,020	90,123	96,897	1,31,659
49	Western Jumna . .	11,02,415	5,91,745	5,10,670	4,07,993
	Bári Doáb . . .	17,12,122	5,30,727	11,81,395	6,20,643
	Sirhind	10,41,209	3,62,187	6,79,022	8,66,706
	Lower Sohág and Pára .	42,190	37,034	5,156	22,963
	Sidnai	1,64,120	41,009	1,23,111	28,156
	Chenáb	6,232	59,941	—53,709	84,621
	TOTAL 49 .	40,68,288	16,22,643	24,45,645	20,31,082
	TOTAL 35 AND 49 .	42,55,308	17,12,766	25,42,542	21,62,741

Item No.	Canal.	Assessments.	Working Expenses.	Profit.	Interest charges.
		R	R	R	R
43	Upper Sutlej . . .	1,82,220	1,59,689	22,531	...
	Lower Sutlej and Chenáb .	5,89,888	4,01,137	1,88,751	...
	Indus	2,87,680	3,12,217	—24,537	...
	Shahpur	34,994	16,673	18,321	...
	TOTAL .	10,94,782	8,89,716	2,05,066	...
	Muzaffargarh . . .	3,54,286	1,72,335	1,81,951	...
	TOTAL 43 .	14,49,068	10,62,051	3,87,017	...
	GRAND TOTAL, 1887-88 .	57,04,376	27,74,817	29,29,559	21,62,741
	GRAND TOTAL, 1886-87 .	47,03,575	23,77,640	23,25,935	20,82,512

In round numbers the Assessments have improved by ten lakhs and the Profits by six lakhs of rupees.

Excluding the Muzaffargarh Canals, which have no Capital Account, the Profits amount to R27,47,608, and show a return of 4·62 per centum on R5,94,86,974, the total Capital outlay at the end of 1887-88.

In 1886-87 the percentage was 3·70 and in 1885-86, 3·61.

3. The Protective and Productive Works, on which alone interest is charged, show a profit of R25,42,542 against R19,11,025 in 1886-87; this is equivalent to a return of 4·41 per centum on the total Capital outlay of R5,76,25,823, the return having been 3·44 in 1886-87, and 3·29 in 1885-86. The Swat River Canal, a Protective Work, shows a return of 2·80 per centum and the Productive Works proper a return of 4·51 per centum.

4. The total Collections for 1887-88 under Protective and Productive Works amount to R40,17,441, and the Working Expenses to R17,12,766; there remains, therefore, a balance of R23,04,675 to meet the charges of R21,62,741 on account of interest, and the net result is a surplus of R1,41,934; in 1886-87 there was a deficit of R3,12,863.

The profits are equivalent to a return of R4·00 per centum on the Capital outlay; taking Productive Works alone the return is 4·23 per centum.

The returns from the several Canals for 1886-87 and 1887-88 will be seen from the following table:—

Nature of Project.	Canals.	Returns per centum. 1886-87.	Returns per centum. 1887-88.
Protective . .	Swát River Canal	—0·84	0·38
Productive . .	Western Jumna	3·52	7·47
	Bári Doáb	3·09	6·84
	Sirhind	0·51	1·45
	Lower Sohág and Pára	1·05	—1·04
	Sidhnai	—0·17	13·84
	Chenáb	...	—2·31
	TOTAL PRODUCTIVE .	3·57	4·23
	TOTAL PROTECTIVE AND PRODUCTIVE .	3·29	4·00

The high percentage on the Bári Doáb Canal in 1886-87 was due to adjustments; excluding adjustments the percentage was 6·84. The success of the Sidhnai Canal, which shows a return of 13·84 per centum in the second year of its working, is very gratifying.

5. Under Minor Works and Navigation, the profits based on Collections have fallen from R2,05,292 in 1886-87 to R1,88,956 in 1887-88, owing to the

profits from the Upper Sutlej and Lower Sutlej and Chenáb systems having been smaller. The profits from the Muzaffargarh Canals have also fallen from R2,00,025 to R1,81,951.

6. The following table shows the financial results of Protective and Productive Works up to the end of 1887-88 :—

Nature of Project.	Canals.	Total of net profits.	Total of interest charges.	Balance of	
				Net profits.	Interest charges.
		R	R	R	R
Protective.	Swát River	—39,946	8,63,525	...	9,03,471
Productive	Western Jumna	3,60,16,346	69,40,805	2,90,75,541	...
	Bári Doáb	1,46,80,730	1,52,44,318	...	5,63,588
	Sirhind	2,36,508	84,35,133	...	81,98,625
	Lower Sohág and Pára	1,097	64,531	...	63,434
	Sidhnai	1,00,581	81,647	18,934	...
	Chenáb	—59,685	2,16,805	...	2,76,490
	Total Productive	5,09,75,577	3,09,83,239	1,99,92,338	...
	Total, 1887-88	5,09,35,631	3,18,46,764	1,90,88,867	...
	Total, 1886-87	4,86,30,956	2,96,84,023	1,89,46,933	...

Within two years the Bári Doáb Canal will have cleared off its balance of interest charges, and by that time it is hoped that the Sirhind Canal will meet its interest charges, and commence to clear off the large balance against it. The state of the Sidhnai Canal account is very satisfactory.

7. The Working Expenses of Protective and Productive Works, as shown in the table which accompanies para. 2, amounted to R17,12,766 against R14,37,600 in 1886-87. The increase is spread over all the Canals, and is principally due to the change from construction to revenue management on the newly opened Canals; the Chenáb Canal commenced to incur maintenance charges during the year, having been opened in July 1887. The rate per acre irrigated has fallen from R1·36 in 1886-87 to R1·29 in 1887-88. The Working Expenses of Minor Works has risen from R9,40,040 in 1886-87 to R10,62,051 in 1887-88. This is due partly to new protective bunds on the Indus Canals and extensions of the tail Canals of the Muzaffargarh system, and partly to a revision of the system on which Establishment charges are distributed. The rate per acre is R1·15 against R1·05 in 1886-87.

8. The cost of Establishment per acre irrigated is shown in the following statement for each system of Canals for the last three years :—

Canal.	Cost of Establishment per acre.		
	1885-86.	1886-87.	1887-88.
Swát River Canal	0·21	0·25	0·47
Western Jumna Canal	1·22	0·81	1·09
Bári Doáb Canal	0·45	0·59	0·51
Sirhind Canal	0·35	0·29	0·30
Lower Sohág and Pára Canal	0·09	0·14	0·39
Sidhnai Canal	...	0·15	0·17
Chenáb Canal	...	...	1·72
Upper Sutlej Inundation Canals	0·76	0·54	0·41
Lower Sutlej and Chenáb Inundation Canals	0·21	0·27	0·34
Indus Inundation Canals	0·47	0·44	0·44
Muzaffargarh Inundation Canals	0·15	0·13	0·16

As noticed in the Resolution in last year's Report, the high rate on the Western Jumna Canal is receiving attention, and the separate circle of superintendence for that Canal will also be abolished from the commencement of 1889-90.

9. The mileage of channels sanctioned and completed at the end of 1887-88 is shown in the following table :—

	Canals.	Mileage of Canals.		Mileage of Distributaries.		Mileage available for navigation.
		Sanctioned.	Completed.	Sanctioned.	Completed.	
		Miles.	Miles.	Miles.	Miles.	Miles.
Perennial	Swát Kiver	22	22	116	116	...
	Western Jumna	366	366	858	795	243
	Bári Doáb	354	354	1,050	1,045	...
	Sirhind — British	319	319	2,299	2,266	140
	Sirhind — Native States	223	223	1,958	1,957	46
Inundation.	Lower Sohág and Pára	94	94	37	37	...
	Sidhnai	37	37	112	112	...
	Chenáb Canal	115	62	202	132	...
	Upper Sutlej	220	220	108	108	...
	Lower Sutlej and Chenáb	741	741	19	19	...
	Indus	700	700	...	...	...
	Shahpur	92	92	23	23	...
	Muzaffargarh	725	723	393	368	...
Total	British	3,785	3,730	5,217	4,961	383
	Native States	223	223	1,958	1,957	46

The mileage was revised and corrected during the year, which accounts for differences between this year's and last year's figures.

10. The following are the areas irrigated during the past five years :—

Year.	Perennial Canals.			Inundation Canals.			Total.		
	Kharif.	Rabi.	Total.	Kharif.	Rabi.	Total.	Kharif.	Rabi.	Total.
	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
1883-84	366,567	501,749	868,316	434,262	349,490	783,752	800,829	851,239	1,652,068
1884-85	345,869	346,203	692,072	522,474	399,742	922,216	868,343	745,945	1,614,288
1885-86	368,574	557,034	925,608	501,939	360,020	861,959	870,513	917,054	1,787,567
1886-87	351,472	659 589	1,011,061	536,301	403,278	939,579	887,773	1,062,867	1,950,640
1887-88	543,030	655,907	1,198,937	578,216	472,928	1,051,144	1,121,246	1,128,835	2,250,081

The area irrigated by Perennial Canals in the Rabi of 1887-88 is slightly less than in 1886-87, owing to the area on the Western Jumna Canal being unusually small; with this exception all the figures for 1887-88 are the best on record, and the total area for that year is more than one-third larger than that for 1883-84. The development of irrigation on the new Canals continues to make rapid strides, and is far in advance of what was expected when the projects were prepared.

11. The following are the areas of the principal crops irrigated during the last five years :—

Crops.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.
	Acres.	Acres.	Acres.	Acres.	Acres.
Sugarcane	54,675	69,610	58,398	59,104	83,691
Rice	146,857	147,401	147,529	146,777	158,837
Jowár	128,473	159,041	152,756	151,525	189,839
Maize	32,259	18,606	39,994	36,961	80,876
Wheat	615,831	533,838	649,442	747,514	783,189
Cotton	177,308	186,549	196,851	212,779	223,470

The areas of 1887-88 are in every case the largest yet recorded.

12. The value of crops irrigated by Canals during 1887-88 is estimated at R6,84,66,306; in 1886-87 the estimate was R5,67,58,501.

The value of crops on Perennial Canals averaged R34·7 per acre, while the average water-rate, including owner's and water-advantage rates, was only R3·1 per acre, or one-eleventh.

13. The supplies in the rivers Rávi and Sutlej were unequal to the demand for Rabi crops on the Bári Doáb and Sirhind Canals. The head-works of all the Canals are in a satisfactory condition, but the Dádúpur Regulator on the Western Jumna Canal was severely damaged by unusually high floods in the Somb and Patrála torrents, which cross the Canal above the Regulator.

14. In the Kharíf season, the rains were late in commencing, and the rainfall was below the average on most of the Canals, the exceptions being the Western Jumna, upper portion of the Sirhind and Chenáb Canals. In the Rabi season the rainfall was generally below the average.

15. The following table shows the duty, or area irrigated per cubic foot of water entering the Canal, on the Perennial Canals for the last five years:—

Canals.	Area irrigated per cubic foot.									
	1883-84.		1884-85.		1885-86.		1886-87.		1887-88.	
	Kharif.	Rabi.	Kharif.	Rabi.	Kharif.	Rabi.	Kharif.	Rabi.	Kharif.	Rabi.
Swát River	...	...	...	...	...	...	62	...	84	...
	...	...	...	...	...	152	...	188	...	145
Western Jumna	74	...	94	...	86	...	66	...	90	...
	...	121	..	81	...	70	...	110	...	32
Bári Doáb	53	...	48	...	59	...	69	...	61	...
	...	139	...	115	...	140	...	123	...	123
Sirhind	...	...	...	...	57	...	46	...	57	...
	...	...	...	...	...	126	...	88	...	107

The low Rabi duty on the Western Jumna Canal is due to there being very little demand for water, and to supplies having to be run for navigation purposes. The discharge tables have been revised where necessary, and the duty for 1887-88 is based on the revised tables.

16. The Miscellaneous Receipts for the last five years are given in the following table:—

Year.	Miscellaneous Receipts.
	R
1883-84	2,35,631
1884-85	2,08,141
1885-86	2,73,568
1886-87	2,28,470
1887-88	3,13,700

There has been a considerable rise in mill rents on the Bári Doáb and Sirhind Canals, in navigation receipts on the Western Jumna and Sirhind Canals, and in receipts from plantations on a number of the Canals.

17. The Chenáb Canal was opened for irrigation in July 1887, and water was readily taken, but as described in para. 198 of the Chief Engineer's Review, the low level of water in the river and the unexpectedly heavy deposits of silt at the head of the Canal were unfavorable to successful results, and it was considered necessary to remit the assessments on the whole of the Kharíf crop. At present the supply in the Canal fails at a time when water is urgently required both to mature the Kharíf crops and to prepare the land for Rabi sowings, and it appears that a command of supply, which can only be secured

by a weir across the river, is needed for the successful development of this project.

18. Complete statistics of the working of the Native States Branches of the Sirhind Canal have not yet been received, but the available information is contained in the following table:—

Areas irrigated.

	Patiala.			Nabha.			Jind.			Total.		
	Kharif.	Rabi.	Total.	Kharif.	Rabi.	Total.	Kharif.	Rabi.	Total.	Kharif.	Rabi.	Total.
	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
Ultimate area .	109,879	123,843	232,722	11,514	12,983	24,497	9,943	11,213	21,156	130,836	147,539	278,375
Actual areas.												
1886-87 . .	5,651	42.269	47,920	704	5,895	6,599	1,892	7,396	9,288	8,247	55,560	63,807
1887-88 . .	27,032	50,949	77,981	3,828	5,105	8,933	3,756	5,871	9,627	34,616	61,925	96,541

As soon as complete figures are received, accounts showing the balances of revenue and charges will be prepared and kept up.

19. Projects were submitted during the year for the Sirsa Branch of the Western Jumna Canal and for a Perennial Canal from the left bank of the Jhelum River.

Surveys were also started for an Inundation Canal from the left bank of the Chenáb River near Chiniot to irrigate the low-level lands of the Jhang District.

20. His Honor the Lieutenant-Governor considers that the results shown by the report are eminently satisfactory. As has been shown, the estimated value of crops irrigated by the canals is higher by 117 lakhs than the estimate for the previous year; the profits have also improved by six lakhs, and are now equal to a return of 4 per cent. on Capital outlay. The area irrigated, which has been gradually developing, is now more than a third larger than it was five years ago. Sir J. Lyall wishes to congratulate Colonel Home and the officers of the Irrigation Department generally on these excellent results, which are due, no doubt, in large part to their skill, activity and careful management.

By order of the Hon'ble the Lieutenant-Governor,

F. J. HOME, *Lieut.-Col., R.E.,*

Offg. Joint-Secretary to Government, Punjab,
Public Works Department, Irrigation Branch.

Statement showing the Financial Results of Irrigation Works in the Punjab up to and for the year 1887-88, the Revenue Account being based on the Collections for the year.

CANALS.	CAPITAL OUTLAY. During 1887-88. Direct.	Indirect.	Total.	CAPITAL OUTLAY. To end of 1887-88. Direct.	Indirect.	Total.	GROSS REVENUE. During 1887-88. Direct.	Indirect.	Total.	GROSS REVENUE. To end of 1887-88. Direct.	Indirect.	Total.	WORKING EXPENSES. During 1887-88.	To end of 1887-88.	NET REVENUE. During 1887-88.	To end of 1887-88.	CHARGES FOR INTEREST. During 1887-88.	To end of 1887-88.	PROFIT. During 1887-88.	To end of 1887-88.	PERCENTAGE OF PROFIT DURING YEAR ON CAPITAL OUTLAY. Excluding interest.	Including interest.
	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
CANALS IN OPERATION.																						
Works for which Capital and Revenue Accounts are kept.																						
PROTECTIVE WORKS.																						
Swát River Canal	82,072	3,309	81	33,32,501	1,22,702	34,55,203	1,03,257	...	1,03,257	1,30,221	...	1,30,221	90,123	1,70,167	13,134	—39,946	1,31,659	8,63,525	—1,18,525	—9,03,47	0·38	—3·43
PRODUCTIVE WORKS.																						
Western Jumna Canal	2,78,741	19,022	2,97,763	1,03,39,187	5,43,469	1,08,82,656	13,53,664	51,404	14,05,068	3,38,18,258	1,72,93,832	5,11,12,090	5,91,745	1,50,95,744	8,13,323	3,60,16,346	4,07,993	69,40,805	4,05,330	2,90,75,541	7·47	3·72
Bári Doáb Canal	17,096	892	17,988	1,55,24,613	6,29,399	1,61,54,012	12,61,409	(c)3,74,593	16,36,002	2,03,70,876	71,69,553	2,75,40,429	5,30,727	1,28,59,699	11,05,275	1,46,80,730	6,20,643	1,52,44,318	4,84,632	—5,63,588	6·84	3·00
Sirhind Canal {Imperial	7,50,686	41,591	7,92,277	2,20,42,985	11,43,199	2,31,86,184	6,98,994	...	6,98,994	12,21,279	...	12,21,279	3,62,187	9,84,771	3,36,807	2,36,508	8,66,706	84,35,133	—5,29,899	—81,98,625	1·45	—2·28
Sirhind Canal {Contributions	3,87,613	...	3,87,613	1,32,39,497	...	1,32,39,497	16,266	...	16,266	42,758	...	42,758	1,87,637	3,88,331	—1,71,371	—3,45,573	...	...	—1,71,371	—3,45,573	—1·29	—1·29
Lower Sohág and Pára Canal	65,209	1,760	66,969	(a)6,06,678	22,289	6,28,967	562	29,878	30,440	1,661	57,617	59,278	37,034	58,181	—6,594	1,097	22,963	64,531	—29,557	—63,434	—1·04	—4·69
Sidhnai Canal	12,434	1,833	14,267	(b)7,10,124	24,873	7,34,997	1,42,761	...	1,42,761	1,55,954	...	1,55,954	41,009	55,373	1,01,752	1,00,581	28,156	81,647	73,596	18,934	13·84	10·01
Chenáb Canal	7,73,057	15,855	7,88,912	25,02,063	81,741	25,83,804	256	...	256	256	...	256	59,941	59,941	—59,685	—59,685	84,621	2,16,805	—1,44,306	—2,76,490	—2·31	—5·58
TOTAL {Imperial	18,97,223	80,953	19,78,176	5,17,25,650	24,44,970	5,41,70,620	34,57,646	4,55,875	39,13,521	5,55,68,284	2,45,21,002	8,00,89,286	16,22,643	2,91,13,709	22,90,878	5,09,75,577	20,31,082	3,09,83,239	2,59,796	1,99,92,338	4·23	0·48
TOTAL {Contributions	3,87,613	...	3,87,613	1,32,39,497	...	1,32,39,497	16,266	...	16,266	42,758	...	42,758	1,87,637	3,88,331	—1,71,371	—3,45,573	...	...	—1,71,371	—3,45,573	—1·29	—1·29
MINOR WORKS AND NAVIGATION.																						
Works for which Capital and Revenue Accounts are kept.																						
CANALS IN OPERATION.																						
Upper Sutlej Inundation Canals	...	...	...	5,21,103	56,148	5,77,251	27,578	1,34,263	1,61,841	9,39,929	19,67,173	29,07,102	1,59,689	29,62,575	2,152	—55,473	...	...	2,152	—55,473	0·37	0·37
Lower Sutlej and Chenáb Inundation Canals	...	...	...	1,07,561	2,541	1,10,102	2,69,955	3,19,933	5,89,888	49,25,616	75,39,688	1,24,65,304	4,01,137	67,78,486	1,88,751	56,86,818	...	...	1,88,751	56,86,818	171·43	171·43
Indus Inundation Canals	—1,072	...	—1,072	6,89,182	19,729	7,08,911	80,277	2,05,411	2,85,688	13,86,852	39,50,781	53,37,633	3,12,217	53,39,056	—26,529	—1,423	...	...	—26,529	—1,423	—3·74	—3·74
Shahpur Inundation Canals	...	...	...	38,868	1,871	40,739	41,255	...	41,255	2,73,711	...	2,73,711	16,673	1,43,924	24,582	1,29,787	...	...	24,582	1,29,787	60·34	60·34
Mádhopur Workshops	—1,744	...	—1,744	4,24,148	...	4,24,148	...	...	...	36,584	...	36,584	...	4,49,456	...	—4,12,872	...	...	...	—4,12,872	...	...
Total Minor Works and Navigation	—2,816	...	—2,816	17,80,862	80,289	18,61,151	4,19,065	6,59,607	10,78,672	75,62,692	1,34,57,642	2,10,20,334	8,89,716	1,56,73,497	1,88,956	53,46,837	...	...	1,88,956	53,46,837	10·15	10·15
GRAND TOTAL {Imperial	19,76,479	84,262	20,60,741	5,68,39,013	26,47,961	5,94,86,974	39,79,963	11,15,482	50,95,450	6,32,61,197	3,79,78,644	10,12,39,841	26,02,482	4,49,57,373	24,92,968	5,62,82,468	21,62,741	3,18,46,764	3,30,227	2,44,35,704	4·19	0·56
GRAND TOTAL {Contributions	3,87,613	...	3,87,613	1,32,39,497	...	1,32,39,497	16,266	...	16,266	42,758	...	42,758	1,87,637	3,88,331	—1,71,371	—3,45,573	...	...	—1,71,371	—3,45,573	—1·29	—1·29
Works for which only Revenue Accounts are kept.																						
CANALS IN OPERATION.																						
Muzaffargarh Inundation Canals	...	...	...	...	...	...	1,06,337	2,47,949	3,54,286	8,62,076	19,19,351	27,81,427	1,72,335	13,06,548	1,81,951	14,74,879	...	...	1,81,951	14,74,879	...	...

(a) Includes R514 for expenditure on water-courses.
(b) Includes R—14,498 excess recoveries from settlers on account of water courses.
(c) Amount for the year 3,74,593
Adjustments of previous year 663

TOTAL AS SHOWN BY EXAMINER . 3,75,256

Statement showing the Financial Results of Irrigation Works in the Punjab up to and for the year 1887-88, the Revenue Account being based on the Assessments of the year.

CANALS.	CAPITAL OUTLAY. During 1887-88. Direct.	Indirect.	Total.	CAPITAL OUTLAY. To end of 1887-88. Direct.	Indirect.	Total.	GROSS ASSESSMENTS. Direct.	Indirect.	Total.	WORKING EXPENSES. Direct.	Indirect.	Total.	Net Revenue.	Charges for Interest.	Profit.	PERCENTAGE OF PROFIT DURING THE YEAR ON CAPITAL OUTLAY. Excluding Interest.	Including Interest.	AREA IRRIGATED.
	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Acres.
CANALS IN OPERATION.																		
Works for which Capital and Revenue Accounts are kept.																		
PROTECTIVE WORKS.																		
Swát River Canal	82,072	3,309	85,381	33,32,501	1,22,702	34,55,203	1,87,020	...	1,87,020	83,745	6,378	90,123	96,897	1,31,659	—34,762	2·80	—1·00	96,686
PRODUCTIVE WORKS.																		
Western Jumna Canal	2,78,741	19,022	2,97,763	1,03,39,187	5,43,469	1,08,82,656	10,51,011	51,404	11,02,415	5,55,263	36,482	5,91,745	5,10,670	4,07,993	1,02,677	4·69	0·94	237,821
Bári Doáb Canal	17,096	892	17,988	1,55,24,613	6,29,399	1,61,54,012	13,18,219	3,93,903	17,12,122	4,96,645	34,082	5,30,727	11,81,395	6,20,643	5,60,752	7·31	3·47	473,465
Sirhind Canal {Imperial	7,50,686	41,591	7,92,277	2,20,42,985	11,43,199	2,31,86,184	10,41,209	...	10,41,209	3,45,374	16,813	3,62,187	6,79,022	8,66,706	—1,87,684	2·93	—0·81	390,965
Sirhind Canal {Contributions	3,87,613	...	3,87,613	1,32,39,497	...	1,32,39,497	16,266	...	16,266	1,87,637	...	1,87,637	—1,71,371	...	—1,71,371	—1·29	—1·29	...
Lower Sohág and Pára Canal	65,209	1,760	66,969	(a) 6,06,678	22,289	6,28,967	20,130	22,060	42,190	34,797	2,237	37,034	5,156	22,963	—17,807	0·82	—2·83	41,159
Sidhnai Canal	12,434	1,833	14,267	(b) 7,10,124	24,873	7,34,997	1,64,120	...	1,64,120	39,215	1,794	41,009	1,23,111	28,156	94,955	16·75	12·92	75,234
Chenáb Canal	7,73,057	15,855	7,88,912	25,02,063	81,741	25,83,804	6,232	...	6,232	57,331	2,610	59,941	—53,709	84,621	—1,38,330	—2·08	—5·35	10,854
TOTAL {Imperial	18,97,223	80,953	19,78,176	5,17,25,650	24,44,970	5,41,70,620	36,00,921	4,67,367	40,68,288	15,28,625	94,018	16,22,643	24,45,645	20,31,082	4,14,563	4·51	0·77	1,229,548
TOTAL {Contributions	3,87,613	...	3,87,613	1,32,39,497	...	1,32,39,497	16,266	...	16,266	1,87,637	...	1,87,637	—1,71,371	...	—1,71,371	—1·29	—1·29	...
MINOR WORKS AND NAVIGATION.																		
Works for which Capital and Revenue Accounts are kept.																		
CANALS IN OPERATION.																		
Upper Sutlej Inundation Canals	...	...	...	5,21,103	56,148	5,77,251	30,379	1,51,841	1,82,220	1,51,353	8,336	1,59,689	22,531	...	22,531	3·90	3·90	138,637
Lower Sutlej and Chenáb Inundation Canals	...	...	...	1,07,561	2,541	1,10,102	2,69,955	3,19,933	5,89,888	2,86,955	14,182	4,01,137	1,88,751	...	1,88,751	171·43	171·43	297,596
Indus Inundation Canals	—1,072	...	—1,072	6,89,182	19,729	7,08,911	82,269	2,05,411	2,87,680	2,99,731	12,486	3,12,217	—24,537	...	—24,537	—3·46	—3·46	190,478
Shahpur Inundation Canals	...	...	...	38,868	1,871	40,739	34,994	...	34,994	16,398	275	16,673	18,321	...	18,321	44·97	44·97	16,812
Mádhopur Workshops	—1,744	...	—1,744	4,24,148	...	4,24,148	...	...	...	...	...	...	...	...	...	...	...	...
Total Minor Works and Navigation	—2,816	...	—2,816	17,80,862	80,289	18,61,151	4,17,597	6,77,185	10,94,782	8,54,437	35,279	8,89,716	2,05,066	...	2,05,066	11·02	11·02	642,910
GRAND TOTAL {Imperial	19,76,479	84,262	20,60,741	5,68,39,013	26,47,961	5,94,86,974	42,05,538	11,44,552	53,50,090	24,66,807	1,35,675	26,02,482	27,47,608	21,62,741	5,84,867	4·62	0·98	1,960,599
GRAND TOTAL {Contributions	3,87,613	...	3,87,613	1,32,39,497	...	1,32,39,497	16,266	...	16,266	1,87,637	...	1,87,637	—1,71,371	...	—1,71,371	—1·29	—1·29	...
Works for which only Revenue Accounts are kept.																		
CANALS IN OPERATION.																		
Muzaffargarh Inundation Canals	...	...	...	...	...	...	1,06,337	2,47,949	3,54,286	1,66,096	6,239	1,72,335	1,81,951	...	1,81,951	...	...	280,327

(a) Includes R514 for expenditure on water-courses.
(b) Do. R—14,498 excess recoveries from settlers on account of water-courses.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Irrigation.

REVENUE REPORT OF IRRIGATION WORKS IN THE BOMBAY PRESIDENCY (EXCLUDING SIND) FOR 1887-88.

No. 30 I., dated Calcutta, the 22nd February, 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Letter from the Government of Bombay, Public Works Department, No. 144 W.I.—2065, dated the 13th December 1888, forwarding the above Report, and the Resolution of the Local Government reviewing it.

OBSERVATIONS.—The Capital outlay which has been incurred on works in the Deccan and Guzerat, of which Capital Accounts are kept, is shewn in the following statement :—

	Number of Works.	Expenditure, 1887-88.			Total expenditure, direct and indirect, to end of 1887-88.
		Direct.	Indirect.	Total.	
MAJOR WORKS.		R	R	R	R
Protective Works . In operation	3	4,21,740	10,375	4,32,115	65,01,871
Protective Works . In abeyance	2	975	18	993	1,00,315
TOTAL .	5	4,22,715	10,393	4,33,108	66,02,186
Productive Works . In operation .	7	92,688	3,886	96,574	1,03,70,773
MINOR WORKS.					
(Of which Capital and Revenue Accounts are kept.) In operation	25	22,393	1,661	24,054	57,03,621
(Of which Capital and Revenue Accounts are kept.) Under construction.	1	19,419	534	19,953	1,39,589
(Of which Capital and Revenue Accounts are kept.) In abeyance	1	1,912	54	1,966	1,84,613
TOTAL .	27	43,724	2,249	45,973	60,27,823
GRAND TOTAL .	39	5,59,127	16,528	5,75,655	2,30,00,782

This expenditure took place principally on the Nira canal (R4,06,847), which was nearly completed, and on the Mutha canal, on which R71,017 was expended.

2. The sanctioned estimates of the works included in the above statement aggregate about 233 lakhs of rupees, of which 230 lakhs have been expended,

The following statement shews the progress which has been made in the execution of the different classes of works :—

	Sanctioned.		Completed.	
	Miles of Canals.	Miles of Distributaries.	Miles of Canals.	Miles of Distributaries.
MAJOR WORKS.				
Protective Works	145	169	113	160
Productive Works	269	172	263	169
MINOR WORKS.				
Of which Capital and Revenue Accounts are kept	191	136	184	136
TOTAL .	605	477	560	465

Exclusive of the Nilgund and Parsul Tanks, of which the statistics are not given in Tables I. A. and II. A.

3. The discrepancy in the number and nomenclature of the Minor Works, which was noticed in the Resolution of the Government of India in the previous year's report, has been removed. But the nomenclature adopted in Forms I. A. and II. A. and the order in Form I. C. are not uniform with that on pages i and ii. It will be more convenient if, in future years, the list of these works is kept in one uniform order in all statements and each work is known by a permanent number; the protective and not the productive works heading the list. It is also noticed that the working expenses which are given in the detailed reports (para. 12, page 12, for instance) often do not agree with the figures given in the statistical statements (Form I. C.).

4. The following statement shews the actual financial results of the year :—

	Number of works.	Gross Revenue of 1887-88.			Working Expenses of 1887-88.			Net Revenue.	Percentage of Net Revenue on Total Capital Outlay.
		Direct.	Indirect.	Total.	Direct.	Indirect.	Total.		
		R	R	R	R	R	R	R	R
Major Works—Protective . .	3	17,912	...	17,912	36,771	1,582	38,353	—20,441	*Nil.*
" " Productive .	7	2,53,423	5,454	2,58,877	1,31,824	5,687	1,37,511	1,21,366	1·19
Minor Works of which Capital and Revenue Accounts are kept .	25	62,308	4,348	66,656	65,323	3,198	68,521	—1,865	*Nil.*
TOTAL .	35	3,33,643	9,802	3,43,445	2,33,918	10,467	2,44,385	99,060	0·43

N. B.—The indirect receipts represent a share in the Land Revenue; and of these only the portion which pertains to Major Works appears in the Finance Accounts. The indirect charges, which mainly represent a hypothetical liability for Leave and Pension Allowances, do not appear in the Finance Accounts. A debit is also made in the working expenses for collection charges by Civil Officers (R12,778) of which R8,335, the portion pertaining to Minor Works, do not appear in the Finance Accounts.

These results cannot be considered satisfactory. A reference to Statement I. C., attached to the Report, shews that out of the ten Major Works which are now in operation, only four covered their working expenses of the year, and none of them covered the interest charges. The net earnings of the seven productive works were practically the net earnings of the Mutha Canal, R1,21,827; of the remaining six, two just earned enough to cover the loss on the four deficit canals. Among the Minor Works, thirteen covered their working expenses and the others worked at a loss; the losses being, on the whole, R1,865 greater than the profits.

5. The Irrigation Revenue actually collected within the year is composed of the following items :—

	No. of Works.	Water-rates.	Share of Land Revenue.	Total Irrigation Revenue, 1887-88.	Total Irrigation Revenue, 1886-87.	Plantations.	Water-power. (a)	Miscellaneous.	TOTAL.	Deduct refunds.	GRAND TOTAL REVENUE COLLECTED. 1887-88.	1886-87.
		R	R	R	R	R	R	R	R	R	R	R
Protective . .	3	12,134	...	12,134	10,821	1,136	3,450	1,228	17,948	36	17,912	13,461
Productive . .	7	1,46,188	5,454	1,51,642	1,58,136	12,041	3,600	(b) 91,623	2,58,906	29	2,58,877	2,57,796
Minor . .	25	57,745	4,348	62,093	59,158	3,402	...	1,451	66,946	290	66,656	63,211
Total .	35	2,16,067	9,802	2,25,869	2,28,115	16,579	7,050	94,302	3,43,800	355	3,43,445	3,34,468
Deduct—Refunds	...	...	...	355	1,114	...	...	...	...	...	...	...
TOTAL .	...	...	...	2,25,514	2,27,001	...	...	...	...	...	...	...
Area irrigated .	...	...	...	46,187	42,628	...	...	...	...	...	...	...
Rate per acre .	...	...	...	4·88	5·32	...	...	...	...	...	...	...

(a) On the Mutha and Gokak canals.
(b) Of this, R87,012 is collected on the Mutha Canal.

The amount collected under the head of Water-rates is slightly less in 1887-88 than in 1886-87, because a larger amount of arrears was collected in the previous year. The assessment on account of water-rates was R2,19,545, against R1,88,803 in 1886-87, an increase of R30,742.

6. The Minor Works, of which Capital and Revenue Accounts are not kept, gave the following financial results :—

	Gross Revenue.	Working Expenses.
	R	R
Direct	4,182	1,25,790
Indirect	5,19,271	52,299
TOTAL .	5,23,453	1,78,089
NET REVENUE .	3,45,364	

Here Indirect Receipts mean a share in Land Revenue, and Indirect Expenses mean a share in Civil Collection Charges. Neither figure appears in the Finance Accounts. The share of Land Revenue credited to Irrigation is about two-thirds of the whole.

The improvement in net Revenue, which has now reached R3,45,364, is considerable: the corresponding figure for the previous year was R2,69,140, and in 1885-86 R2,55,131.

7. The areas irrigated by the different classes of works are compared with those of the three preceding years in the following table :—

	1887-88.	1886-87.	1885-86.	1884-85.
MAJOR WORKS.	Acres.	Acres.	Acres.	Acres.
Protective Public Works	11,471	7,625	16,135	2,677
Productive " "	19,701	21,187	26,107	21,609
MINOR WORKS.				
For which Capital and Revenue Accounts are kept	15,015	13,816	17,208	15,369
TOTAL .	46,187	42,628	59,450	39,655

With reference to the descriptions of crops that have been grown on irrigated land, it appears from the report that there has been a falling off in wheat, jowar and ground-nut which is attributed to seasonable rainfall; there has, on the other hand, been for some years past a steady increase in sugarcane which is satisfactory; the areas irrigated in 1885-86, 1886-87 and 1887-88 were 4,100, 5,239 and 7,032 acres respectively. The increase in this valuable crop has been the chief factor in raising the average rate per acre of the assessed water revenue, direct and indirect, from R4·65 last year to R4·96 in the year under review. On the Mutha Canal, where sugarcane cultivation has increased by about 1,000 acres, the rate has risen from R8·67 to R11·51. This is the highest rate paid, except on the Dambal tank, where 58 acres pay R17·84 per acre; on the other hand, the three protective canals pay only R1·45 per acre, water being given free on about one-seventh of the area irrigated, in order to encourage the practice of irrigation.

The areas irrigated by minor works, of which only Revenue Accounts are kept, were—

	Acres.
1887-88	143,926
1886-87	141,856
1885-86	124,221
1884-85	140,635

8. The following statement compares the Working Expenses of the year under review with those of the two previous years :—

	Number of Works.	1887-88. Establishment for Revenue Management.	Maintenance Establishment.	Civil Charges for collection.	Works and Repairs.	Miscellaneous, Plantations and Tools and Plant.	Indirect Charges.	TOTAL.	1886-87. TOTAL.	1885-86. TOTAL.
MAJOR WORKS.		R	R	R	R	R	R	R	R	R
Protective Works . .	3	5,180	6,117	637	22,878	1,959	1,582	38,353	35,854	20,480
Productive Works .	7	20,404	20,221	8,806	77,257	5,136	5,687	1,37,511	1,34,198	1,28,301
MINOR WORKS.										
Works of which Capital and Revenue Accounts are kept	25	13,288	9,563	3,335	34,475	4,662	3,198	68,521	69,325	61,905
TOTAL .	35	38,872	35,901	12,778	1,34,610	11,757	10,467	2,44,385	2,39,417	2,10,686
Area irrigated . .	...	...	...	...	...	...	...	46,187	42,628	59,530
Per acre irrigated . .	...	...	...	...	...	...	...	5·29	5·61	3·54
Minor Works of which only Revenue Accounts are kept . . .	...	82,495		52,299	42,177	1,118	...	1,78,089	2,47,601	2,54,841
Area irrigated . .	...	...	...	...	...	...	...	1,43,926	1,41,856	1,24,221
Rate per acre . .	...	...	...	...	...	...	...	1·23	1·74	2·05

Except for the last class of work, the rates shewn in the above table are extremely high, and compare very unfavourably with the similar rates in other provinces of India. The excessive rate is, perhaps, partly due to the comparatively smallness of the individual projects, but in the main, to the fact that the area actually irrigated is only a small fraction of the area irrigable by the works. The Protective Works in 1887-88 irrigated only five per cent. of the area irrigable, the Productive Works fifteen per cent. and the Minor Works about ten per cent. As long as only a small portion of the water available is utilised, while expenditure has to be incurred on keeping up works and distribu-

taries for the supply of a much larger quantity of water than the cultivators will take, so long the Bombay Irrigation Works must continue to be a source of loss to the Government.

9. The total charge for establishment paid for in the Public Works Department has been reduced from R3,52,765 in 1886-87 to R2,73,481 in the present year. This is a reduction of 22 per cent., which is explained by the Government of Bombay as being due to the amalgamation of duties and reductions effected by orders issued in August and September 1887. These orders were only in operation during a portion of the year, so that the results of the current year may be expected to be better than those of the past. This establishment is distributed among the three heads of expenditure in the manner shewn in the margin. The charge to Capital is regulated by a percentage on the outlay on works, together with some special establishment solely employed on construction. The distribution of the remainder between the 35 works on which Capital Accounts are kept and the minor works on which only Revenue Accounts are kept is apparently based on certain hypothetical ratios on the outlay on works and on the revenue collected, but the exact mode in which the calculation is made will be the subject of separate enquiry.

	1886-87.	1887-88.
	R	R
Capital . . .	1,53,143	1,16,213
Works for which Capital and Revenue Accounts are kept . . .	75,985	74,773
Works for which no Capital Accounts are kept . . .	1,23,637	82,495
TOTAL .	3,52,765	2,73,481

Besides this establishment, the Department is debited with a share of the cost of the Civil establishments employed in collecting the Revenue; this share is calculated at 5 per cent. on water-rate and 10 per cent. on the irrigation share of the Land Revenue. The debit amounts to R12,778 (as already shewn) on the 35 larger works, and R52,299 in the case of the minor works for which only Revenue Accounts are kept.

10. The Chief Engineer, in paras. 10 and 11 of his report, alludes to the causes which produce the present state of chronic deficit in the accounts of the Irrigation works, and comments briefly on the hopes of improvement arising from better organisation and more systematic working, and from a revision of the settlement which shall credit the Canal Department with a share of enhanced Revenue due to the irrigability of the land, even when the occupiers do not use the water. But he admits that the construction of many of the works is so faulty that they can never work at a profit, and that they must either be realigned or abandoned. It is noticed that the Government of Bombay has still under consideration the question of the revision of the water-rates which was referred to by the Government of India in the Resolution on the Report of 1886-87. In the opinion of the Government of India this is a matter that should receive immediate and earnest attention, and unless the Government of Bombay sees its way to securing a larger revenue, it should be prepared to consider whether a remedy may lie in closing or making over to the management of the District authorities such works as it may find impossible to maintain under the present system, with a fair prospect of satisfactory financial results.

11. The attention of the Government of Bombay is drawn to the desirability of illustrating the report in future by separate maps of the more important canals, and a general map shewing the locality of the different works. It would be convenient that each work should receive a definite number, which should be adhered to in all the statements submitted, and the order of which should be followed throughout in the arrangement of the Report.

12. The Report, with the review of the Government of Bombay, was received by the Government of India on the 17th December 1888. The Report of the previous year was not received until the 10th February 1888. This improvement in the date of submission is satisfactory, and it is hoped that in future years the Report may reach the Government of India by the 15th November, when it is due.

ORDER.—Ordered, that copies of this Resolution and of the Report be forwarded to the Finance and Commerce and the Revenue and Agricultural Departments for information.

Ordered also, that copies of this Resolution be forwarded to the Government of Bombay for information and guidance, and that copies of the Report and of the Resolution be forwarded to the Local Governments and Administrations in the Public Works Department, noted in the margin, for information.

The Governments of Madras, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners, Central Provinces and Burma.
The Foreign Department, for communication to the Resident at Mysore and Coorg.
The Resident at Hyderabad.
The Agents to the Governor General for Central India and Rajputana.

Ordered further, that this Resolution, and the Resolution by the Local Government, be published in the Supplement to the *Gazette of India*, and that copies of this Resolution be forwarded to Her Majesty's Secretary of State for India.

J. G. FORBES, *Colonel, R.E.,*
Offg. Deputy Secy. to the Govt. of India.

Revenue Report of Irrigation Works in Deccan and Gujarat for 1887-8.—Review of the.

No. 144 W. I.—2065 OF 1888.

Public Works Department.

BOMBAY CASTLE,
13th December 1888.

Letter from the Chief Engineer, Central Division, No. 2765, dated 7th November 1888.

Submits the Revenue Report of Irrigation Works in the Deccan and Gujarat for 1887-88, Parts I and II, with the necessary statements.

RESOLUTION.—No additions were made to the number of works in operation during the year. The list has been re-arranged and now includes in all 35 projects of which* 23 are entirely new projects undertaken within the last 25 yaars: † 6 are restorations of old works: ‡ 5 are improvements to old tanks, and the remaining§ work is a storage tank to supplement the supply to an old irrigation system which has been further improved by extensions of branches and otherwise.

* Nos. 1, 3 to 11, 13 to 15, 17, 19, 20, 22, 23, 26 to 29 and 33.
† Nos. 12, 16, 18, 21, 25 and 32.
‡ Nos. 24, 30, 31, 34 and 35.
§ No. 2.

2. The gross area under command of these 35 works, for which Capital and Revenue Accounts are kept, is shown in Statement IV. R as 911,129 acres, of which 480,021 acres are shown as the net area irrigable at present, as compared with 456,816 acres in 1886-87.

3. The operations of the year may be briefly summarized as follows:—

Class I.—Works for which Capital and Revenue Accounts are kept:—

Capital expenditure	R 5,75,655
Area irrigated	Acres 46,187
Revenue . { Assessments	R 3,49,512
Revenue . { Realizations	„ 3,43,445
Working expenses	„ 2,44,385
Net revenue calculated on assessments	„ 1,05,127
Do. do. on realizations	„ 99,060

Class II.—Works for which only Revenue Accounts are kept :—

Area irrigated	Acres 1,43,926
Revenue receipts	R 5,23,453
Expenditure	„ 1,78,089
Net revenue	„ 3,45,364

Total—

Area irrigated	Acres 1,90,113
Revenue receipts	R 8,66,898
Working expenses	„ 4,22,474
Net revenue	„ 4,44,424

4. The Capital outlay was principally on Protective works, as will be seen from the following table which also shows the outlay to the end of the year :—

Major Works—	During year.	To end of year.
	R	R
Productive Works	96,574	1,03,70,773
Protective Works	4,33,108	66,02,186
TOTAL MAJOR WORKS	5,29,682	1,69,72,959
Minor Works	45,973	60,27,823
GRAND TOTAL	5,75,655	2,30,00,782

The outlay includes that on the Chankapur and Maladevi Tanks, and on the second section of the Gokak Canal, which are still in abeyance, and that on the Parsul Tank, a small storage scheme in progress, and as such not included in the list of projects in operation, referred to in para. 1.

5. The financial results of the year by main heads were as follows :—

	Area irrigated.	Revenue realized.			Working Expenses.	Net Revenue.
		Direct Receipts.	Share of Land Revenue.	Total.		
CLASS I.	Acres.	R	R	R	R	R
WORKS FOR WHICH CAPITAL AND REVENUE ACCOUNTS ARE KEPT.						
Productive Works	19,701	2,53,423	5,454	2,58,877	1,37,511	1,21,366
Protective Works	11,471	17,912	...	17,912	38,353	—20,441
Minor Works	15,015	62,308	4,348	66,656	68,521	—1,865
TOTAL	46,187	3,33,643	9,802	3,43,445	2,44,385	99,060
CLASS II.						
WORKS FOR WHICH REVENUE ACCOUNTS ONLY ARE KEPT.						
Minor Works	143,926	4,182	5,19,271	5,23,453	1,78,089	3,45,364
GRAND TOTAL	190,113	3,37,825	5,29,073	8,66,898	4,22,474	4,44,424

The total shows an increase in area irrigated of 5,629 acres, and in total revenue of R15,689. The working expenses show a decrease of R64,544, and the net revenue an increase of R80,233.

6. The most important feature in this comparison is the decrease in working expenses which amounts to 13 per cent. The details are as follows :—

	Class I.		Class II.	Total.
	Increase.	Decrease.	Decrease.	Decrease.
	R	R	R	R
Works	1,488	...	2,990	1,502
Repairs	3,559	...	24,888	21,329
Establishment	...	1,212	41,142	42,354
Tools	895	...	1,021	126
Refunds	...	...	224	224
Total in Public Works Department	4,730	...	70,265	65,535
Collection charges	429	...	—753	—1,182
Indirect charges	...	191	...	191
TOTAL	4,968	...	69,512	64,544

Two-thirds of the decrease is thus due to reduction in establishment charges which effected a saving of R42,354, but to show correctly the extent of economies under this head affecting the finances of the works now under consideration, the debits to Capital should also be taken into account; these amounted to R1,16,213, as compared with R1,53,143 in the previous year, showing a reduction of R36,930 and raising the total saving in establishment charges to R79,284. This is due to the amalgamation of duties and reductions effected under the orders of Government, issued in August and September 1887, which were thus in operation for only a part of the year, so that still further reductions may be anticipated in the figures for the current year, which should have an important effect in improving the financial results of the works.

7. Taking all class I works together, there was an increase in area irrigated as compared with the previous year of 3,559 acres. The average rainfall was 26·35 inches as compared with 28·81 inches in the previous year. The increase in area was principally on the Mhaswad Tank (2,517 acres) and Nira Canal (1,066 acres), both Protective Works. The revenue *assessments* during the year show an increase of R46,037 and the realizations an increase of R8,977, as compared with 1886-87. The increase in assessments amounts to 15 per cent.

8. The working expenses show an increase of R4,968 or 2 per cent., as compared with the previous years. Details have already been given (para. 6). The explanation given in para. 10 of the Chief Engineer's report furnishes satisfactory reasons for this increase.

9. The unrealized balance of direct revenue at the close of the year was R29,851, as compared with R23,739 at the close of 1886-87. The outstandings are principally on the Mutha Canals (R16,775) and Krishna Canal (R7,219), and the attention of the Collectors of Poona and Satara respectively should be drawn to the matter.

10. The principal crop irrigated was wheat, 9,122 acres, or slightly less than in the previous year. Sugarcane shows a considerable increase, namely, 7,032 acres, as compared with 5,239 acres in 1886-87. Rice too shows a steady improvement in area, the figures for five years being—

	Acres.
1883-84	1,618
1884-85	2,304
1885-86	3,166
1886-87	4,294
1887-88	5,811

This crop is irrigated principally in the two works in Gujarat, the Hathmati Canal and Khari Cut. There was an increase in the area of bajri irrigated,

4,021 acres, as compared with 2,976 acres in 1886-87. The estimated value of the crops irrigated is shown at R29,16,633.

11. The details of the assessments were as follows:—

	Water rates.	Other receipts.	TOTAL.
	R	R	R
Productive Works	1,48,066	1,15,053	2,63,119
Protective Works	16,691	5,912	22,603
Minor Works	54,788	9,002	63,790
TOTAL	2,19,545	1,29,967	3,49,512

12. The average water-rates per acre irrigated were:—

	1887-88.	1886-87.
	R	R
Productive Works	7·52	6·16
Protective Works	1·45	1·34
Minor Works	3·65	3·47
TOTAL	4·75	4·43

Water was given free for an area of 1,229 acres on the Mhaswad Tank, owing to the recent opening of the works.

The question of the revision of water rates referred to in para. 8 of the Chief Engineer's report is being separately dealt with.

13. The following is a detailed statement of the assessments under other receipts:—

	1887-88.	1886-87.
	R	R
Plantations	16,620	13,431
Water-power	7,050	...
Miscellaneous	96,495	91,690
Share of Land Revenue	9,802	9,551
TOTAL	1,29,967	1,14,672

The receipts from plantations again show satisfactory improvement. The item 'water-power' is a new one. Of the increase under 'Miscellaneous,' R5,244 is in the item water-supply to Poona. The figures under this head for water-supply of Sholapur and Karad should be shown separately in future reports. The omission was noticed in the review of last year's report.

14. The interest account has been revised in accordance with the orders of the Government of India of July 1887, and now includes interest at 4 per cent. per annum on the outlay to the end of the previous year, *plus* half the outlay of the year itself. The charge on account of Productive works calculated on this basis amounted in 1887-88 to R3,94,332, against which the net revenue realized was R1,21,366; the loss was thus R2,72,966, whereby the interest account was increased to R54,49,930. No credit is afforded in this account for the saving effected by the Mutha Canal in former outlay for the supply of water to troops and Government Departments in Poona: during the year this saving amounted to R22,096.

The net revenue shows a decrease, as compared with the previous year, of R2,232, due principally to the outlay on special repairs to the Krishna Canal, which work shows in consequence a deficit of R2,223, instead of a credit of R8,965 as in 1886-87. The principal work of this class, the Mutha Canals, shows satisfactory improvement, the net revenue each year for the past four years having been—

	R
1884-85	66,349
1885-86	83,181
1886-87	1,07,329
1887-88	1,21,827

Under Protective Works the several projects in operation have not had time to develope, and the year's operations show a deficit of R20,441, and the total amount at charge in the interest account was thereby increased at the end of the year to R14,10,109.

15. Part II of the report dealing with Class II works, those for which only Revenue Accounts are kept, is meagre and affords little information. The figures of outlay from contribution and Patphála funds are not shown, nor is the decrease in expenditure on repairs commented upon. As shown in para. 6, that decrease amounted to R24,888, of which R3,073 was in Khandesh and R9,054 in Belgaum and Darwar—districts not affected by the orders amalgamating Irrigation and Public Works charges. In Ahmedabad, on the other hand, where the charges have been amalgamated, the outlay was larger than in the previous year, while in Kaira and Surat it was less. Attention should again be drawn to the especial instructions to Superintending Engineers to see that the maintenance of works of irrigation is as carefully supervised as formerly, and that there is no sacrifice of efficiency.

16. The most satisfactory features of the year's operations are—

(*a*). The increase of 8 per cent. in area irrigated by Class I works.

(*b*). The increase of 15 per cent. in the assessed revenue from works of that class, as compared with 7 per cent. in the previous year.

(*c*). The reduction in the establishment charges from R3,52,765 to R2,73,481, or by 22 per cent.

17. The report was submitted a fortnight earlier than last year. Copies, with copies of this Resolution, should be forwarded to the Government of India and the Secretary of State.

WALTER C. HUGHES,

Acting Secretary to Government.

To

The Financial Department, Secretariat
The Revenue Department, Secretariat
The Commissioner, N. D.
The Commissioner, C. D.
The Commissioner, S. D.
The Survey and Settlement Commissioner
The Director of Land Records and Agriculture
The Chief Engineer, C. D.
The Chief Engineer, S. D.
The Superintending Engineer, N. D.
The Superintending Engineer for Irrigation in Sind
The Collector of Poona
The Collector of Satara
The Examiner of Public Works Accounts
} With copies of report.

The Government of India
The Secretary of State for India
} By letter.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Irrigation.

ADMINISTRATION REPORT OF IRRIGATION WORKS IN THE MADRAS PRESIDENCY FOR 1887-88.

No. 33 I., dated Calcutta, the 26th February 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Administration Report of Irrigation Works in the Madras Presidency for 1887-88.

OBSERVATIONS.—The irrigation works of Madras are divided into four classes. Among "Major Works" there is one Protective Work, the Rushikulya Canal, which is still under construction, and nine Productive Works, of which one, the Barur Tank, though not finished, has begun to bring in Revenue; and one, the Periyar Project, is only just commenced. The "Minor Works for which Capital and Revenue Accounts are kept" are seven in number: four of these supply irrigation; one, the Buckingham Canal, is purely for navigation purpose, and two are incomplete and almost in abeyance. The third class, "Minor Works, of which neither Capital nor Revenue Accounts are kept," and the fourth class, "Agricultural Works," are comparatively small and very numerous. It is with the first two classes that the Report for 1887-88 and this Resolution are mainly concerned: of the two latter classes, the most important statistics will be given at the close of the Resolution. The first class of works—the major works—are provided for out of Imperial Revenues with reference both to Capital and Revenue Expenditure. The other three classes of works are entirely provincialised.

2. The following statement shows the Capital Expenditure of the year 1887-88 for the construction of works of the first two classes mentioned in the preceding paragraph:

	Number of works.	Capital expenditure during the year.			Capital expenditure to end of the year.		
		Direct.	Indirect.	Total.	Direct.	Indirect.	Total.
		R	R	R	R	R	R
MAJOR WORKS.							
Protective Works	1	2,54,571	22,346	2,76,917	8,04,761	1,75,029	9,79,790
Productive Public Works	9	11,17,227	1,02,032	12,19,259	4,81,16,694	35,95,304	5,17,11,998
MINOR WORKS AND NAVIGATION.							
Works for which complete Capital and Revenue Accounts are made up	5	3,54,543	14,698	3,69,241*	1,08,41,560	9,03,649	*1,17,45,209
GRAND TOTAL	15	17,26,341	1,39,076	18,65,417	5,97,63,015	46,73,982	6,44,36,997

* The above figures (which are taken from Statement I. B.) exclude expenditure on some projects which are under investigation.

The expenditure was mainly incurred as follows:

On the Godaveri Canal two lakhs of rupees, and on the Kistna Canal nearly five lakhs, were spent on carrying out towards completion the drainage works and

distributaries; on the Sangam Anicut System a lakh and a half were spent on the extension of branch channels; the Periyar Project was commenced during the year, and 2¾ lakhs expended on it; the Buckingham Canal absorbed a little over three lakhs, of which Rs. 80,391 were a grant from Protective Funds, and 2¾ lakhs were spent on the Rushikulya Canal (the one protective work in the table above), which is not completed or opened for irrigation.

3. The following table shows the past year's receipts and expenditure (according to the Madras system of calculation, to be explained later on) on the eight Productive and five Minor Works which are in active work, though not yet quite completed to the full extent of which they are capable, the capital outlay up to date, the Net Revenue, and the return it gives on the capital expended:

Canal.	Capital outlay.	Gross Revenue received in 1887-88.			Working expenses.			Net Revenue.	Percentage of return.
		Direct.	Indirect.	Total.	Direct.	Indirect.	Total.		
	R	R	R	R	R	R	R	R	
MAJOR WORKS.									
Godaveri	1,25,33,814	1,24,307	19,34,731	20,59,038	6,13,003	32,422	6,45,425	14,13,613	11·27
Kistna	84,09,380	43,938	13,91,951	14,35,889	3,95,846	16,804	4,12,650	10,23,239	12·16
Cauvery	17,80,545	6,577	6,52,764	6,59,341	51,076	4,138	55,214	6,04,127	33·92
Penner	18,05,483	...	1,38,768	1,38,768	9,696	3,019	12,715	1,26,053	6·98
Srivaikuntham	14,43,504	1,612	1,07,490	1,09,102	21,606	1,165	22,771	86,331	5·98
Sangam	34,96,389	864	84,643	85,507	47,919	1,713	49,632	35,875	1·02
Karnul	2,16,44,795	9,234	55,028	64,262	1,40,184	3,502	1,43,686	—79,424	...
Barur	8,23,699	...	—295	—295	—33	—2	—35	—260	...
Periyar	2,74,389	...	...	...	...	...	...	...	...
TOTAL	5,17,11,998	1,86,532	43,65,080	45,51,612	12,79,297	62,761	13,42,058	32,09,554	6·20
MINOR WORKS.									
Chembrambakam	7,36,589	49	32,510	32,559	—2,410	—103	—2,513	35,072	4·76
Palar	18,34,996	903	1,27,056	1,27,959	65,981	1,572	67,553	60,406	3·29
Pelandorai	4,38,563	53	6,405	6,458	13,252	339	13,591	—7,133	...
Buckingham	69,81,016	67,516	...	67,516	1,32,669	4,175	1,36,844	—69,328	...
Madras Water-supply	17,54,045	9,446	9,114	18,560	16,347	616	16,963	1,597	0·09
TOTAL	1,17,45,209	77,967	1,75,085	2,53,052	2,25,839	6,599	2,32,438	20,614	0·17

In these figures (which are based on Statement I C) Refunds are deducted from Gross Revenue, and the 5 per cent. charge for Civil collection is included in working expenses. The indirect receipts are the share of Land Revenue credited to Canals and the indirect charges are the liabilities for pension, &c.

4. The return on the Capital laid out on Productive Works, 6·2 per cent., is very large, the profits on the Godaveri, Kistna and Cauvery Canals being more than sufficient to cover the loss on the one unsuccessful work of this class, the Karnul Canal. Among Minor Works the Pelandorai has suffered from a breach of the Anicut, but is expected to recover itself. The Buckingham Canal is not likely ever to be a remunerative work.

5. But though these returns are compiled from a commercial point of view, to shew the revenue receipts and charges which have reference to the capital invested by Government in the works, they do not pretend to show the real total receipts and expenditure. In the areas commanded by all these irrigation systems, except the Karnul and Buckingham Canals, irrigation was practised in a more or less imperfect manner before the time of the British rule, and the object of these accounts is to separate the old irrigation receipts and charges as they stood before the Irrigation Department took the works in hand, from those increased sums which have resulted from scientific treatment and the outlay of Imperial Funds.

6. The system under which the Irrigation Revenue in Madras is calculated is an intricate one. In the Godavery and Kistna Deltas, the land is assessed as if it were unirrigated, and a water-rate is added varying according to the crop sown. Elsewhere the land is assessed as irrigated, and a credit is given to Irrigation, being the difference between the actual Land Revenue and what

would have been paid if the land had been dry. To this figure is added a "share of enhanced Land Revenue," of which the following details are given in the separate Canal Reports:

	R
Assessment on Waste Lands brought under irrigation	4,02,918
Increment to Land Assessment after lands were brought under irrigation (Kistna Canal only)	40,438
Miscellaneous	16,778
TOTAL	4,60,134

From the irrigation revenue is deducted the estimated amount of Revenue due to old irrigation before the works constructed by the British Government came into operation (Rs. 29,25,803); and a further charge of 5 per cent. is deducted from the balance, to represent the cost of collection which is borne by the Civil Department. The figures for the year drawn out on the above system are as follows:

	Productive Works (8).	Minor Works for which Capital Accounts are kept (4).
	R	R
Water-rates and share of Revenue due to Irrigation Revenue	66,96,378	3,11,683
Share of Enhanced Revenue	4,45,270	14,864
Less refunds	2,227	...
TOTAL REVENUE DUE TO IRRGIATION	71,39 421	3,26,547
Deduct share due to old Irrigation	27,74,341	1,51,462
Balance credited to Irrigation Department	43,65,080	1,75,085

7. In the following table are shewn the true irrigation receipts, calculated as above, derived from each canal, the area irrigated and the return per irrigated acre. The figure shewn in the third column is the area "effectively irrigated," both for first and second crops, *i. e.*, on which crops have been raised and on which no remission of Revenue has been allowed; not the area "occupied," as it is called in the Report, which is slightly larger and includes all the land reached, although imperfectly, by irrigation.

	REVENUE DERIVED FROM IRRIGATED LANDS.		AREA IRRIGATED.		RATE PER ACRE.	
	1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1886-87.
	R	R	Acres.	Acres.	R	R
Godaveri	20,59,064	19,97,781	608,696	598,236	3 3	3·3
Kistna	14,66,935	12,68,736	387,505	337,419	3·8	3·7
Cauvery	29,06,773	30,92,972	937,634	1,006,626	3·1	3·0
Penner	2,55,939	2,51,061	64,987	63,480	3·9	3·9
Srivaikuntham	1,86,791	1,90,929	40,632	40,078	4·5	4·7
Sangam	2,06,786	1,85,943	51,893	47,421	3·9	3·9
Karnul	55,028	53,432	21,927	22,676	2·5	2·3
Barur	2,105	...	492	...	4·2	...
TOTAL PRODUCTIVE WORKS	71,39,421	70,40,854	2,113,766	2,115,936	3·3	3·3
Chembrambakum	48,868	57,380	16,186	19,402	3·0	2·9
Palar	2,47,673	2,45,730	91,479	89,763	2·7	2·7
Pelandorai	9,741	9,271	3,763	3,632	2·5	2·5
Madras	20,265	20,788	9,235	9,684	2·1	2·1
TOTAL MINOR	3,26,547	3,33,169	120,663	122,481	2·7	2·7
GRAND TOTAL	74,65,968	73,74,023	2,234,429	2,238,417	3·3	3.2

The Godaveri and Kistna systems shew a steady increase. The only considerable decrease in area and revenue is in the case of the Cauvery Canal, and is due to the transfer of some irrigation works in the Trichinopoly District to the head of Minor Works.

8. The "Direct" Revenue is made up of the following items; the receipts are compared in the table below with those of the preceding year:

	1887-88.	1886-87.
	R	R
Navigation	2,04,546	1,77,694
Plantations	7,589	7,307
Miscellaneous	53,988	56,138
Less Refunds on the Buckingham Canal	—1,624	—68
TOTAL	2,64,499	2,41,071

Plantations bring in a Revenue only on three canals, the Godaveri, Kistna and Cauvery. Navigation is a source of Revenue on four canals, and the receipts and expenditure are compared in the table below:

	Length of navigable channel.	RECEIPTS.		EXPENDITURE.		VALUE OF GOODS.	TON-MILEAGE.
		1887-88.	1886-87.	1887-88.	1886-87.	1887-88.	1887-88.
	Miles.	R	R	R	R	R	
Godaveri	456	1,04,374	88,505	70,435	66,892	1,64,20,527	7,626,847
Kistna	281	31,798	26,909	58,246	91,406	1,90,84,039	11,981,285
Karnul	190	1,873	4,518	26,276	16,887	5,27,412	...
Buckingham	262	66,501	57,762	99,657	79,783	1,62,05,222	21,356,278
TOTAL	1,189	2,04,546	1,77,694	2,54,614	2,54,968	5,22,37,200	40,964,410
Corresponding figures of previous year	...	...	...	...	...	3,60,53,703	31,559,419

The receipts have increased, but navigation is still a very losing business on the Karnul and Buckingham canals.

9. The following table shows the details of the working expenses of the 13 chief canals, the totals of which have already been shewn in para. 3:

	Productive works.	Minor works.	TOTAL.	Productive.	Minor.	TOTAL.
	1887-88.		1887-88.	1886-87.		1886-87.
	R	R	R	R	R	R
Establishment, Public Works Department.	3,93,223	46,486	4,39,709	3,80,675	44,875	4,25,550
Establishment, collection charges by Civil Officers.	2,15,551	8,754	2,24,305	2,05,379	9,298	2,14,677
Works and Repairs	5,91,267	1,66,963	7,58,230	5,89,524	1,61,787	7,51,311
Tools and Plant and Miscellaneous.	79,256	3,636	82,892	77,478	3,714	81,192
Indirect	62,761	6,599	69,360	59,839	6,282	66,121
TOTAL	13,42,058	2,32,438	15,74,496	13,12,895	2,25,956	15,38,851

The outlay on Works and Repairs and on Tools and Plant and Miscellaneous is very nearly the same as in the preceding year. The other items are establishment charges, and are more or less hypothetical. The second item is the charge of 5 per cent. before referred to, calculated on the water-rates and Irrigation revenue collected by Civil Officers, after deducting the old Irrigation receipts.

The "Indirect" figures are a calculation of liability incurred for the furlough pay and pensions of the staff employed.

10. To obtain the real cost of working, however, it is necessary to add in the old "Maintenance charges" which correspond to the "old Irrigation receipts," and are an allowance made for the expenditure which used to be incurred on Irrigation before the present Government works were constructed.

These old maintenance charges are partly fixed and partly varying. The fixed charges are—

	R
Extensions and improvements	10,039
Repairs	1,30,972
Establishment at 23 per cent. on works	32,433
Indirect charges for ditto	4,540
	1,77,984

The varying charges are—

	R
Collection charges at 6 per cent. on indirect Revenue (on the Productive Works alone)	1,66,461
Indirect charges on above at 14 per cent.	23,305
Tools and Plant	2,115
	1,91,881
TOTAL* OF OLD MAINTENANCE CHARGES	3,69,865

Adding this figure to the total charge given in the preceding para., Rs. 15,74,496, the real sum total of the working expenses on these thirteen canals, including the old maintenance figures, amounted to Rs. 19,44,361.

11. Calculated in this way the working expenses of the irrigating Canals (the Buckingham Canal is here excluded) fall at the following rates per irrigated acre. The irrigated area is taken at the same figure as in para. 7.

	Total Working Expenses.	Irrigated area.	Rate per acre.
	R	Acres.	R
Godaveri	6,53,930	608,696	1·07
Kistna	4,17,779	387,505	1·07
Cauvery	3,44,805	937,634	0·36
Penner	42,982	64,987	0·66
Srivaikuntham	35,296	40,632	0·86
Sangam	57,987	51,893	1·11
Karnul	1,43,686	21,927	6·55
Barur	129	492	0·26
TOTAL PRODUCTIVE WORKS	16,96,094	2,113,766	0·80
Chembrambakum	4,359	16,186	0·26
Palar	71,495	91,479	0·78
Pelandorai	13,741	3,763	3·65
Madras	21,828	9,235	2·36
TOTAL MINOR	1,11,423	120,663	0·92
GRAND TOTAL	18,07,517	2,234,429	0·80
TOTAL FOR 1886-87	18,02,441	2,238,417	0·80

* On page 67 the total is given as Rs. 3,42,020, but the indirect charges are omitted there.

12. The total sum charged as Public Works establishment during the last two years is shown below:

	1887-88.	1886-87.
	R	R
Capital Account	2,74,668	2,89,869
Working Expenses of Major and Minor Canals of which Capital Accounts are kept	4,39,709	4,25,550
Minor works of which separate accounts are not kept	4,48,949	5,32,690
Agricultural works	73,091	68,083
	12,36,417	13,16,192

The system under which this charge is made is a complicated one. The Executive staff of the Public Works Department in Madras is for the most part employed indiscriminately on Irrigation works, on Military Works and on Imperial and Provincial Civil Works, and the cost is distributed according to certain rules between these different heads; the charges for Direction and Accounts are similarly divided. The only establishment which is solely engaged in Irrigation work is the staff employed in the survey and preparation of the Tank Restoration schemes and the Dowlaishwaram Workshops; the whole of its cost is charged against those works. Under the first head, Capital Account, a charge is made for establishment amounting to 23 per cent. on the outlay on works excluding cost of land. Under the second head the charge is the result obtained from the application of three ratios; 23 per cent. on expenditure, 10 per cent. on direct Revenue (*i.e.*, Navigation, Plantations and Miscellaneous) collected by Canal Officers themselves, and 6 per cent. on indirect Revenue (*i.e.*, the canal share of the Land Revenue deducting old Irrigation receipts and deducting what is shown as share of enhanced Land Revenue).

On the Minor Works (other than Tank Surveys) and Agricultural Works, it is calculated in the same way at 23 per cent. on expenditure and 10 per cent. on direct Revenue, but no charge is here made for indirect Revenue except in the case of old Maintenance Works, and there it is only made for the Major Productive Works, not for the indirect Revenue of the Minor Works.

13. The result of this method of calculation is that no conclusion can be drawn from the figures above, showing the increase or decrease of the charge for establishment, as to whether there has been any real rise or fall in the costliness of the staff. The charges debited to the Irrigation Department depend almost entirely on an arbitrary ratio calculated on the amount spent on Works and Repair, and on the direct and indirect payments made for the use of water. The cost of the whole Public Works Establishment of the Province must be known before it can be seen whether there has or has not been an increase in any particular year.

14. Turning now to the separate Canal reports, the following items are selected as of general interest:

Floods and Breaches.—One flood in the Cauvery River was of exceptional height. It rose to 13 feet above the crest of the weir in October 1887—a height which has only been exceeded by a few inches on two previous occasions. No injury resulted from this flood. In the other rivers the floods were generally moderate. Some damage was done in the central division of the Godaveri system by breaches in river embankments. There was also a breach in a flood bank near Lock 15 on the Karnul Canal.

Barur Tank.—This tank was opened for irrigation to a small extent in October 1887. The work is not complete. The area irrigated and the revenue derived were both insignificant.

Periyar.—Funds for the commencement of the Periyar Project were first allotted in August 1887. The work was commenced almost immediately, and R2,70,995 for direct charges was expended during the year. An officer was specially deputed to England to arrange for the purchase of the necessary plant. The estimates for the head works were revised without any increase in the total sum;

the forecast statements of the project were also recast, with the result that the ultimate revenue is expected to give a return of 8·53 instead of 7·80 per cent., which was formerly estimated.

Karnul.—The financial position of this Canal is in the last degree unsatisfactory; not only did the Revenue fall off during the last year, and the irrigated area decrease, but at no time since the Canal was bought by Government has it been worked except at a heavy loss. There is a loss both in navigation and irrigation, and while the irrigation return is R2·5 per acre irrigated, the cost of working expenses falls at Rs. 6·5 per acre: and there is no prospect of any material improvement. The total estimated value of the crops raised under irrigation, Rs. 2,48,330, does not largely exceed the sum which it costs Government to supply the water. The revenue expenditure on works and repairs alone (Rs. 1,11,780) is nearly double the income earned by the Canal. It would appear that it might be economical to close the canal as an irrigating system, merely keeping it in repair so as to be ready to be put in working again if a season of drought should create a sudden demand for the water.

The Governor General in Council trusts that the Government of Madras will consider this question, and formulate such proposals as may seem to them expedient with a view to putting a stop to the constant drain on the Treasury which the maintenance of the Canal on its present footing entails.

15. The third class of works mentioned in para. 1—Minor Works of which neither Capital nor Revenue Accounts are kept are numerous and mostly small; their exact number is nowhere stated. They are divided into three classes; those of which a continuous record is kept individually, in nine Districts; those of which a continuous record is kept collectively, in 19 Districts; and those which are under Revenue Management, in 19 Districts.

Here again, as elsewhere, the accounts are kept in an intricate fashion. The statements on pages 72—3 and page 61 shew that the area irrigated by these works (both crops included) was 3,607,321 acres, the Irrigation Revenue Rs. 94,74,377, and the Expenditure Rs. 17,19,698, or, deducting the Tank Restoration scheme, referred to later on, Rs. 13,59,643. But this expenditure includes the old maintenance charges, Rs. 3,42,020, already dealt with as belonging to the Major and Minor Works, while it does not appear that the old irrigation receipts, Rs. 29,25,803, have been included in the Irrigation Revenue. Again, the expenditure as stated on pages 72—3 and page 61 does not include indirect charges (Rs. 35,008) nor the 5 per cent. charge for Civil collections, Rs. 4,73,719 (*vide* page 7, columns 13 and 8); and adding these the total amount of working expenses, as calculated on the Madras system, appears to be Rs. 15,26,350. Of this total, Rs. 4,80,678 is debitable to the works under Revenue Management and the balance, Rs. 10,45,672, to those under Public Works Department Management.

16. The true figures appear therefore to be as follows:

	Irrigated area.	Irrigation revenue.	Rate per acre.	Working expenses.	Rate per acre.
		R	R	R	R
Works managed by Public Works Department Officers . . .	1,910,230	55,62,658	2·91	10,45,672	·54
Works managed by Revenue Officers	1,697,083	39,11,724	2·30	4,80,678	·28
TOTAL MINOR WORKS .	3,607,321	94,74,377	2·62	15,26,350	·42

The total area irrigated was made up of 2,794,534 acres of first, and 812,757 acres of second crop. These figures shew an improvement of about five per cent. both in area and in revenue over those of the previous year. The receipts from these works were made up of R11,192 of direct, and R94,63,185 of indirect revenue.

17. The total area irrigated by all the works in Madras in 1887-88 may be thus stated:

	First crop.	Second crop.	TOTAL.
	Acres.	Acres.	Acres.
Major Works	1,985,739	128,027	2,113,766
Minor Works (of which Capital and Revenue Accounts are kept)	91,918	28,745	120,663
Minor Works (of which Capital and Revenue Accounts are not kept)	2,794,534	812,757	3,607,321
TOTAL .	4,872,191	969,529	5,841,720
Corresponding figures of 1886-87 .	4,738,409	985,234	5,723,643

18. During the year under review the organization of the system of working under the Tank Restoration Scheme was remodelled. Five survey parties were organized during the year to work in the districts of Madura, Chingleput, Kurnul, Coimbatore and North Arcot, respectively. These parties, for an expenditure of R87,388, surveyed and prepared schemes for restoring 210 works at an estimated expenditure of R2,15,662; it was estimated that the area irrigated by the works in question would be increased from 26,645 to 29,680 acres, and the revenue from R1,10,824 to R1,36,376. On carrying out the schemes prepared in previous years, R2,72,667 were expended; for this sum about 200 tanks were restored and 25 anicuts and 100 sluices were completed, or nearly completed. The grant for this class of work in 1888-89 has been fixed at 6½ lakhs of rupees, and it has been arranged that the actual financial results obtained by the expenditure shall be recorded.

19. The fourth class of works, called "Agricultural" in Madras are mainly undertaken for the purpose of directing and controlling the rivers; during the year under review R4,04,598 was expended and R8,896 direct revenue received on account of these works. The former figures contained an adjustment of R2,193 on account of Imperial charges, so that the actual expenditure was R4,06,791 which was distributed as follows:

	R
River conservancy	1,06,464
River embankments	2,98,689
Drainages	718
Miscellaneous	920
TOTAL .	4,06,791

These figures include Establishment and Tools and Plant. Rather more than one-third of the expenditure was on original works and the remainder on repairs.

20. The Report was received by the Government of India on the fourth of December 1888 or six days later than in the previous year. The general arrangement of the Report and its complete illustration by maps are excellent; but it would be convenient if each canal system had its formal number and if that number were adhered to throughout in the statements and in the order of the separate Reports. The Madras Government will be separately addressed regarding the complexity of the accounts which has been noticed in this Resolution, if on further consideration any mode of simplifying them suggests itself to the Government of India.

ORDER.—Ordered, that copies of this Resolution and of the Report be forwarded to the Finance and Commerce and Revenue and Agricultural Departments, for information.

Ordered also, that copies of this Resolution be forwarded to the Government of Madras for information and guidance, and that copies of the Resolution be forwarded to the Local Governments and Administrations in the Public Works Department, noted in the margin, for information.

The Governments of Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab, in the Public Works Department.
The Chief Commissioner of the Central Provinces.
The Agent to the Governor General for Rajputana.

Ordered further, that this Resolution be published in the Supplement to the *Gazette of India*, and that copies of this Resolution be forwarded to Her Majesty's Secretary of State for India.

J. G. FORBES, *Colonel, R.E.,*
Offg. Deputy Secretary to the Govt. of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Summary for January, 1889.

As pointed out in last month's report, January is usually an unsettled month in Northern India. This is due to the occasional occurrence of cold-weather storms, the chief characteristics of which were stated in last month's report. The great majority of these storms belong to two classes. The first class comprise those depressions which first show themselves in the north or north-west of the Punjab. They are frequently deep depressions, but are generally short-lived, and are either stationary or move slowly in a south-east direction along the Himalayas for a short period and then fill up. They give more or less heavy rain to the Punjab and snow to the adjacent mountains, but their effects are chiefly confined to Upper India. The second class of storms include the usually much shallower depressions, which appear on the north-west frontier in Upper Sind, and which probably, in the great majority of cases, advance from Beluchistan. As compared with the previous, they are frequently remarkably persistent and traverse the whole breadth of the Peninsula, passing sometimes into Upper Burma, where they fill up or disappear. Occasionally small depressions also form in Central India or the Central Provinces. These are generally very shallow and are less persistent than the previous, but usually march in the same general east-south-easterly or easterly direction, and disappear after an existence of one to three days. They sometimes give moderately heavy rain to Central India, the Central Provinces, and Behar. Several disturbances have occurred during the month, the majority of which were unusually feeble, and gave little rain in Upper India. The two last disturbances of the month were however large and gave fairly general rain to the greater part of Northern India, but were chiefly remarkable as being examples of double storms, that is, of the combination of a storm of the first and of the second class, originating separately and co-existing as independent disturbances for some days.

At the commencement of the month fine weather with normal anti-cyclonic conditions prevailed in Upper India. On the morning of the 4th a small and very shallow depression, similar to those of the preceding month, appeared in Sind. It moved eastwards during the day, filling up with its advance, but caused some disturbance in the Punjab Himalayas on the 5th, which gave light to moderate snow to the higher elevations. Anti-cyclonic conditions were again established in Upper India on the 6th and continued until the 8th. Weather was slightly unsettled during this period in Southern India, and many thunderstorms occurred in Southern India, which gave light to moderate rain in South Madras, Mysore and Ceylon, on the 6th, 7th and 8th. The barometer began to fall briskly on the afternoon of the 8th in Upper Sind and Beluchistan, and a very shallow depression was formed on the 9th, which followed the same course as the previous disturbance and gave moderately heavy snow to the Punjab Himalayas on the 10th, and brought the snow line down to below 9,000 feet. The weather continued somewhat disturbed in Northern India for three days longer, and light showers fell at the hill stations on the 12th, and in Behar, Chutia Nagpore and Central Bengal on the 13th. Pressure increased steadily until the 17th, when very strongly marked anti-cyclonic conditions, with fine clear, cool weather and strong westerly or north-westerly winds, prevailed over the whole of Northern India. The highest pressures of the month were recorded on the morning of the 17th, the absolute maximum being 30·38″ at Peshawar. No change of importance occurred until the 22nd, when the barometer fell briskly in North-Western India. The disturbance then initiated differed considerably in character from the previous. There were two separate areas of disturbance in which the barometer fell rapidly, and more or less general rain was received. The first included the Punjab Himalayas and adjacent plains from Sealkot to Roorkee, and the second comprised the greater part of Rajputana and Indore. The disturbance in the Punjab passed away after giving moderate snow in the hills on the afternoon of the 23rd and light showers in the adjacent plains. That which originated in Rajputana drifted during the next two days eastward into East Bengal and Burma, and gave moderate general rain to the North-Western Provinces, Central India, and light local showers in Behar, Bengal, and Assam. A short interval of fine weather followed until the afternoon of the 27th, when the first large and important cold-weather storm of the present season was initiated. It was like the previous a double disturbance. It consisted in part of a shallow depression which passed into Sind from Beluchistan on the 28th and advanced in an east-south-east direction across the head of the Peninsula during the next three days into Upper Burma, to which it gave cloudy weather on the 1st February. It apparently filled up very slowly in that area and gave low pressure in Burma until the 5th. The appearance of this depression in Sind on the 28th was followed on that day by a very rapid fall of the barometer in the North Punjab and the formation of an independent deep depression, the centre of which was to the north of Rawalpindi and Peshawar on the morning of the 29th. It intensified considerably during the day and marched slowly to the south-east along the hills, to which it gave very stormy weather and heavy snowfall during the next forty-eight hours. A very rapid rise of the barometer set in on the 31st, and the depression filled up very rapidly. This deep depression very largely modified the distribution of pressure over the whole of North-Western and Central India, and obscured the shallow depression in Central India on the 29th and 30th; but with the disappearance of the former on the 31st, the latter again became clearly marked and formed the chief feature of the weather during the next two days. The double disturbance gave a large general and much needed supply of rain to the greater part of Northern India, including the Punjab, Rajputana, Central India, the North-Western Provinces and Behar, and showers in Bengal. A considerable portion of the rainfall due to the storms occurred on the 1st and 2nd in Bengal, and hence only a part of the rainfall due to the disturbance is included in the returns of the past month.

Pressure.—The mean pressure of the month for the whole of India was ·017 above the normal. The excess was greater at the hill stations than at the adjacent plain stations. Relatively to this general state pressure was in defect over the whole of Northern and Central India (with the exception of the North Punjab). The line of greatest relative depression was defined by the following stations:—

	Relative deficiency.
Deesa	·020″
Nowgong	·015″
Allahabad	·016″
Patna	·018″
Dhubri	·019″

A second axis of depression apparently ran along the Himalayas, being indicated by the negative anomalies at the following stations :—

Gorakhpur	·021″
Mooltan	·012″
Ludhiana	·027″

Pressure was relatively to the general state in excess over the whole of the Peninsula. The relative excess was greatest at the following stations, *viz* :—

Belgaum	+·022
Bellary	+·023
Salem	+·029
Trichinopoly	+·020
Madura	+·021
Cochin	+·025

A reference to last month's report will show that the more prominent features of the pressure variations of the month of January were identical in character with those of the previous month, but were smaller in amount. It will thus be seen that the larger pressure abnormal variations or anomalies have been remarkably persistent for some time, and the probable distribution of the cold-weather rains of the months of January and February, based on this strongly marked distribution of pressure given in last month's report, has been fully confirmed up to the present date.

Temperature.—In consequence of the unusual prevalence of anti-cyclonic conditions, and the absence of large cold-weather storms until the end of the month, the mean temperature was considerably in excess. The following table gives the variation of the mean maximum, minimum and daily temperatures from their normal values in different districts :—

	Maximum. °	Minimum. °	Mean. °
Burma	+1·8	+0·5	+1·1
Bengal	+1·7	+1·7	+1·7
North-Western Provinces	+2·3	+2·0	+2·1
Punjab	+1·0	+0·7	+0·8
Berars	+5·2	+2·2	+3·7
Central Provinces	+5·0	+3·0	+4·0
Central India and Guzerat	+3·4	+3·0	+3·1
Rajputana	+2·3	+1·5	+1·9
Bombay	+3·0	+0·1	+1·5
Madras	+0·5	—1·0	—0·2

Hence the figures have been most prominent in the Central Provinces and Central India, where the mean temperature of the month was four degrees above the normal.

One of the more remarkable feature of the month has been the frequent inversion of the normal temperature relations between the plains and hill stations. On about eleven nights of the month the lowest night or minimum temperatures of the hill stations were very considerably higher than those of the neighbouring stations in the Gangetic plains. It will suffice to give one example—

Hill Stations.	Minimum or lowest Temperature of night of 2nd January. °	Plain Stations.	Minimum or lowest Temperature of night of 2nd January. °
Murree	49·3	Rawalpindi	36·9
		Dera Ismail Khan	36·9
		Sealkot	41·1
Simla	48·4	Lahore	37·2
		Sirsa	39·2
Ranikhet	50·0	Delhi	40·1
		Roorkee	36·6
		Meerut	39·0
		Bareilly	39·8
		Agra	43·6
		Allahabad	42·7
		Benares	41·9
		Patna	46·9
		Calcutta	48·8
		Silchar	47·5

These figures show that not only was the night temperature of the hill stations from 8° to 13° higher than that of the adjacent plains, but that it was actually higher than over the whole Gangetic plain down almost to the sea in Bengal.

This, it may be added, is one of the most remarkable examples that have occurred during recent years of the peculiarity of the weather at the hill stations in the months of December and January, *before the occurrence of heavy snow.* The only satisfactory explanation appears to be that the high night temperatures are due to an indraught of comparatively warmer air to the hills from the strata above the plains at the level of the hills.

Rainfall.—The preceding remarks have stated the conditions under which the rainfall of the month has occurred. The cold-weather rainfall of the present season up to date has been abundant over the whole of Northern India, but the first heavy rainfall of the season occurred somewhat later than usual. The rainfall of the month has been especially abundant in the Punjab, North-Western Provinces, Behar and Northern Bengal, which areas have received at least double their normal amounts. The excess is relatively greatest in Behar and North Bengal. The Central Provinces, Berar, Khandesh, Guzerat and Orissa which usually receive some light showers were practically rainless during the month. No rain fell in Lower Burma and the Konkan. In the remaining districts, including Rajputana, Assam, Lower Bengal, Malabar, Mysore and Madras, the rainfall of the month was not large in amount, and was either normal or slightly in defect.

The following table shows the actual average rainfall and the normal rainfall of the month of the twenty-one districts into which the country is divided, so far as it is indicated by the telegraphic reports of a few stations in each district :—

Districts.	Number of Stations.	Normal average rainfall in January.	Actual average rainfall in January 1889.	Difference from the average in January 1889.
Punjab, West	7	1·48	3·04	+1·56
„ East	4	1·58	2·68	+1·10
North-Western Provinces, Trans-Gangetic	7	1·35	2·46	+1·11
North-Western Provinces, Cis-Gangetic	3	0·67	0·49	—0·18
Behar	2	0·55	1·40	+0·85
Northern Bengal	2	0·34	3·18	+2·84
Assam—Cachar	3	0·78	0·49	—0·29
Lower Bengal and Chutia Nagpur	7	0·36	0·37	+0·01
Orissa—Northern Circars	5	0·25	0	—0·25
Central Provinces, South	7	0·38	0·01	—0·37
Berar—Khandesh	2	0·30	0	—0·30
Rajputana, Central India, Saugor, and Nurbudda	9	0·48	0·30	—0·18
Sindh—Cutch	3	0·43	0·64	+0·21
Guzerat	3	0·05	0·04	—0·01
Konkan	4	0·23	0	—0·23
Deccan—Hyderabad	5	0·06	0·01	—0·05
Malabar	5	0·14	0·20	+0·06
Mysore—Bellary	4	0·34	0·42	+0·08
Carnatic	6	0·87	0·44	—0·43
Lower Burma	7	0·09	0	—0·09
Ceylon	1	2·20	6·48	+4·28

JOHN ELIOT,
Offg. Meteorological Reporter to the Government of India.

SIMLA,
The 13th February 1889.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and prospects of the Crops.

Madras.—*For week ending 23rd February, 1889.*—Rainfall very slight in Madura, Tinnevelly, Nilgiris, and Malabar, none elsewhere. More rain wanted in Ganjam, Vizagapatam, Trichinopoly, Tinnevelly, Coimbatore, and Salem. Standing crops generally good, but withering in parts of Coimbatore, Cuddapah, Trichinopoly, and Tinnevelly; affected by disease in parts of Salem and Bellary. Pasture deficient in Coimbatore, Salem, and Tinnevelly. Prices rising in eight districts, falling in six, and stationary in others. General prospects favourable except in Ganjam and Coimbatore. Labourers employed on last day of week on Rushikulya works 5,138, on Gopalpur Canal 8,593.

Bombay.—*For week ending 27th February, 1889.*—Slight rain in parts of Karachi and Shikarpur. Late crops in three taluks of Surat and Poona and one of Kanara unsatisfactory; exotic cotton and wheat in parts of Dharwar blighted and cotton in one taluka of Baroda damaged. Opium in Baroda good. Harvesting progressing generally. Probable outturn of wheat in Broach three annas and of early crops in Dharwar nearly eight annas on average. Fodder scarce in Khandesh and Nasik and in parts of Poona, Ahmednagar, and Kathiawar. Prices of food-grains rising in two talukas of Nasik.

Bengal.—*For week ending 26th February, 1889.*—Fairly general rain, accompanied by local thunderstorms, fell over the greater part of the province on the 19th and 20th instants. The condition of the *rabi* and poppy crops is generally satisfactory, although in Behar some damage has been done by rain and hail. In Sarun the hail at the end of January did considerable damage to poppy, the loss in the Sewan sub-division being estimated at 750 maunds and in the Sudder sub-division at 100 maunds. The *rabi* crops are ripening, and the earlier sorts are being harvested. Poppy is in flower, and the collection of opium has begun in some districts. The sugarcane harvest is proceeding with a fair outturn. Spring rice seedlings are growing well. Preparation of lands for the jute and autumn rice sowings is in active progress. In Behar *cheena* and *mung* are being sown and are germinating satisfactorily, and the cultivation of indigo lands is going on. The latest report regarding the affected tract in the Patna division shows that rain has done much good in providing employment in the fields for the working populaton; that it has not yet been found necessary to give gratuitous relief except upon a very limited scale; and that the grain-stocks continue to be sufficient and the prices stationary with a downward tendency.

North-Western Provinces and Oudh.—*For week ending 27th February, 1889.*—Rain fell during the week in most districts. Some injury to crops from rust; sunshine needed. Prospects fair. Sugarcane-pressing continues. Poppy in flower. Prices have fallen in several districts, but fodder scanty and dear in places.

Punjab.—*For week ending 27th February, 1889.*—Rainfall good and general throughout the Province. Prices unsettled in Peshawar, stationary in Hissar, Amballa, Jullundur, and Amritsar, falling elsewhere. Ploughing for *kharif* commenced in Hissar, Jullundur, Lahore, and Shahpur. The crops have been greatly improved by recent rain. Certain crops damaged in Amballa and Amritsar in consequence of heavy rains. Stock cattle are reported healthy. Fodder sufficient except in Hissar and in parts of Multan and Rawalpindi. Supply improving in Dera Ismail Khan. Poppy weeding in progress in Jullundur.

Central Provinces.—*For week ending 27th February, 1889.*—Weather cloudy and warm. Crops benefited by recent rain in Saugor. Hail has injured gram crop in Hoshangabad, prospects otherwise unchanged. Reaping of winter crops commenced.

Burma.—*For week ending 23rd February, 1889.*—Slight rain fell in Moulmein and Amherst, Bhamo and Myadaung. Crop prospects remain good. The price of paddy shows very little fluctuation.

Assam.—*For week ending 27th February 1889.*—Weather warmer. Slight rain in almost all districts. Sowing of early rice continues. Mustard is still being gathered and sugarcane pressed. Tea doing well.

Mysore and Coorg.—*For week ending 27th February, 1889.*—No rain in Mysore. Standing crops in good condition, except in parts of Kolar district where want of rain is felt. Sugarcane being planted in parts. Outturn of crops harvested generally fair. Pasturage diminishing in parts of the Kolar and Mysore districts. Prices slightly fallen in the Kadur district.

No standing crops in Coorg.

Berar and Hyderabad.—*For week ending 27th February, 1889.*—Harvesting of *rabi* crops in progress in Berar. Prospects favourable. Agricultural stock in good condition. Fodder and water insufficient in some districts. Prices the same as last week.

No rain during the week in Hyderabad. Harvesting of *rabi* crops commenced. Weeding of *tabi* crops continues. Prices stationary.

Central India.—*For week ending 27th February, 1889.*—Baghelkund and West Malwa report this week that fall of rain is now sufficient. Crops in Bhopal somewhat damaged by heat. Condition of agricultural stock improved in Goona and Bundelkund. Prices of food-grains falling in Neemuch.

Rajputana.—*For week ending 27th February, 1889.*—Rainfall partial. Agricultural operations satisfactory. Standing crops good; slightly damaged in Kishengurh and Dholepur. Agricultural stock good. Pasturage or fodder sufficient, except in Marwar, Kherwara, Dholepur and parts of Jeypur. Prices steady generally.

Nepal.—*For week ending 21st February, 1889.*—Slight rain with hail during the week. Weather cloudy. Wheat progressing. Potatoes are being sown.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XLIV OF 1888-89.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 4th February, 1888. Total.	Receipts for week ending 4th February, 1888. Per mile open.	Total mean length open.	Receipts for week ending 2nd February, 1889. Total.	Receipts for week ending 2nd February, 1889. Per mile open.	Total Receipts from 1st April, 1887, to 4th Feb., 1888. Total.	Total Receipts from 1st April, 1887, to 4th Feb., 1888. Per mile open per week.	Total Receipts from 1st April, 1888, to 2nd Feb., 1889. Total.	Total Receipts from 1st April, 1888, to 2nd Feb., 1889. Per mile open per week.	Total Increase in 1888-89.	Total Decrease in 1888-89.
	State Lines worked by Companies.		R	R		R	R	R	R	R	R	R	R
16th Feb. 1889	East Indian	1,514	10,54,778	697	1,514	9,64,657	637	3,84,25,335	577	3,67,03,525	551	...	17,21,810
9th ditto	Rajputana-Malwa (a)	1,664	3,91,854	235	1,664	4,21,000	253	1,38,16,531	187	1,55,17,909	212	17,01,378	...
9th ditto	Sindia	75	6,795	91	75	8,802	118	3,76,030	114	3,02,651	92	...	73,379
16th ditto	Patna-Gya	57	11,769	206	57	8,031	140	4,29,437	171	4,05,690	161	...	23,747
9th ditto	Bengal-Nagpur (b)	186	39,538	212	293	55,229	188	11,66,056	142	13,72,756	157	2,06,700	...
16th ditto	Dildarnagar-Ghazipur	12	911	76	12	745	62	40,547	77	38,688	73	...	1,859
9th ditto	Mysore	140	9,324	67	140	10,325	74	4,33,021	70	4,99,500	81	66,479	...
9th ditto	Southern Mahratta (c)	850	60,784	72	854	72,688	85	27,01,704	79	32,88,958	88	5,87,254	...
2nd ditto	Indian Midland	96	6,388	67	374	(d)47,176	126	1,44,255	76	(d)6,89,954	97	5,45,699	...
2nd ditto	Cuddapah-Nellore	83	4,140	50	83	4,457	54	(e) 66,339	39	2,06,477	57	1,40,138	...
9th ditto	Bareilly-Pilibhit	36	1,534	43	36	1,671	46	73,782	48	75,765	49	1,983	...
9th ditto	Lucknow-Sitapur-Sihramau	105	4,557	43	105	6,649	63	1,76,942	38	2,17,420	47	40,478	...
	TOTAL	4,818	15,92,372	331	5,207	16,01,430	308	5,78,49,979	281	5,93,19,293	275	14,69,314	...
	State Lines worked by Government.												
9th Feb., 1889	North-Western (f)	2,470	4,01,232	162	2,390	3,74,792	157	1,75,86,799	176	2,13,95,125	203	38,08,326	...
9th ditto	Oudh & Rohilkhand (g)	693	1,58,093	228	692	1,30,264	188	56,64,891	187	56,93,828	187	28,937	...
9th ditto	Wardha Coal	45	20,662	459	45	18,899	420	6,20,952	312	7,16,657	362	95,705	...
9th ditto	Bengal Central	125	12,992	104	125	11,550	92	5,66,560	103	5,99,018	109	32,458	...
9th ditto	Eastern Bengal Railways (h)	645	1,99,083	309	673	1,86,550	277	82,21,080	290	91,32,316	308	9,11,236	...
9th ditto	Nalhati	27	2,488	92	[illegible]	[illegible]	[illegible]	[illegible]	66	83,916	72	6,928	...
9th ditto	Tirhoot	259	44,867	173	273	27,551	101	14,65,333	137	15,71,350	120	...	1,13,977
9th ditto	Burma	333	1,07,615	323	441	1,02,431	232	25,93,346	177	25,82,136	147	...	11,210
9th ditto	Jorhat	28	589	21	31	879	29	43,362	35	52,227	41	8,865	...
9th ditto	Cherra-Companyganj	7	124	17	7	195	25	9,720	30	7,696	23	...	2,024
	TOTAL	4,632	9,47,737	205	4,704	8,55,113	182	3,68,69,031	189	4,16,34,275	203	47,65,244	...
	Lines worked by Guaranteed Companies.												
9th Feb., 1889	Madras	840	1,62,578	194	840	1,73,023	206	69,26,767	186	71,03,301	192	1,76,534	...
2nd ditto	South Indian	654	93,240	143	654	94,140	144	43,28,223	149	46,23,578	161	2,95,355	...
9th ditto	Great Indian Peninsula	1,504	8,24,260	548	1,447	9,67,807	669	3,28,29,710	494	3,46,43,522	527	18,13,812	...
9th ditto	Bombay, Baroda and Central India	461	2,60,583	565	461	2,87,000	623	1,00,62,435	493	1,05,53,193	520	4,90,758	...
	TOTAL	3,459	13,40,661	388	3,402	15,21,976	447	5,41,47,135	354	5,69,23,594	380	27,76,459	...
GRAND TOTAL (GUARANTEED AND STATE)		12,909	38,80,770	301	13,313	39,78,519	299	14,88,66,145	269	15,78,77,162	276	90,11,017	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	7,74,25,307	140	8,26,19,103	146	...	...
NET RECEIPTS		...	...	...	...	...	...	7,14,40,838	129	7,52,58,059	132	38,17,221	...
	Assisted Companies.												
9th Feb., 1889	Bengal and North-Western	376	43,249	115	376	36,450	97	16,87,826	101	18,68,395	113	1,80,569	...
16th ditto	Tarakeshwar	22	5,839	262	22	5,403	243	2,19,055	224	2,27,849	233	8,794	...
9th ditto	Rohilkhand-Kumaun	67	3,890	58	67	4,275	64	2,73,360	95	2,90,687	101	17,327	...
2nd ditto	Dibru-Sadiya	78	7,310	94	78	8,153	105	3,47,929	101	3,70,002	108	22,073	...
	TOTAL	543	60,288	111	543	54,281	100	25,28,170	107	27,56,933	115	2,28,763	...
	Native States.												
9th Feb., 1889	The Nizam's Guaranteed Company	277	37,898	137	310	48,844	156	13,47,639	141	14,86,324	114	1,38,685	...
9th ditto	The Gaekwar's	59	3,585	61	59	3,680	63	1,33,461	51	1,14,697	44	...	[illegible]
9th ditto	The Gaekwar's Mehsana-Vadnagar	21	874	42	27	870	32	31,518	34	38,257	39	6,739	...
9th ditto	Bhavnagar-Gondal-Junagarh-Porbandar	193	24,226	126	224	28,695	128	8,38,115	98	8,98,284	101	60,169	...
9th ditto	Morvi	68	2,602	38	68	3,066	45	1,17,088	39	1,39,222	47	22,134	...
9th ditto	Jodhpore	124	6,396	52	124	7,700	62	2,92,252	53	2,92,808	54	556	...
	TOTAL	742	75,541	102	812	92,255	114	27,60,073	92	29,69,592	88	2,09,519	...

(a) Includes the Cawnpore-Achnera State Railway.
(b) Includes the Katni-Umaria State Railway.
(c) Includes the Bellary-Kistna State Railway.
(d) Includes Bhopal-Itarsi State Railway from 1st January, 1889.
(e) Total receipts from 15th September, 1887, to 4th February, 1888.
(f) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(g) State from 1st January, 1889.
(h) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.

M. C. BRACKENBURY, *Major, R.E.*,
Offg. Deputy Secretary.

CALCUTTA,
The 28th February, 1889.

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and prospects of the Crops.

Madras.—*For week ending 2nd March, 1889.*—Rainfall slight in Tinnevelly, Chingleput, Madura, Coimbatore, Nilgiris, Salem, and Malabar; none elsewhere. More rain wanted in Ganjam, Vizagapatam, Cuddapah, Trichinopoly, Tinnevelly, Coimbatore and Salem. Standing crops generally good, but withering in parts of Cuddapah, Trichinopoly and Coimbatore; affected by disease in parts of Bellary. Pasture deficient in Coimbatore, Ganjam and Salem. Prices rising in ten districts, falling in two and stationary in others. General prospects favourable, except in Ganjam and Coimbatore. Labourers employed last day of week on Rushikulya works 5,591, on Gopalpur Canal 8,949.

Bombay.—*For week ending 6th March, 1889.*—Rain in parts of Upper Sind Frontier. Late crops in three talukas of Surat and one of Kanara unsatisfactory; exotic cotton in parts of Dharwar blighted. Opium in Baroda good. Harvesting progressing generally. Probable outturn of late crops in Satara from eight to twelve annas. Fodder scarce in Khandesh and Nasik and in parts of Poona and Kathiawar. Prices rising in two talukas of Nasik.

Bengal.—*For week ending 5th March, 1889.*—More rain is reported to have fallen in Behar, in Central and Western Bengal, and in Chota Nagpore. Prospects of the *rabi* harvest are generally fair, although in Behar some damage has been done by rain and hail. The damage to the poppy crop is considerable in the Gya, Sarun, and Monghyr districts. Ploughing and early sowings are proceeding satisfactorily. Spring rice is doing well. The latest report regarding the affected tract in the Patna division shows that the state of affairs in Chumparun and Mozufferpore is stationary, and that in Durbhunga distress in a few spots has become more intense.

North-Western Provinces and Oudh.—*For week ending 6th March, 1889.*—Weather generally clear and seasonable. *Rabi* crops ripening. Prospects fair. Poppy mostly in flower and promises well. Markets well stocked. Prices falling. Condition of cattle good. Fodder somewhat scanty.

Punjab.—*For week ending 6th March, 1889.*—Slight rain in Ferozepore, Rawalpindi, and Shahpur districts. Prices unsettled in Delhi, falling in Hissar, Ferozepur, Rawalpindi, and Shahpur, stationary elsewhere. Ploughing for *kharif* commenced. Crops are flourishing throughout the Province. Crops are reported to be greatly damaged in some villages of Lahore district by hail and floods and also in some places in Shahpur by floods. Stock cattle are healthy. Fodder sufficient except in Hissar. Poppy weeding in progress in Jullundur.

Central Provinces.—*For week ending 6th March, 1889.*—Slight rain in the northern districts. Winter crops being harvested. Outturn poor in northern and eastern districts. Good elsewhere. Cattle generally in fair condition. Prices rising in Saugor and steady in other districts.

Burma.—*For week ending 2nd March, 1889.*—Slight rain fell in Bhamo, none elsewhere. Crop prospects good. The price of paddy shows little fluctuation.

Assam.—*For week ending 6th March, 1889.*—Weather seasonable. Slight rain in Lakhimpur and Naga Hills. Sowing of early rice progressing. Pressing of sugarcane and gathering of mustard still continues. Rain wanted for tea.

Mysore and Coorg.—*For week ending 6th March, 1889.*—No rain in Mysore. Condition of crops good, though wet crops in parts of the Tumkur and Kolar districts are reported to have been slightly damaged by insects and want of rain, respectively. Sowing operations still continue, and outturn of crops harvested is favourable. Pasturage and water-supply diminishing in parts of the Mysore and Kolar districts. Prices slightly fallen in the Bangalore district.

Water-supply very scanty especially in South Coorg. No standing crops.

Berar and Hyderabad.—*For week ending 6th March, 1889.*—Harvesting of *rabi* continues. Prospects continue favourable. Cattle healthy. Fodder and water insufficient in some districts. Prices remain steady or show a slight fall.

No rain during the week in Hyderabad. Weeding of hot-weather crops continues. *Rabi* being harvested. Prices stationary.

Central India.—*For week ending 6th March, 1889.*—No change of importance reported this week in condition of crops and weather.

Rajputana.—*For week ending 6th March, 1889.*—Slight rain in Bickaneer. Agricultural operations good. Standing crops satisfactory, except in Kherwara and Kishengurh. Agricultural stock good. Pasturage or fodder sufficient, except in Kherwara, Meywar, Marwar, and parts of Jeypore and Sirohi. Prices rising in Meywar.

Nepal.—*For week ending 28th February, 1889.*—Slight rain during the week with hailstorm. Weather fair. Crops good.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XLV OF 1888-89.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 11th February, 1888. Total.	Receipts for week ending 11th February, 1888. Per mile open.	Total mean length open.	Receipts for week ending 9th February, 1889. Total.	Receipts for week ending 9th February, 1889. Per mile open.	Total Receipts from 1st April, 1887, to 11th Feb., 1888. Total.	Total Receipts from 1st April, 1887, to 11th Feb., 1888. Per mile open per week.	Total Receipts from 1st April, 1888, to 9th Feb., 1889. Total.	Total Receipts from 1st April, 1888, to 9th Feb., 1889. Per mile open per week.	Total Increase in 1888-89.	Total Decrease in 1888-89.
	State Lines worked by Companies.		R	R		R	R	R	R	R	R	R	R
23rd Feb. 1889	East Indian	1,514	10,56,363	698	1,514	9,33,640	617	3,94,81,698	580	3,76,37,165	553	...	18,44,533
23rd ditto	Rajputana-Malwa (a)	1,664	3,73,817	225	1,664	3,82,000	230	1,41,90,348	188	1,58,68,833	212	16,78,485	...
23rd ditto	Sindia	75	8,023	107	75	11,024	147	3,84,053	114	3,13,675	93	...	70,378
23rd ditto	Patna-Gya	57	11,466	200	57	8,010	140	4,40,903	171	4,13,700	161	...	27,203
16th ditto	Bengal-Nagpur (b)	186	43,960	236	293	67,465	230	12,10,016	144	14,40,221	159	2,30,205	...
23rd ditto	Dildarnagar-Ghazipur	12	701	58	12	687	57	41,248	76	39,375	73	...	1,873
16th ditto	Mysore	140	9,666	69	140	9,989	71	4,42,585	70	5,09,489	81	66,904	...
16th ditto	Southern Mahratta (c)	850	57,754	68	854	71,787	84	27,58,964	78	33,60,745	87	6,01,781	...
9th ditto	Indian Midland	136	18,152	133	374	(d)45,330	121	1,62,407	80	(d)7,40,204	99	5,77,797	...
9th ditto	Cuddapah-Nellore	83	4,911	59	83	5,032	61	(e) 71,250	40	2,11,317	57	1,40,067	...
9th ditto	Bareilly-Pilibhit	36	1,929	54	36	2,411	67	75,711	48	78,176	49	2,465	...
16th ditto	Lucknow-Sitapur-Sihramau	105	5,078	48	105	5,183	49	1,82,019	39	2,22,603	47	40,584	...
	TOTAL	4,858	15,91,820	328	5,207	15,42,558	296	5,94,41,202	282	6,08,35,503	275	13,94,301	...
	State Lines worked by Government.												
16th Feb., 1889	North-Western (f)	2,470	4,37,057	177	2,390	4,31,349	180	1,80,23,856	176	2,20,02,196	205	39,78,340	...
16th ditto	Oudh & Rohilkhand (g)	693	1,53,837	222	692	1,27,943	185	58,18,728	188	58,21,771	187	3,043	...
16th ditto	Wardha Coal	45	21,342	474	45	17,481	388	6,42,294	315	7,34,138	363	91,844	...
16th ditto	Bengal Central	125	12,580	101	125	12,560	100	5,79,140	103	6,11,578	109	32,438	...
16th ditto	Eastern Bengal Railways (h)	645	1,81,556	281	673	1,62,160	241	84,02,636	289	92,94,476	307	8,91,840	...
23rd ditto	Nalhati	27	2,140	79	27	2,257	83	79,128	66	86,280	72	7,152	...
23rd ditto	Tirhoot	259	44,959	174	273	35,718	131	15,30,292	138	14,07,074	121	...	1,23,218
16th ditto	Burma	333	1,13,813	342	441	89,618	203	27,07,159	181	26,81,075	149	...	26,084
16th ditto	Jorhat	28	677	24	31	987	32	44,039	36	53,214	41	9,175	...
16th ditto	Cherra-Companyganj	7	131	17	7	107	14	9,851	29	7,803	23	...	2,048
	TOTAL	4,632	9,68,092	209	4,704	8,80,180	187	3,78,37,123	190	4,26,99,605	204	48,62,482	...
	Lines worked by Guaranteed Companies.												
16th Feb., 1889	Madras	840	1,56,383	186	840	1,64,236	196	70,83,150	186	72,71,521	192	1,88,371	...
9th ditto	South Indian	654	92,503	141	654	1,05,185	161	44,20,726	149	47,29,651	161	3,08,925	...
16th ditto	Great Indian Peninsula	1,504	8,27,067	550	1,447	8,93,085	617	3,36,56,777	495	3,55,34,047	529	18,77,270	...
16th ditto	Bombay, Baroda and Central India	461	2,38,693	518	461	2,64,000	573	1,03,01,128	493	1,08,64,916	524	5,63,788	...
	TOTAL	3,459	13,14,646	380	3,402	14,26,506	419	5,54,61,781	354	5,84,00,135	380	29,38,354	...
GRAND TOTAL (GUARANTEED AND STATE)		12,949	38,74,558	299	13,313	38,49,244	289	15,27,40,106	268	16,19,35,243	276	91,95,137	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	7,92,92,943	139	8,45,45,127	144	...	...
NET RECEIPTS		...	...	...	...	...	...	7,34,47,163	129	7,73,90,116	132	39,42,953	...
	Assisted Companies.												
16th Feb., 1889	Bengal and North-Western	376	50,921	135	376	39,650	105	17,38,747	102	19,08,045	113	1,69,298	...
23rd ditto	Tarakeshwar	22	8,787	395	22	5,314	239	2,27,842	228	2,33,163	233	5,321	...
9th ditto	Rohilkhand-Kumaun	67	3,671	55	67	4,064	61	2,77,031	94	2,94,751	100	17,720	...
9th ditto	Dibru-Sadiya	78	6,756	87	78	7,930	102	3,54,685	100	3,77,932	108	23,247	...
	TOTAL	543	70,135	129	543	56,958	105	25,98,305	106	28,13,891	115	2,15,586	...
	Native States.												
16th Feb., 1889	The Nizam's Guaranteed Company	277	33,384	108	310	38,537	124	13,81,024	141	15,24,861	114	1,43,837	[illegible]
23rd ditto	The Gaekwar's	59	2,536	43	59	3,550	60	1,35,997	51	1,19,345	45	...	[illegible]
23rd ditto	The Gaekwar's Mehsana-Vadnagar	21	975	46	27	950	35	32,493	34	39,394	40	6,901	...
16th ditto	Bhavnagar-Gondal-Junagarh-Porbandar	193	26,055	135	260	32,940	127	8,64,170	99	9,31,140	102	66,970	...
16th ditto	Morvi	68	2,550	38	68	3,079	45	1,19,638	39	1,42,356	47	22,718	...
23rd ditto	Jodhpore	124	7,401	60	124	7,400	60	2,99,653	53	3,00,798	54	1,145	...
	TOTAL	742	72,901	98	848	86,456	102	28,32,975	92	30,57,894	87	2,24,919	...

(a) Includes the Cawnpore-Achnera State Railway.
(b) Includes the Katni-Umaria State Railway.
(c) Includes the Bellary-Kistna State Railway.
(d) Includes Bhopal-Itarsi State Railway from 1st January, 1889.
(e) Total receipts from 15th September, 1887, to 11th February, 1888.
(f) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(g) State from 1st January, 1889.
(h) Includes the Northern Bengal, Dacca, Kaunia-Dharila and Assam-Behar State Railways.

CALCUTTA,
The 7th March, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Offg. Deputy Secretary.

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and prospects of the Crops.

Madras.—*For week ending 9th March, 1889.*—Rainfall slight in Vizagapatam, Tanjore, Trichinopoly, Madura, Tinnevelly, Coimbatore, Nilgiris and Salem; none elsewhere. More rain wanted in Ganjam, Vizagapatam, Cuddapah, Trichinopoly, Tinnevelly, Coimbatore and Salem. Standing crops generally good but withering in parts of Cuddapah, Trichinopoly, and Coimbatore; affected by disease in parts of Bellary. Pasture deficient in Coimbatore, Ganjam, Salem and Tinnevelly. Prices rising in seven districts, falling in five, and stationary in others. General prospects favourable except in Ganjam; improving in Coimbatore. Labourers employed last day of week on Rushikulya works 5,370, on Gopalpur Canal 8,694.

Bombay.—*For week ending 13th March, 1889.*—Slight rain in parts of Poona and Belgaum. Late crops in three talukas of Surat unsatisfactory; exotic cotton in parts of Dharwar blighted; opium in Baroda good, harvesting progressing generally. Probable outturn of cotton twelve annas and of wheat and gram sixteen annas in parts of Kathiawar, and of late crops in Karachi thirteen annas. Fodder scarce in Khandesh and Nasik and in parts of Poona, Ahmednagar, Ratnagiri and Baroda.

Bengal.—*For week ending 12th March, 1889.*—The hot weather has fairly set in, the mornings and evenings, however, being still cool. No rain during the week, but general agricultural prospects generally favourable. The *rabi* harvest is progressing satisfactorily and promises to yield fair results; but in Chota Nagpore, where the crops suffered most from drought, the average outturn will not much exceed eight annas. Opium collections are proceeding, the weather being favourable. Spring rice promising. *Mohua* crop in Chota Nagpore and

Sonthal Pergunnahs has suffered from recent rain and storms, but is still hopeful. Ploughing for early rice and jute is well forward. *Cheena* and other millets are being sown and are coming up well. Sugarcane cuttings are being planted. Distress is apprehended in parts of the Bhaugulpore and Sonthal Pergunnahs Districts. No further account regarding the distressed tracts in the Patna Division has been received.

North-Western Provinces and Oudh.—*For week ending 12th March, 1889.*—Weather clear and getting warm. *Rabi* harvest commenced. Sugarcane-crushing in progress. Poppy crop looks promising. Indigo sowings begun. Supplies sufficient. Prices falling. Fodder scarce in places. Condition of cattle fair.

Punjab.—*For week ending 13th March, 1889.*—No rain. Prices falling in Delhi, Jullundur, Rawalpindi, Shahpur and Peshawar, and stationary in other districts. Ploughing for *kharif* commenced. Prospects of *rabi* crops are generally most promising throughout the Province. The bright weather of the week has been most beneficial. Crops are reported to have been damaged by hot winds in parts of Hissar and by rust in one village of tahsil Chunián in Lahore district. Stock cattle are healthy. Fodder sufficient except in Hissar. Poppy crops progressing in Jullundur.

Central Provinces.—*For week ending 13th March, 1889.*—Winter crops being harvested. Probable outturn of wheat in Saugor and Jabalpur ten annas, in Hoshangabad six annas. Linseed average in Jabalpur. Crops also below average in Chattisgarh. Water scarce in Nimar. Cattle generally in fair condition.

Burma.—*For week ending 9th March, 1889.*—No rain fell during the week Crop prospects on the whole good, though dry-weather crops in Shwegyin want rain. The price of paddy remains much the same.

Assam.—*For week ending 13th March, 1889.*—Weather seasonable Rainfall *nil.* Sowing of summer rice in progress. Pressing of sugarcane still continues. Prospects of tea good.

Mysore and Coorg.—*For week ending 13th March, 1889.*—No rain in Mysore. Standing crops in good condition, except in parts of the Kolar and Tumkur districts, where want of rain is felt. Prospects generally favourable. No material change in prices.

No standing crops in Coorg. Prices of coffee and cardamom rising.

Berar and Hyderabad.—*For week ending 13th March, 1889.*—Harvesting of *rabi* crops in Berar continues. Prospects unchanged. Ground is being prepared for the next crop. Agricultural stock generally good. Fodder and water insufficient in some districts. Prices easy.

No rain during the week in Hyderabad. Weeding of hot-weather and harvesting of *rabi* crops continue. Scarcity of water and fodder felt in some parts. Prices stationary.

Central India.—*For week ending 13th March, 1889.*—The following changes are reported this week. Prices of food grains somewhat lower in Bhopal and in West Malwa, but risen in Ali Rajpur in Bhopawar Agency. Condition of crops improved in Baghelkund and West Malwa Agencies.

Rajputana.—*For week ending 13th March, 1889.*—Slight rain in Bikaneer. Agricultural operations satisfactory. Standing crops ripening. Harvest poor in Kherwara. Agricultural stock good. Pasturage or fodder sufficient except in parts of Sirohi, Kherwara, Marwar and Meywar. Prices falling at many places.

Nepal.—*For week ending 7th March, 1889.*—No rain. Weather seasonable. Slight earthquake on the afternoon of the 3rd instant. Agricultural operations are in progress. Prospects of wheat, garlic and onions good.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

APPROPRIATION REPORT

ON

THE ACCOUNTS OF 1887-88.

BY

E. GAY, *Comptroller and Auditor General.*

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APPROPRIATION REPORT ON THE ACCOUNTS OF 1887-88.

GENERAL REVIEW.

In the financial statement for this year the revenue was estimated at Rx. 77,460,200 and the expenditure at Rx. 77,443,500, leaving a surplus of Rx. 16,700. No addition was made to existing taxation, but the contracts with the Provincial Governments were revised on the lines recommended by the Finance Committee, and the Famine Insurance Grant was restricted to Famine Relief and the construction of Protective Irrigation Works. The rate of exchange for the year was estimated at 17½*d.*, and the annual Public Works loan was fixed at 5½ crores, of which 3½ crores was obtained by the investment, at the desire of the Gwalior Council of Regency, of treasure hoarded by the late Maharaja, Scindiah. The situation was one of "unstable equilibrium," but for reasons explained in paragraph 6 of the financial statement, the Government did not consider that it could be avoided in the circumstances. This situation became more unfavourable as the year advanced, owing to a continuance of the military expenditure in Burma at a higher rate than was expected, to diminished proceeds from Opium, to a decline in Railway earnings and to a fall in Exchange. It was necessary to provide against these deficiencies, and the Government accordingly raised the Salt duty and adopted other minor measures. The final results of the year, as compared with 1886-87 as well as with the Budget and Revised Estimates, are explained in the following paragraphs.

2. Some minor changes in the classification of Civil receipts and expenditure that were introduced and partially effected in the Revised Estimate and Accounts of 1886-87 have been fully carried out in 1887-88. These changes relate principally to the adjustment of *malikana* allowances under *2—Assignments*, instead of under *3—Land Revenue*, the separation of *Hill Journey Charges* from other *Tour Charges* and the treatment of *Rents, Rates and Taxes* as a contingent charge of the Department which incurs them. The recoveries from Railways, of the cost of Police supplied to them, are now everywhere adjusted by deduction from expenditure, instead of being credited as revenue.

3. The following summary gives the Budget and Account figures of 1887-88 to be reviewed in this report, and the details will be found in the statements on pages 123 to 136. Throughout the report the figures are tens of rupees (Rx. 1 = ₹10) with the last two figures cut off for the sake of shortness, thus, 149,7 reads one hundred and forty-nine thousand seven hundred tens of rupees:—

Receipts.			Revenue and Expenditure.	Outgoings.	
Budget.	Accounts.			Budget.	Accounts.
54,128,7	54,781,0	A	Principal Heads of Revenue .	9,650,6	9,438,2
686,5	746,6	B	Interest	4,412,2	5,441,8
2,025,3	2,229,6	C	Post Office, Telegraph, and Mint	2,261,5	2,255,8
1,425,3	1,495,7	D	Civil Administration . .	13,179,7	12,906,4
1,177,0	1,606,1	E	Miscellaneous . . .	4,856,2	4,761,1
...	...	F	Famine	94,5	91,4
...	...	G	Construction of Railways .	75,0	80,9
14,892,5	14,533,3	H	Railways	16,481,9	16,655,7
1,688,0	1,714,3	J	Irrigation	2,441,3	2,461,6
539,5	592,3	K	Buildings and Roads . .	5,553,2	5,451,1
897,4	1,060,8	L	Army Services . . .	19,197,0	20,417,9
...	...	LL	Special Defence Works .	...	456,0
...	...	M	Provincial Surplus + or Deficit —	—759,6	+370,6
...	...		Imperial Surplus + or Deficit — .	+16,7	—2,028,8
77,460,2	78,759,7		Total .	77,460,2	78,759,7

Receipts. Budget.	Receipts. Accounts.		Other Transactions.	Outgoings. Budget.	Outgoings. Accounts.
+16,7	—2,028,8		Imperial Surplus or Deficit as above	...	...
...	63,7		Extraordinary Receipts	...	...
...	...	N	Capital Outlay on Railways and Irrigation Works	4,994,2	2,784,8
...	...		Special Defence Works	474,6	...
2,000,5	5,435,8	O	Permanent Debt	...	...
4,213,1	926,5	P	Unfunded Debt	...	...
...	4,8	Q	Deposits and Advances	1,160,8	...
...	...	R	Loans by Government	677,2	397,0
...	...	S	Guaranteed and Subsidized Companies, Capital Accounts	656,2	574,1
...	...	T	Remittances	85,0	14,3
16,250,0	15,358,5	U	Secretary of State's Bills	16,250,0	14,682,5
15,093,7	18,476,6	V	Cash Balance, April 1st	...	...
...	...		Ditto March 31st	13,276,0	19,784,4
37,574,0	38,237,1		Grand Total	37,574,0	38,237,1

Comparison with the year 1886-87.

4. The comparison in respect of revenues is as follows :—

Revenues.	1886-87.	1887-88.	Difference, 1887-88, greater (+) or less (—).
Principal Heads of Revenue	54,482,1	54,781,0	+298,9
Interest	670,5	746,6	+76,1
Post Office, Telegraph, and Mint	2,027,5	2,229,6	+202,1
Civil Departments	1,461,6	1,495,7	+34,1
Miscellaneous	848,3	1,606,1	+757,8
Railways	14,477,8	14,533,3	+55,5
Irrigation	1,656,7	1,714,3	+57,6
Buildings and Roads	727,6	592,3	—135,3
Army Services	985,0	1,060,8	+ 75,8
	77,337,1	78,759,7	+1,422,6

5. Under *Principal Heads of Revenue* the largest difference is in Opium which suffered a further fall during the year. The other heads were satisfactory as noticed in paragraph 12. The large receipts on account of *Interest* were obtained in England where the rate of interest was high and the Secretary of State's balance unusually large. The *Post Office and Telegraph* revenues continue to expand, and in the *Mint* the seignorage receipts were [illegible]. The excess under *Miscellaneous* is due chiefly to gain by exchange on transactions of the Subsidized Railway Companies, and in a minor degree to recoveries on account of Upper Burma and to certain unexpected receipts in Bengal. The *Railway* revenue has enlarged with the opening of new lines and the extension of old ones, and a similar improvement has taken place under *Irrigation*, owing to development and extensions chiefly in the Punjab. The decline in *Buildings and Roads* is more apparent than real, as the accounts of 1886-87 included 150,0 realised in connection with the rendition of the Gwalior Fort and Morar Cantonment. The larger sum entered as *Army Services* is the outcome of various causes, the chief being the additions made to the European force.

6. The comparison of the expenditure side is as follows :—

	1886-87.	1887-88.	Difference, 1887-88, greater (+) or less (—).
Direct Demands on the Revenue	9,746,2	9,438,2	— 308,0
Interest	4,310,4	5,441,8	+1,131,4
Post Office, Telegraph, and Mint	2,145,3	2,255,8	+ 110,5
Civil Departments	12,698,5	12,906,4	+ 207,9
Miscellaneous	4,701,1	4,761,1	+ 60,0
Famine	309,0	91,4	— 217,6
Construction of Railways	183,1	80,9	— 102,2
Railways	15,666,4	16,655,7	+ 989,3
Irrigation	2,310,7	2,461,6	+ 150,9
Buildings and Roads	5,201,7	5,451,1	+ 249,4
Army Services	19,525,0	20,417,9	+ 892,9
Special Defence Works	325,6	456,0	+ 130,4
	77,123,0	80,417,9	3,294,9

7. The principal difference in the head *Direct Demands on the Revenue* is in Opium, the expenditure being 304,5 less than last year consequent upon the smaller crop in Bengal. There was also a large saving in Salt caused partly by reduction of establishments and partly by the abolition of the agency system for the sale of Salt. The cost of collecting the Assessed Taxes was 21,5 less than in 1886-87, but Assignments and Compensations were higher by 22,1 and Land Revenue by 22,4. The *Famine* expenditure was small in consequence of the grant for Protective Railways having been withdrawn. The *Construction of Railways* was also small, as the works in progress did not require much expenditure. The charge for *Interest* was greater than in 1886-87, partly because of the additions made to the debt in India and England, but chiefly in consequence of the conversion in England of the 4 per cent. stock into $3\frac{1}{2}$ per cent., which involved the payment of an extra quarterly dividend and other charges. The rise in *Post Office, Telegraph, and Mint* has occurred mainly in the Telegraph Department, and consists largely of stores, the purchase of which was particularly small in 1886-87. The increase is also due to a revision of salaries in the higher grades of the Department and to Exchange. As regards *Civil Departments* the principal excess is in Police, 360,2 of the amount being composed of Upper Burma charges. Next, in point of importance, are the savings of 177,2 and 70,1 under Marine and Political resulting from smaller outlay in connection with Burma and the termination of the Afghan Delimitation Commission. The large sum spent on *Railways* is spread over many heads, but the principal items are the maintenance of the new Frontier lines opened in 1887-88, the fall in Exchange and the interest paid by the Secretary of State on new deposits received from the Bengal-Nagpur Railway Company. The excess under *Irrigation* is caused (1) by greater working expenses following on the additional lengths of canal opened for irrigation; (2) by a larger charge for interest consequent upon additional capital outlay; (3) by transfer of the Khusdil Khan Reservoir from Section N. of the accounts to this group; and (4) by a higher scale of expenditure undertaken from Provincial funds in Bengal. In *Buildings and Roads* large sums have been spent in Upper Burma and on the frontier roads in the Punjab and Beluchistan. The excess in *Army Services* arises mainly in regimental pay, &c., in Commissariat charges, in stores, and in non-effective charges.

Comparison of Accounts with Budget Estimates, 1887-88.

8. The following figures exhibit the differences in the net accounts :—

	Better.	Worse.
Principal Heads of revenue	864,7	...
Interest	...	969,5
Post Office, Telegraph, and Mint	210,0	...
Civil Administration	343,7	...
Miscellaneous	524,2	...
Famine	3,1	...
Construction of Railways	...	519
Railways	...	533,0
Irrigation	6,0	...
Buildings and Roads	154,9	...
Army Services	...	1,057,5
Special Defence Works	...	456,0
	2,106,6	3,021,9
Combined Deficit, Imperial and Provincial	...	915,3

9. The difference of 864,7 in *Principal Heads of Revenue* is made up of 652,3 excess receipts and 212,4 saving in expenditure. As stated above in paragraph 5 there was a further decline in the price of Bengal Opium, but the effects were counteracted by improvement in other heads, especially Land Revenue, Stamps and Excise. Part of the increase in Land Revenue was obtained by a per contra charge under Assignments and Compensations, which has exceeded the Budget, but otherwise the expenditure has been kept down and has produced the saving noted above. The amount under *Interest* is largely due to the charges connected with the conversion of the 4 per cent. Stock into 3½ per cents. for which the Budget did not provide. The *Post Office* has kept very near the estimates, but the *Telegraph* Department shows a larger revenue and smaller expenditure by 125,3 and 24,3 respectively. The *Mint* receipts were good both as regards seignorage on silver and gain on copper coinage. In *Civil Administration* the revenue is better by 70,4 than was expected, and the improvement is spread over all the heads, except Law and Justice—Jails where there is a deficiency in sale-proceeds of Jail manufactures. On the expenditure side there is a net saving of 273,3. The satisfactory result under *Miscellaneous* is due to various causes. On the receipt side there is an excess of 429,1 of which 379,1 is contributed by exchange as explained in paragraph 100. On the expenditure side considerable savings have accrued from various causes. In Political pensions there is a large decrease from the death of the late King of Oudh, but the ordinary pension charges are growing. Under *Railways* the revenue was short by 359,2 owing largely to diminished traffic on some of the principal lines, while the expenditure exceeded the Budget by 173,8 partly on account of the fall in exchange and partly on account of the surplus profits of the Great Indian Peninsula Railway. In *Buildings and Roads* there is an excess of receipts over Budget amounting to 52,8 consisting of various small items. The expenditure account shows a saving of 102,1, but the estimate was too high. The *Army* receipts are better by 163,4 from larger sales of malt liquor, &c., and the charges are greater by 1,220,9. Of this sum 755,3 relates to operations in Burma and the rest to the ordinary military expenditure. The excess in *Special Defence Works* arises from the progress made in frontier roads and defences, but in the Budget these charges were taken as expenditure not chargeable to Revenue and were entered in Section N. of the Account.

10. The Budget estimated for an excess expenditure of 742,9 on the whole account, but this included charges amounting to 759,6 out of past accumulations of Provincial and Local balances, thereby making a surplus in the Imperial account of 759,6—742,9 or 16,7. The accounts, however, show a deficit of 2,028,8 in the Imperial account, and an increase in the Provincial and Local balances of 370,6 instead of a decrease of 759,6 as estimated. The net Imperial expenditure has, therefore, exceeded the estimate by 16,7+2,028,8 or 2,045,5, while the Provincial and Local balances show an improvement over the estimate of 759,6 + 370,6 or 1,130,2. The details of these differences are given below, the sign + meaning better and — worse than estimate:—

	Revenue Side.			Expenditure Side.		
	Imperial.	Provincial.	Total.	Imperial.	Provincial.	Total.
Principal Heads of Revenue	+161,0	+491,3	+652,3	+176,6	+35,8	+212,4
Interest	+60,8	−7	+60,1	−1,029,6	...	−1,029,6
Post Office, Telegraph, and Mint	+204,6	−3	+204,3	+3,0	+2,7	+5,7
Civil Departments	+27,2	+43,2	+70,4	+167,8	+105,5	+273,3
Miscellaneous	+398,9	+30,2	+429,1	+90,1	+5,0	+95,1
Famine	...	...	...	+1,5	+1,6	+3,1
Construction of Railways	...	...	...	...	−5,9	−5,9
Railways	−489,2	+130,0	−359,2	−188,3	+14,5	−173,8
Irrigation	+74,1	−47,8	+26,3	−55,4	+35,1	−20,3
Buildings and Roads	+11,5	+41,3	+52,8	−146,6	+248,7	+102,1
Army	+163,4	...	+163,4	−1,220,9	...	−1,220,9
Special Defence Works	...	.	...	−456,0	...	−456,0
Total	+612,3	+687,2	+1,299,5	−2,657,8	+443,0	−2,214,8
Total Net	...	+1,130,2	...	−2,045,5	...	−915,3

11. The improvement in the Provincial Section occurs chiefly in the Principal heads of revenue and in the expenditure of the Civil Departments and under Buildings and Roads.

The notable items making up the difference in the Imperial Section are as follows:—

Imperial.	Better.	Worse.
Land Revenue (net)	83,3	...
Opium Revenue (net)	...	296,5
Salt Revenue (net)	124,0	...
Stamps Revenue (net)	65,5	...
Excise Revenue (net)	223,5	...
Customs Revenue (net)	116,9	...
Interest (net)	...	555,8
Telegraph (net)	150,1	...
Mint (net)	73,3	...
Burma—		
Police	41,6	...
Army	...	755,3
Marine	144,9	...
Territorial and Political Pensions	76,8	...
Gain by Exchange	379,1	...
Other Military expenditure (net) excluding exchange	...	139,6
State Railways (net) excluding exchange on English expenditure shown below	...	389,7
Saving under Military Works	74,7	...
Excess expenditure under Civil Works	...	203,0
Special Defence Works	...	430,9
Exchange on English Expenditure	...	922,1
Minor improvements under other heads	93,7	...
	1,647,4	3,692,9
Net worse	...	2,045,5

Section A.—PRINCIPAL HEADS OF REVENUE.

1886-87. Accounts.		Budget.	1887-88, Revised.	Accounts.
54,482,1	RECEIPTS	54,128,7	54,555,7	54,781,0

12. The most prominent fact in this group is the continued decline in the *Opium* revenue, which has yielded 427,5 less than was received in 1886-87 and 377,8 less than was expected in the Budget. This is the only head which shows a deficiency. *Land Revenue* is better than last year and the Budget by 133,6 and 251,7, respectively, the principal improvements being in Madras from extended cultivation and favourable seasons, and in Bombay from new settlements and recovery of arrears. Part of the improvement in Bombay however is nominal since there is an equivalent increase under the charge head 2—Assignments and Compensations. The increase in the *Salt* duty has added to the collections under that head, and in *Stamps* there seems to be a general growth of the revenue. The proceeds from *Excise* were large in Burma from the restoration of order in that country, in Bengal from improvement in the condition of the people, in the Punjab from suppression of illicit sales, and in Madras and Bombay from the various causes explained in paragraph 19.

I.—Land Revenue.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Ordinary Land Revenue.	Accounts . 1886-87 .	94,5	622,8	857,2	392,8	3,774,0	5,807,4	2,087,5	4,605,8	3,215,1	21,457,1
	Budget . 1887-88 .	100,2	614,8	751,1	390,0	3,736,4	5,753,5	2,084,3	4,580,7	3,309,9	21,320,9
	Revised . 1887-88 .	94,6	610,0	740,0	390,1	3,736,8	5,754,0	2,084,0	4,683,1	3,360,0	21,452,6
	Accounts . 1887-88 .	97,4	621,2	768,6	394,3	3,717,9	5,742,4	2,070,9	4,820,5	3,425,9	21,659,1
Rent of resumed Police Service lands and Service Commutations.	Accounts . 1886-87 .	...	...	...	...	7,7	...	19,2	...	873,2	900,1
	Budget . 1887-88 .	...	...	...	...	7,8	...	18,5	...	810,9	837,2
	Revised . 1887-88 .	...	...	...	...	7,8	...	18,6	...	876,0	902,4
	Accounts . 1887-88 .	...	...	...	...	7,5	...	18,2	...	876,8	902,5
Capitation tax	Accounts . 1886-87 .	...	...	313,7	...	...	...	...	...	...	313,7
	Budget . 1887-88 .	...	...	319,5	...	...	...	...	...	...	319,5
	Revised . 1887-88 .	...	...	328,0	...	...	...	...	...	...	328,0
	Accounts . 1887-88 .	...	...	333,5	...	...	...	...	...	...	333,5
Sale of Proprietary Right, Sale of waste lands, &c., and Receipts for the improvement of Government Estates.	Accounts . 1886-87 .	...	...	...	1,8	61,9	4	4	6,9	5,6	77,0
	Budget . 1887-88 .	2	...	...	1,6	42,4	1,1	1	2,8	1,5	49,7
	Revised . 1887-88 .	1	...	...	1,8	44,8	9	3	3,0	...	50,9
	Accounts . 1887-88 .	3	...	...	2,5	44,2	1,0	5	1,8	...	50,3
Fisheries and other Receipts classed as Miscellaneous Revenue.	Accounts . 1886-87 .	17,9	2,9	143,1	36,0	33,0	42,4	65,3	236,4	160,2	738,1
	Budget . 1887-88 .	15,0	2,5	112,6	32,5	30,4	42,6	57,1	159,3	114,5	566,5
	Revised . 1887-88 .	30,8	3,2	115,4	32,2	30,6	42,3	65,0	113,9	24,0	457,4
	Accounts . 1887-88 .	28,1	3,1	116,4	33,1	30,5	43,7	66,0	115,2	31,5	467,6
Upper Burma Receipts.	Accounts . 1886-87 .	...	...	167,2	...	...	...	...	...	...	167,2
	Budget . 1887-88 .	...	...	420,3	...	...	...	...	...	...	420,3
	Revised . 1887-88 .	...	...	370,0	...	...	...	...	...	...	370,0
	Accounts . 1887-88 .	...	...	378,8	...	...	...	...	...	...	378,8
TOTAL	Accounts . 1886-87 .	112,4	625,7	1,481,2	430,6	3,877,5	5,850,2	2,172,4	4,849,1	4,254,1	23,653,2
	Budget . 1887-88 .	115,4	617,3	1,603,5	424,1	3,817,0	5,797,2	2,160,0	4,742,8	4,236,8	23,514,1
	Revised . 1887-88 .	125,5	613,2	1,553,4	424,1	3,820,0	5,797,2	2,167,9	4,800,0	4,260,0	23,561,3
	Accounts . 1887-88 .	125,8	624,3	1,597,3	429,9	3,800,1	5,787,1	2,155,6	4,937,5	4,334,2	23,791,8
Deduct—Land Revenue due to Irrigation.	Accounts . 1886-87 .	...	...	...	...	...	87,2	68,2	390,2	51,9	597,5
	Budget . 1887-88 .	...	...	...	...	...	87,2	40,1	377,9	71,3	576,5
	Revised . 1887-88 .	...	...	...	...	...	87,2	43,2	386,8	61,2	578,4
	Accounts . 1887-88 .	...	...	...	...	...	87,2	45,7	409,5	60,1	602,5
TOTAL	Accounts . 1886-87 .	112,4	625,7	1,481,2	430,6	3,877,5	5,763,0	2,104,2	4,458,9	4,202,2	23,055,7
	Budget . 1887-88 .	115,4	617,3	1,603,5	424,1	3,817,0	5,710,0	2,119,9	4,364,9	4,165,5	22,937,6
	Revised . 1887-88 .	125,5	613,2	1,553,4	424,1	3,820,0	5,710,0	2,124,7	4,413,2	4,198,8	22,982,9
	Accounts . 1887-88 .	125,8	624,3	1,597,3	429,9	3,800,1	5,699,9	2,109,9	4,528,0	4,274,1	23,189,3

13. Under *Ordinary Revenue* the improvement in India as compared with 1886-87 occurs chiefly in Coorg, and is attributed to the extension of coffee assessments to bané lands on which the berry is produced. The budget was not reached chiefly in consequence of short collections in Ajmere and Beluchistan. The amount entered against the Central Provinces for 1886-87 included some arrears, but those for 1887-88 were nearly as large, owing to enhanced rates of assessments principally in the Chattisgarh Division. The rice crop in Lower Burma was poor as compared with 1886-87, but the receipts were better than expected on account of extended cultivation and assessments, resumption of grants and the restoration of order in the country. The Assam budget was made low, as the agricultural prospects

Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*

were not bright at the time. They improved, however, towards the end of the year, and in Sylhet the realizations were unexpectedly large. Special efforts were made in Bengal and the North-Western Provinces and Oudh in 1886-87 to collect all demands within the year, and hence there was little left in the form of arrears to be realised in 1887-88. Apart from this fact, the amounts receivable in 1887-88 do not appear to have been as fully recovered as the corresponding demands in 1886-87. The Punjab revenue was low in consequence of remissions and suspensions which became necessary towards the end of the year owing to the partial failure of the winter rains. In Madras, the land newly brought under cultivation during the year measured six and a half lakhs of acres, which raised the revenue demand by 150,0 and increased the collections. The improvement in that Presidency is also due to the favourable character of the season, the prompt collections in certain districts and advance collections in others, though these were counterbalanced to some extent by a falling-off in Tanjore, Ganjam, Salem and Madura. The increase in Bombay is largely the result of a change of classification, by which receipts formerly classed under the minor head Fisheries and Other Miscellaneous Revenue are now taken under ordinary revenue. A portion of the excess is also attributed to the unexpected recovery of certain arrears in the Broach District and to new settlements in other parts of the Presidency.

14. As regards the other headings, the Bombay budget for *Rent of Resumed Lands* was based on the old survey rates, but the collections in 1886-87 as well as in 1887-88 proceeded on the new scale. These collections are adjusted by *per contra* debit to 2—Allowances and Assignments, where a corresponding increase has occurred as stated in paragraph 29. The *capitation tax* in Burma improved with the increase of population and by assessments on immigrants whose term of exemption had expired. Some reforms were also introduced in the method of collecting the tax. The *sale of proprietary right*, &c., in Bengal during 1886-87 was unusually high, as it comprised some special items which were noticed in last year's report. The Bombay budget comprised items which really belonged to ordinary revenue and have been so classed in the accounts. The India Revised Estimate for the head *Fisheries and Other Miscellaneous Revenue* exceeded the budget, because it provided 11,1 on account of the revenues of the Borey Valley and Khettran country which have been brought into the public accounts for the first time. The actual collections amounted to 7,1. The large proceeds from *fisheries*, &c., in Burma in 1886-87 included heavy arrears which accumulated during the military operations in that country. From Assam it is reported that there was a good increase in the *miscellaneous revenue* partly from higher assessments and partly from advance payments, but the *fisheries* brought in less than was expected, chiefly in Sylhet, and the yield from elephant mahals was also short as half the number of mahals are now allowed rest annually. As explained in last year's report, the decline in Bengal is nominal being due to the recovery of copying fees in stamps. The Punjab revenue was enhanced by greatly increased mutation fees and other miscellaneous items. The mutation fees have accrued from extensive settlement operations in the Province and were not anticipated in the budget. The change of classification noticed above, by which collections formerly classed as miscellaneous are now treated as ordinary revenue, accounts for the variations under the former head in Madras and Bombay.

15. The following Statements A and B give the usual particulars respecting the distribution of the Land Revenue between the Imperial and Provincial Governments. In the case of the Punjab, this distribution is made according to the provincial contract of 1882 which is still in force in that Province, but as regards the other Provinces new contracts have been framed which came into operation on the 1st April 1887. It was explained in paragraph 54 of the report for 1882-83 that the distribution proceeded on the method "of adjusting the total amount of assigned provincial revenues to the total of assigned provincial expenditure by including in the former a calculated proportion of Land Revenue." In the new contracts a share of the land revenue is assigned to the Provincial Government in the same way as the shares from other heads of revenue and expenditure, and then the account is balanced either by making a grant to the Provincial Government should the assigned revenues be deficient, or by taking a contribution from it if the reverse happens. These grants or contributions, as the case may be, are entered in the following statements in the column headed "Contributions, &c.," together with such other amounts as the Imperial and Provincial Governments may have mutually agreed to treat as exceptional items to be withdrawn from the ordinary operation of the provincial contracts.

A.—Transactions affecting the distribution of Land Revenue in 1887-88.

PROVINCE.	Capital outlay from Provincial Revenues.	Contributions, Imperial and Provincial.	SPECIAL ADJUSTMENTS BETWEEN IMPERIAL AND PROVINCIAL. Receipts.	Payments.	Net.	Inter-provincial adjustments.	Total net credits (+) or debits (—) to Provincial.
Central Provinces	...	—260,9	2,1	...	+2,1	—3,3	—262,1
Burma	...	+38,8	156,5	21,6	+134,9	—5,1	+168,6
Assam	+15,8	—131,2	5,9	2	+5,7	—2,9	—112,6
Bengal	...	—37,9	5,3	...	+5,3	+8,6	—24,0
North-Western Provinces and Oudh .	...	+14,6	8	4	+4	+1,4	+16,4
Punjab	...	+3	46,0	26,1	+19,9	+3,4	+23,6
Madras	...	+330,1	21,2	5,0	+16,2	+3,9	+350,2
Bombay	...	+856,5	1	...	+1	+5,1	+861,7

Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*

B.—Distribution of the Land Revenue in 1887-88.

Province.	Total Revenues.	Proportion assigned to Provincial Government.	Provincial share.	Special adjustments noted above.	Revised share.	Land Revenue not included in the Division. Impl.	Provl.	Local.	Distribution of the Land Revenue. Impl.	Provl.	Local.	Total.
Central Provinces	624,3	Whole	624,3	−262,1	362,2	...	...	...	262,1	362,2	...	624,3
Burma	1,110,4	One-third	370,1	+168,6	538,7	378,8	107,3	8	950,5	646,0	8	1,597,3
Assam	429,9	Whole	429,9	−112,6	317,3	...	...	...	112,6	317,3	...	429,9
Bengal	3,761,7	One-fourth	940,4	−24,0	916,4	...	38,4	...	2,845,3	954,8	...	3,800,1
N.-W. Provinces and Oudh	5,725,6	"	1,431,4	+16,4	1,447,8	...	61,5	...	4,277,8	1,509,3	...	5,787,1
Punjab	2,152,0	40·7193 p.ct.	876,3	+23,6	899,9	...	...	3,6	1,252,1	899,9	3,6	2,155,6
Madras	4,829,8	One-fourth	1,207,5	+350,2	1,557,7	...	...	107,7	3,272,1	1,557,7	107,7	4,937,5
Bombay	3,441,1	"	860,3	+861,7	1,722,0	...	876,8	16,3	1,719,1	2,598,8	16,3	4,334,2

II.—Opium.

1886-87, Accounts.		Budget.	1887-88, Revised.	Accounts.
6,147,0	Bengal sale of Opium	6,270,0	6,033,7	6,038,0
2,583,4	Bombay Opium Pass fees	2,416,8	2,297,0	2,267,5
	Excise Opium—			
2	India	2	2	2
21,5	Central Provinces	22,0	20,4	20,3
33,3	Burma	30,0	35,0	35,0
42,0	Assam	42,9	41,1	41,1
55,2	Bengal	53,5	56,2	56,7
43,7	North-Western Provinces	44,0	42,5	42,7
3,2	Punjab	4,2	5,0	5,2
13,5	Miscellaneous	9,7	13,1	8,8
8,943,0	Total	8,893,3	8,544,2	8,515,5

16. The decline in *Bengal* is due to the average price realised at the opium sales having been less by R41 than was estimated in the budget and in *Bombay* to the revenue from pass fees having been affected, it is understood, by the dealers holding back for higher prices. The Bombay receipts in 1886-87 were abnormally high, as explained in last year's report. The excise revenue was short in the *Central Provinces* owing to a failure of harvests and in *Assam* from decreasing consumption. In the *N.-W. Provinces* and *Oudh* the budget was too high, but the other provinces report a general improvement, which in the case of *Burma* may be attributed to the quieter state of the country whereby the revenue officers have been able to give more time to excise administration. The following table shows the sales and produce in Bengal and the exports from Bombay:—

Year.	Bengal. Balance in stock on 1st April, Chests.	Produce of season, Chests.	Chests sold.	Average price per chest. R	Total price.	Bombay. Chests.	Rate.	Amount.
1877-78	71,315	67,167	49,500	1,266	6,269,3	45,830	600	2,749,8
1878-79	88,982	43,140	55,500	1,225	6,798,6	36,807	650	2,393,0
1879-80	76,622	49,961	59,100	1,170	6,914,2	46,211½	650 & 700	3,141,1
1880-81	67,483	52,969	56,400	1,362	7,683,6	36,069½	700	2,526,2
1881-82	64,052	49,732	56,400	1,324	7,465,3	31,196	700	2,184,7
1882-83	57,384	51,697	56,400	1,222	6,890,5	36,327	700 & 650	2,395,6
1883-84	52,681	38,214	54,400	1,250	6,803,7	38,586	650	2,508,5
1884-85	36,495	65,993	46,698	1,296	6,052,0	39,039	650	2,537,9
1885-86	55,790	64,925	50,994	1,235	6,296,0	37,677	650	2,449,0
1886-87	69,705	64,500	54,750	1,123	6,147,0	39,745½	650	2,583,4
1887-88, Budget	...	...	57,000	1,100	6,270,0	37,182	650	2,416,8
1887-88, Revised	...	...	57,000	1,059	6,033,7	35,374	650	2,297,0
1887-88, Actuals	79,455	57,500	57,000	1,059	6,038,0	34,884½	650	2,267,5

III.—Salt.

			India.	Central Provinces.	Burma.	Bengal.	Madras.	Bombay.	Total.
Sale of Government Salt.	Accounts	1886-87	172,6	62,2	...	...	427,7	61,2	723,7
	Budget	1887-88	177,2	61,9	...	...	323,8	32,5	595,4
	Revised	1887-88	163,6	27,6	...	...	226,7	48,0	465,9
	Accounts	1887-88	136,2	27,6	...	...	257,4	46,0	467,2

Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*

III.—Salt—*continued.*

			India.	Central Provinces.	Burma.	Bengal.	Madras.	Bombay.	Total.
Excise on local manufacture.	Accounts	1886-87	9,5	...	3,3	...	985,1	1,516,5	2,514,4
	Budget	1887-88	8,0	...	3,2	...	1,129,4	1,493,5	2,634,1
	Revised	1887-88	9,0	...	2,5	...	1,177,5	1,651,0	2,840,0
	Accounts	1887-88	11,6	...	2,6	...	1,175,0	1,690,8	2,880,0
Duty on imported Salt.	Accounts	1886-87	...	..	20,5	1,948,5	2	2,0	1,980,2
	Budget	1887-88	...	...	16,5	1,916,8	5	2,2	1,936,0
	Revised	1887-88	...	...	27,9	1,931,1	1,2	2,0	1,962,2
	Accounts	1887-88	...	...	38,4	1,853,1	2,2	2,2	1,895,9
Inland Customs duty	Accounts	1886-87	1,371,0	...	...	...	...	...	1,371,0
	Budget	1887-88	1,361,6	...	...	...	...	...	1,361,6
	Revised	1887-88	1,410,7	...	...	...	...	...	1,410,7
	Accounts	1887-88	1,382,7	...	...	...	...	...	1,382,7
Miscellaneous	Accounts	1886-87	42,6	...	...	10,2	12,0	3,5	68,3
	Budget	1887-88	42,4	...	...	10,3	15,5	1,8	70,0
	Revised	1887-88	16,7	...	...	8,9	14,6	4,0	44,2
	Accounts	1887-88	16,6	...	...	7,8	14,4	6,1	44,9
Upper Burma	Accounts	1886-87	...	...	...	...	...	...	...
	Budget	1887-88	...	...	7,5	...	...	...	7,5
	Revised	1887-88	...	...	1	...	...	...	1
	Accounts	1887-88	...	...	...	...	...	...	...
Total	Accounts	1886-87	1,595,7	62,2	32,8	1,958,7	1,425,0	1,583,2	6,657,6
	Budget	1887-88	1,589,2	61,9	27,2	1,927,1	1,469,2	1,530,0	6,604,6
	Revised	1887-88	1,600,0	27,6	30,5	1,940,0	1,420,0	1,705,0	6,723,1
	Accounts	1887-88	1,547,1	27,6	41,0	1,860,9	1,449,0	1,745,1	6,670,7

17. In *India* the increased receipts in Customs and Excise duties are due to development of trade on the opening of the Jhelum Bridge, the Sindh-Sagar Railway, and the Salt Branch of the Jodhpore State line, as well as to the reduction in freight charges to the North-Western Provinces and Sindh markets, but these advantages were more than counterbalanced by a falling-off in the sale of Government salt which was caused partly by the increase in the rate of duty and partly by the abolition of the Agency system for the sale of Sambhar salt which has told most seriously on the collections on account of carriage and freight. The unsatisfactory results in the *Central Provinces* are due to the abolition of the Baragora Salt Agencies, and in *Bengal* to an over-estimate, but there was also in this province a short clearance from bond during the year owing to high prices prevailing at the time. In *Burma*, on the other hand, the realizations are more satisfactory, owing to the large importations which, though affecting the local manufacture, increased the duty. The fluctuations in *Madras* are attributable partly to the Orissa portion of the budget having been too high and partly to the extended substitution of the excise system in place of the Government monopoly, as well as to the introduction of the enhanced rate of duty. In *Bombay* the demand for Kharagoda salt declined in consequence of the abolition of the agencies beyond the Presidency and of the competition of the Pachbudra commodity. On the other hand, the increased rate of duty enlarged the revenue, and this was attended by greater exports by sea and land in consequence of the opening of the Western India Portuguese Railway. It is also reported that a large quantity of salt has been used for fish-curing purposes.

IV.—Stamps.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Court-fee Stamps.	Accounts	1886-87	22,4	105,8	58,7	54,0	999,8	483,6	235,5	363,0	371,1	[illegible]
	Budget	1887-88	24,3	95,8	58,6	56,1	979,6	476,4	232,8	360,0	337,4	[illegible]
	Revised	1887-88	23,7	105,0	150,1	59,7	1,034,0	498,0	237,8	397,8	384,4	[illegible]
	Accounts	1887-88	24,3	108,2	55,0	[illegible]	1,020,5	493,7	241,3	370,9	361,8	[illegible]
Commercial and other Stamps.	Accounts	1886-87	19,4	42,6	29,3	19,8	334,3	150,6	113,1	212,2	169,0	[illegible]
	Budget	1887-88	18,7	42,3	30,6	21,0	350,8	151,3	104,7	216,6	165,5	1,101,5
	Revised	1887-88	20,3	44,9	30,1	18,9	337,5	157,6	123,8	219,9	169,7	1,122,7
	Accounts	1887-88	21,4	44,7	31,6	18,0	340,2	161,0	127,0	219,0	174,3	1,137,2
Fines and Penalties and Miscellaneous	Accounts	1886-87	3	5	8	4	12,8	2,6	2,8	6,9	39,2	[illegible]
	Budget	1887-88	2	5	8	4	9,3	2,5	2,5	7,4	39,0	60,5
	Revised	1887-88	3	5	1,8	4	16,0	4,4	3,4	7,6	45,3	79,7
	Accounts	1887-88	3	5	1,8	5	14,9	4,2	3,6	7,3	45,4	75,5
Upper Burma	Accounts	1886-87	...	...	3,4	...	...	...	...	...	...	3,4
	Budget	1887-88	...	...	10,0	...	...	...	...	...	...	10,0
	Revised	1887-88	...	...	10,5	...	...	...	...	...	...	10,5
	Accounts	1887-88	...	...	10,7	...	...	...	...	...	...	10,7
Total	Accounts	1886-87	42,1	146,9	92,2	74,2	1,346,3	636,8	351,4	582,1	479,3	3,751,3
	Budget	1887-88	40,2	138,5	100,0	77,5	1,340,0	630,0	340,0	590,0	460,0	3,716,2
	Revised	1887-88	44,5	151,0	99,1	73,0	1,387,5	650,0	365,0	595,0	483,0	3,848,1
	Accounts	1887-88	46,4	153,4	99,7	78,7	1,381,6	658,0	371,9	597,2	488,5	3,876,3

Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*

18. The *India* budget was too low. In the *Central Provinces*, there has been a steady growth of the revenue, for which the budget did not allow as it was supposed that the receipts in 1886-87 were largely the result of special causes. The *Burma* budget for Court-fee Stamps was too sanguine and for Commercial and other Stamps too low. The budget for Upper Burma was necessarily rough. The report from *Assam* shews that the rise of Court-fee Stamps in that Province is largely due to process fees recovered in stamps with reference to arrears of land revenue realised in Sylhet. There has also been some increase in the Assam Valley. The decline in Commercial and other Stamps has also occurred in Sylhet from the impoverished condition of the people owing to floods and bad harvests. The *Bengal* figures indicate a steady development of revenue, although this year there was a specially large receipt on the probate of the will of a Zemindar in Monghyr. There is a progressive rise in the *North-Western Provinces and Oudh* for which neither the revised estimate nor the budget made sufficient allowance. The increase in the Punjab under Court-fee Stamps is ascribable to the institution of several suits for large sums, and in the other Stamps to bad harvests and expansion of trade, while in Madras it is partially accounted for by large sales to a New Bank opened during the year, and by the value of stamps taken in connection with the lease of a large Zemindary. But apart from these special items, there was a great increase in Madras both in judicial and non-judicial stamps, the former being attributable chiefly to greater litigation and the latter to activity in trade. The Bombay figures include a receipt of 8,3 on account of probate duty on the estate of a millionaire, independently of which trade was brisk in that Presidency and the revenue was benefited accordingly.

V.—Excise.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bombay.	TOTAL.
License and Distillery Fees and Duties for the sale of Liquors and Drugs.	Accounts . 1886-87	70,4	214,6	135,9	53,1	854,7	523,9	100,5	853,1	805,0	3,611,2
	Budget . 1887-88	63,2	186,4	121,7	52,9	844,0	512,1	95,6	810,5	780,0	3,466,4
	Revised . 1887-88	75,2	193,8	133,5	48,2	932,5	512,1	102,9	896,0	817,7	3,711,9
	Accounts . 1887-88	86,1	192,1	152,5	47,5	925,1	505,1	104,4	913,6	821,4	3,747,8
Opium . . .	Accounts . 1886-87	2,7	42,2	110,7	166,7	157,0	53,5	36,0	62,7	113,8	745,3
	Budget . 1887-88	2,5	43,4	100,4	170,3	155,4	52,6	34,9	67,5	103,0	730,0
	Revised . 1887-88	2,5	40,0	116,0	164,3	164,2	52,5	35,6	63,0	118,3	756,4
	Accounts . 1887-88	2,8	39,9	116,1	162,8	160,8	51,5	32,1	59,4	117,1	742,5
Other Receipts . .	Accounts . 1886-87	1	7	1,1	...	9	4	5	9	7,4	12,0
	Budget . 1887-88	2,3	2	1,4	...	6	3	2	2,0	17,0	24,0
	Revised . 1887-88	2,3	1,2	5	...	8	4	5	1,0	8,0	14,7
	Accounts . 1887-88	1	1,2	2	...	7	6	3,5	9	8,1	15,3
Upper Burma . .	Accounts . 1886-87	...	...	6,7	...	...	...	...	...	...	6,7
	Budget . 1887-88	...	...	5,0	...	...	...	...	...	...	5,0
	Revised . 1887-88	...	...	20,1	...	...	...	...	...	...	20,1
	Accounts . 1887-88	...	...	29,1	...	...	...	...	...	...	29,1
TOTAL .	Accounts . 1886-87	73,2	257,5	254,4	219,8	1,012,6	577,8	137,0	916,7	926,2	4,375,2
	Budget . 1887-88	68,0	230,0	228,5	223,2	1,000,0	565,0	130,7	880,0	900,0	4,225,4
	Revised . 1887-88	80,0	235,0	270,1	212,5	1,097,5	565,0	139,0	960,0	944,0	4,503,1
	Accounts . 1887-88	89,0	233,2	297,9	210,3	1,086,6	557,2	140,0	973,9	946,6	4,534,7

19. The large Revenue in *India* has accrued chiefly in Bangalore, to which a number of camp followers returned from Burma and where there was a rise in the wages of labourers and workmen generally. This increase of wages extended to Coorg and gave a lift to the excise revenue. There were also arrear collections in Ajmere, but the completion of the railway to Quetta reduced the number of workmen there and so diminished the sale of exciseable articles. The budget omitted to provide for the recovery from the Mysore State of the amount due from it towards the Toddy revenue of the assigned tracts. In the *Central Provinces* bad harvests ruled throughout the year. In *Burma* the more settled state of the country, the high price of paddy, the introduction of revised rules for the sale of liquor, and a better excise administration contributed largely to the increase. In *Assam* the vendors of Country-spirits in the Sibsagar District formed a combination not to sell country-spirits, and no licenses for the sale of country-spirits were therefore put up for sale, rum-shops being substituted. The fall under opium is attributed to a decrease in the use of the drug by the Assamese. The *Bengal* revenue suffered in 1885-86 from the bad agricultural season of that year, but revived in 1886-87. The budget was framed on the experience of 1885-86, but was raised in the Revised according to the facts then available. The Revised however was not reached, as some advance payments were made in 1886-87 and included in the accounts of that year. The *North-Western Provinces and Oudh* had a bad year as regards excise revenue owing to high price of food grains. In the *Punjab* a large number of illicit shops were suppressed and the bids for licenses rose. The budget was too low. The improved receipts in *Madras* under *License and Distillery fees*, &c., have accrued chiefly from an increase in the rates of excise duty on Country-spirits in certain districts, from higher rents for the lease of Toddy and Country-spirits farms, and from better

Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*

administration and preventive arrangements generally. The fall in *Opium* is due to a reaction from excessive bids for opium farms in the previous year. In *Bombay* agreements have been concluded by which the excise arrangements in certain Native States, such as Cambay, Bhandaria, Umeta, &c., have been brought under British management, and toddy was tapped throughout the year, while in 1886-87 the tappers were on strike for the first six months. It is also reported as regards opium that the farmers in Gujarát imported the Doongarpur drug largely for home consumption, owing to a rise in the price of Málwa opium. The budget for other receipts was too high.

VI.—Provincial Rates.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
District and Local Rates and Cesses.	Accounts . 1886-87	2,1	...	102,8	51,3	...	431,8	189,1	432,4	244,4	1,453,9
	Budget . 1887-88	2,1	...	86,0	52,1	...	429,8	190,5	425,0	239,1	1,424,6
	Revised . 1887-88	2,1	...	86,0	47,5	...	429,8	190,5	436,0	244,5	1,436,4
	Accounts . 1887-88	2,1	...	89,2	50,1	...	428,9	193,0	435,8	250,9	1,450,0
Village Service, Patwari and Chowkidari Cesses.	Accounts . 1886-87	3,5	31,8	...	...	...	30,7	110,7	213,3	23,2	413,2
	Budget . 1887-88	3,0	33,2	...	...	...	30,5	110,0	216,1	22,0	414,8
	Revised . 1887-88	3,4	33,2	...	...	...	31,2	110,0	215,8	24,0	417,6
	Accounts . 1887-88	3,3	31,2	...	...	...	31,8	113,5	247,5	25,0	452,3
Education Cess .	Accounts . 1886-87	9	12,1	...	...	...	14,9	3,6	...	...	31,5
	Budget . 1887-88	8	13,2	...	...	...	14,7	3,6	...	...	32,3
	Revised . 1887-88	9	13,2	...	...	...	14,7	3,6	...	...	32,4
	Accounts . 1887-88	8	13,3	...	...	...	14,7	2,2	...	...	31,0
Road Cess . .	Accounts . 1886-87	...	13,0	...	...	371,3	4,7	3,4	1	...	392,5
	Budget . 1887-88	...	14,1	...	...	371,7	4,8	3,4	1	...	394,1
	Revised . 1887-88	...	14,1	...	...	368,0	4,8	3,4	1	...	390,4
	Accounts . 1887-88	.	14,3	...	...	347,9	4,6	1,9	1	...	368,8
Public Works Cess .	Accounts . 1886-87	...	...	...	...	385,9	...	...	3,9	...	389,8
	Budget . 1887-88	...	...	..	...	378,9	...	...	4,2	...	383,1
	Revised . 1887-88	...	...	...	...	387,8	...	...	3,1	...	390,9
	Accounts . 1887-88	...	...	...	...	382,0	...	...	4,1	...	386,1
Famine Insurance, Canals and Railways.	Accounts . 1886-87	...	13,0	...	...	...	164,2	64,9	...	...	242,1
	Budget . 1887-88	...	12,8	...	...	...	163,4	63,5	...	...	239,7
	Revised . 1887-88	...	12,8	...	...	...	163,4	63,5	...	...	239,7
	Accounts . 1887-88	...	12,9	...	...	...	162,8	66,7	...	...	242,4
Rate on Wards' Estates.	Accounts . 1886-87	...	...	...	...	10,0	...	3	...	...	10,3
	Budget . 1887-88	...	...	...	...	8,7	...	3	...	...	9,0
	Revised . 1887-88	...	...	...	...	8,0	...	3	...	...	8,3
	Accounts . 1887-88	...	...	...	...	10,3	...	4	...	...	10,7
District Post Cess .	Accounts . 1886-87	...	3,1	...	...	32,8	3,7	1,7	...	...	41,3
	Budget . 1887-88	...	3,5	...	...	30,7	3,7	1,7	...	...	39,0
	Revised . 1887-88	...	3,3	...	...	31,5	3,7	1,7	...	...	40,2
	Accounts . 1887-88	...	3,4	...	...	34,3	3,7	1,0	...	...	42,4
Original Rates in Oudh.	Accounts . 1886-87	...	...	...	...	...	18,6	...	...	...	18,6
	Budget . 1887-88	...	...	...	...	...	18,4	...	...	...	18,4
	Revised . 1887-88	...	...	...	...	...	18,4	...	...	...	18,4
	Accounts . 1887-88	...	...	...	...	...	18,4	...	...	...	18,4
Other Miscellaneous Cesses.	Accounts . 1886-87	2,7	3	...	...	3,6	...	...	...	...	6,6
	Budget . 1887-88	1,9	...	...	...	...	...	...	...	...	1,9
	Revised . 1887-88	1,9	3	...	...	22,2	...	...	...	...	[illegible]
	Accounts . 1887-88	1,8	...	...	...	31,4	...	...	...	...	[illegible]
TOTAL .	Accounts . 1886-87	9,2	73,3	102,8	51,3	803,6	668,6	373,7	649,7	267,6	[illegible]
	Budget . 1887-88	7,8	76,8	86,0	52,1	790,0	665,3	373,0	643,4	261,1	[illegible]
	Revised . 1887-88	8,3	76,9	86,0	47,5	817,5	666,0	373,0	655,0	268,5	2,998,7
	Accounts . 1887-88	8,0	75,1	89,2	50,1	805,9	664,9	378,7	687,5	275,9	3,035,3

20. These rates being raised from the land are affected more or less by the causes which influence the collection of land revenue. In *Burma* the collections last year included large arrears. During the present year a change has been made in *Bengal* in bringing to account the Road-cess Collections which are now partly shown under the minor head Miscellaneous instead of wholly under Road-cess. In the *Punjab* there were arrear realizations and some additional revenue was also obtained from the assessment of land watered by the Sidhnai canal in the Mooltan district. In *Madras* the bulk of the increase appertains to the Village Service Fund, the receipts of which show a general improvement in nearly all districts. The newly imposed house-tax in that Presidency under Local Funds Act V of 1884 also shows considerable improvement as compared with the previous year. Moreover, an item of about 6,2 being the sale-proceeds of Service Inams has been shown here instead of under XXV.—Miscellaneous.

Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*

VII.—Customs.

			Burma.	Bengal.	Madras.	Bombay.	TOTAL.
Sea Customs.							
Import duties	Accounts	1886-87	102,8	150,6	71,4	187,2	512,0
	Budget	1887-88	89,1	141,5	70,0	176,6	477,2
	Revised	1887-88	97,1	158,0	102,3	213,5	570,9
	Accounts	1887-88	97,7	148,6	104,6	215,0	565,9
Export duties	Accounts	1886-87	476,3	158,0	51,6	29,8	715,7
	Budget	1887-88	492,3	160,0	50,0	27,0	729,3
	Revised	1887-88	485,6	193,5	41,3	30,8	751,2
	Accounts	1887-88	470,3	213,7	48,4	32,2	764,6
Other Receipts, including *Land Customs.*	Accounts	1886-87	2,1	6,9	2,7	6,9	18,6
	Budget	1887-88	2,1	5,7	12,0	6,4	26,2
	Revised	1887-88	2,3	6,5	10,0	5,7	24,5
	Accounts	1887-88	2,5	6,0	2,8	7,0	18,3
Upper Burma Receipts	Budget	1887-88	...	...	...	...	...
TOTAL	Accounts	1886-87	581,2	315,5	125,7	223,9	1,246,3
	Budget	1887-88	583,5	307,2	132,0	210,0	1,232,7
	Revised	1887-88	585,0	358,0	153,6	250,0	1,346,6
	Accounts	1887-88	570,5	368,3	155,8	254,2	1,348,8

21. The *import duties* have yielded more than was anticipated in the Budget, owing to a general improvement in trade, as well as to the changes introduced by the Tariff Act of 1887, and to the new tax on mineral oils. The Bengal Revised expected too much from this new tax, and made no allowance for the falling-off in revenue on the imports of wines and spirits. The high receipts in Madras are mainly in consequence of large importations of Colombo arrack into the town of Madras, owing to the temporary closing of toddy shops on the introduction of the free tapping system.

22. The *export duties*, on the whole, have also produced more than was expected, although the collections were short in Burma, where the demand for rice in Upper Burma diminished the exports of that article, and in Madras from which Ceylon took less than in 1886-87. These deficiencies, however, were more than covered by larger exports from Bengal and Bombay.

VIII.—Assessed Taxes.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
124,2	India	200,4	192,0	135,1
40,3	Central Provinces	40,0	38,4	40,9
20,5	Assam	20,0	21,7	23,0
364,5	Bengal	379,6	370,0	383,5
222,0	N.-W. Provinces and Oudh	231,0	216,0	218,8
112,4	Punjab	99,0	99,0	110,5
154,3	Madras	126,0	145,0	168,1
316,5	Bombay	310,0	335,0	351,5
1,354,7	TOTAL	1,406,0	1,417,1	1,431,4

The foregoing figures may be redistributed as follows for the purpose of the present review:—

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
	CIVIL DEPARTMENTS—			
81,0	India	95,0	86,6	92,6
38,4	Central Provinces	40,0	38,4	38,2
19,3	Assam	20,0	21,7	22,0
354,7	Bengal	379,6	370,0	374,0
212,0	N.-W. Provinces and Oudh	231,0	216,0	213,4
99,4	Punjab	99,0	99,0	95,6
138,3	Madras	126,0	145,0	152,8
300,7	Bombay	310,0	335,0	335,9
1,243,7	TOTAL CIVIL	1,300,6	1,311,7	1,324,5
46,9	Military Department	48,0	47,9	47,9
46,9	Public Works Department	43,4	43,7	45,3
2,0	Marine Department	2,0	1,9	1,8
5,6	Post Office Department	5,7	5,7	5,7
5,6	Telegraph Department	6,3	6,2	6,2
1,354,7	TOTAL AS ABOVE	1,406,0	1,417,1	1,431,4

Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*

23. The amounts entered above against Civil Departments represent assessments on both official and non-official incomes, while those entered against other departments consist almost entirely of collections from Government Officers. Hence as regards the latter the accounts approach the estimates very closely. With respect to the recoveries in the Civil Departments, it was difficult to frame an accurate estimate as the Income Tax was only introduced in the preceding year. The total result, however, is satisfactory being in excess of the estimates as well as of the accounts of 1886-87.

IX.—Forest Revenue.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
I												
Timber and other Produce removed by Government Agency.	Accounts	1886-87	6,8	8,5	154,3	...	10,8	82,4	71,8	27,6	190,5	552,7
	Budget	1887-88	7,4	13,0	130,1	2,0	10,3	72,7	56,8	51,9	184,1	528,9
	Revised	1887-88	9,4	14,8	145,8	7	8,3	68,5	61,1	46,0	194,0	548,6
	Accounts	1887-88	19,0	14,3	162,7	2	8,4	50,5	39,5	29,8	178,7	503,1
II												
Timber and other Produce removed by consumers or purchasers.	Accounts	1886-87	5,6	84,0	25,1	18,3	51,5	71,0	37,4	94,9	102,4	490,2
	Budget	1887-88	4,0	94,4	21,6	19,3	56,5	68,1	33,0	95,5	115,4	507,8
	Revised	1887-88	5,9	91,5	24,5	21,4	57,9	71,1	32,8	97,0	112,0	515,0
	Accounts	1887-88	6,4	91,9	38,8	22,6	54,1	68,7	35,7	104,8	114,8	537,8
Other Receipts	Accounts	1886-87	5	3,2	20,5	2,9	3,1	4,0	3,5	2,2	10,4	50,3
	Budget	1887-88	5	3,2	13,3	2,7	3,2	3,8	5,2	1,6	10,5	44,6
	Revised	1887-88	7	3,2	14,8	2,9	3,8	4,4	3,5	2,3	9,8	45,4
	Accounts	1887-88	1,1	3,1	20,4	3,9	3,3	5,6	3,5	2,9	9,7	53,5
Upper Burma Receipts.	Accounts	1886-87	...	...	10,8	...	...	...	...	...	...	10,8
	Budget	1887-88	...	...	50,0	...	...	...	...	...	...	50,0
	Revised	1887-88	...	...	32,7	...	...	...	...	...	...	32,7
	Accounts	1887-88	...	...	29,7	...	...	...	...	...	...	29,7
TOTAL	Accounts	1886-87	12,9	95,7	210,7	21,2	65,4	157,4	112,7	124,7	303,3	1,104,0
	Budget	1887-88	11,9	111,2	215,0	24,0	70,0	144,6	95,0	149,0	310,0	1,130,7
	Revised	1887-88	15,3	109,5	217,8	25,0	70,0	144,0	97,4	146,2	315,8	1,141,7
	Accounts	1887-88	26,5	109,3	251,6	26,7	65,8	124,8	78,7	137,5	303,2	1,124,1

			Sterling	Exchange.	TOTAL.
England	Accounts	1886-87	...	...	...
	Budget	1887-88	...	...	...
	Revised	1887-88	...	...	...
	Accounts	1887-88	...	...	...

Total including England.	Accounts	1886-87	1,104,0
	Budget	1887-88	1,130,7
	Revised	1887-88	1,141,7
	Accounts	1887-88	1,124,1

24. In contrasting the figures of 1886-87 with those of 1887-88, it is to be noted that in the former year the revenue in the Andamans was not included in this head, but was taken to XVIA.—Law and Justice—Courts of Law, with the other receipts of that penal settlement. In 1886-87, moreover, the demand for timber was weak in the Central Provinces, Bengal, and Madras, while the state of Burma interfered with forest operations in that country. During 1887-88 the *India* revenue was unexpectedly increased by the sale-proceeds of 600 tons of *Padouk* sent to Europe, and which, it was supposed, would not come so soon into the accounts. There was also a good demand for timber and other forest produce in *India* and the *Central Provinces*, while the more settled condition of *Burma* led to large sales and higher prices were obtained than were expected. The budget for *Upper Burma receipts* was in the circumstances very rough. The collections in *Assam* suffered from the extraordinary difficulties encountered in bringing the timber of the Garo Hills to sale depôts, but this was more than covered by recovery of the export trade in sâl timber from Lower Assam to Bengal, by large imports from Manipur into Cachar and by the levy throughout the year of pass fees on the timber drawn from Hill Tipperah into Sylhet. In *Bengal* the indents from State Railways were small, about 88,000 bamboos were lost by floods, and in the Chittagong Division people avoided the forest in the interior of the hill tracts for fear of raids from across the frontier; but on the other hand, the sale improved of some descriptions of timber and minor produce. The report from the *North-Western Provinces and Oudh* shows that the demand for sleepers had nearly ceased and so caused the small receipts in 1887-88. There was also a decline in the sale of firewood and of dry timber which is used by the poorer classes, who were in less prosperous circumstances this year. These deficiencies, however, were partly met by increased indents from the Irrigation Department, by sales of standing trees, of timber obtained from improvement fellings and of grass, by salvage receipts in conner-

Section A.—PRINCIPAL HEADS OF REVENUE—*continued.*

tion with operations on the Gunduk river, by royalty on elephants captured by the Bulrampur Khedda, and by the Jumna river dues. The *Punjab* revenue also suffered from the diminished requirements of the Public Works Department and of the public generally, but the proceeds from scantling and firewood and from grazing dues were better than expected in some parts of the country. In *Madras* higher prices were obtained and a larger yield from grazing dues secured than in 1886-87, but both the budget and revised were too sanguine. As regards *Bombay* the aggregate results nearly agree with the actuals of the previous year, though the details differ. The falling off under timber, &c., removed by Government agency is in the Sind and Northern Circles due to slack traffic on the North-Western Railway and to a small demand for timber and myrabolams. The decline would have been mucb greater, but for a large increase in the Southern Circle from (1) an unexpected indent for 35,000 teak sleepers from the Southern Mahratta Railway, as well as from the value of sleepers supplied to the Western India Portuguese Railway Company, in 1886-87 having been credited in the accounts for the year under report; (2) to the fact that 3,000 teak trees were added to the departmental fellings originally in the budget; and (3) to a larger supply of fuel to the Southern Mahratta Railway than was anticipated. The improvement in timber removed by purchasers is in the Northern and Sind Circles, and is due in the former (1) to large quantities of timber and firewood having been sold in the Thana Division by "Compartments" of so many acres for a lump sum, in connection with the clearance of the site of the new "Tansa Lake" for the supply of additional water for the city of Bombay, and (2) to grazing fees, which, in the original estimate, were under-estimated by the Conservator. The improvement in the Sind Circle is due (1) to the growing demand in Lower Sind for small bábul timber for export; and (2) to a demand for grazing and fodder grass due to the larger area that has been added to the reserves. On the other hand, there was a decrease in the revenue of the Southern Circle due (1) to fewer permits for timber being taken out in the Southern Division of Kanara than were originally anticipated; (2) to the diminished demand for wood in Bijápur owing to sales from Inámdári forests, and to the restriction of operations in Kolába, the markets having become overstocked with wood sold in the previous year.

X.—Registration.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Fees for registering Documents.	Accounts	1886-87	1,5	4,3	2,3	3,6	96,2	23,1	15,5	85,0	37,0	268,5
	Budget	1887-88	1,3	4,2	2,4	3,0	103,8	23,4	14,5	84,3	37,2	275,0
	Revised	1887-88	1,6	4,6	2,6	3,2	95,6	24,5	17,0	88,5	41,1	278,7
	Accounts	1887-88	1,4	4,6	2,7	3,1	95,9	24,5	17,8	88,2	41,7	279,9
Fees for copies of registered Documents.	Accounts	1886-87	1	2,3	1	...	2,6	6,8	3,8	2,0	8	18,5
	Budget	1887-88	1	2,0	1	1	2,6	6,7	3,6	2,0	7	17,9
	Revised	1887-88	1	2,4	1	...	2,0	7,7	4,2	2,2	7	19,4
	Accounts	1887-88	1	2,4	1	1	2,3	7,7	4,3	2,2	6	19,8
Other Receipts	Accounts	1886-87	...	1,2	1	...	5,0	4,6	...	2	6	11,7
	Budget	1887-88	...	1,1	1	...	2,8	4,4	...	2	7	9,3
	Revised	1887-88	...	1,2	1	...	4,4	4,8	.	3	7	11,5
	Accounts	1887-88	...	1,3	1	...	3,6	4,9	...	3	8	11,0
Upper Burma Receipts.	Accounts	1886-87	...	...	4	....	...	...	...	...	...	4
	Budget	1887-88	...	...	5	...	...	..	...	...	...	5
	Revised	1887-88	...	...	6	...	...	...	...	...	....	6
	Accounts	1887-88	...	...	6	...	...	...	...	...	...	6
TOTAL	Accounts	1886-87	1,6	7,8	2,9	3,6	103,8	34,5	19,3	87,2	38,4	299,1
	Budget	1887-88	1,4	7,3	3,1	4,0	109,2	34,5	18,1	86,5	38,6	302,7
	Revised	1887-88	1,7	8,2	3,4	3,2	102,0	37,0	21,2	91,0	42,3	310,2
	Accounts	1887-88	1,5	8,3	3,5	3,2	101,8	37,1	22,1	90,7	43,1	311,3

25. There is nothing specially noticeable in India, the Central Provinces, Burma and Assam. The diminished receipts in *Bengal* are due to a loss in searching fees, consequent upon an order of the High Court cancelling the rule which required a search to be made prior to the sale of immoveable property under attachment in execution of decree, in order to ascertain whether it was subject to any antecedent incumbrance. In the *North-Western Provinces and Oudh* the high price of food-grains contributed largely to the increase, while in the *Punjab* it is explained to be the result of bad harvest and a rise in the price of land leading to numerous transfers. The steady improvement observable in *Madras* is secured by affording greater facilities in the registration of documents, and the high actuals in Bombay are accounted for by the introduction of an enhanced rate of fees.

Section A.—PRINCIPAL HEADS OF REVENUE—*concluded.*

XI.—Tributes from Native States.

1886-87 Accounts.		Budget.	1887-88. Revised.	Accounts.
	TRIBUTES AND CONTRIBUTIONS OF ₹5,000 AND OVER—			
	India—			
20,5	Oodeypur	21,7	20,0	20,3
9,8	Jodhpur	9,8	9,8	9,8
40,0	Jeypur	40,0	40,0	40,0
18,5	Kotah	18,5	18,5	18,5
12,0	Boondee	12,0	12,0	12,0
8,0	Jhallawar	8,0	8,0	8,0
6,6	Rutlam	6,6	6,6	6,6
10,8	Nizam (Maharatta Chouth)	10,8	10,8	10,8
	Punjab—			
10,0	Mundee	10,0	10,0	10,0
13,1	Kapoorthulla	13,1	13,1	13,1
	Madras—			
78,3	Travancore	78,3	78,3	78,3
245,0	Mysore	245,0	245,0	245,0
20,0	Cochin	20,0	20,0	20,0
	Bombay—			
56,6	Kathiawar	55,4	54,9	56,5
18,7	Kutch	18,7	18,7	18,7
...	Baroda State	...	37,5	38,8
	CONTRIBUTIONS FOR SPECIAL MILITARY FORCES—			
	India—			
18,2	Bhopal Levy (Bhopal)	18,2	18,2	22,7
19,2	Malwa Contingent (Dewas, Jowrah)	19,2	19,2	19,2
11,5	Erinpura Irregular Force	11,5	11,5	11,5
20,0	Deolee Irregular Force	20,0	20,0	20,0
2,8	Malwa Bheel Corps	3,4	3,4	3,4
	Bombay—			
8,8	Southern Mahratta Horse	8,3	8,3	8,3
	TRIBUTES AND CONTRIBUTIONS UNDER ₹5,000—			
19,9	India	18,2	20,9	19,7
14,6	Central Provinces	13,6	13,6	13,1
4,7	Punjab	4,9	4,8	4,9
1,3	Madras	1,3	1,3	1,3
3,7	Bombay	3,7	6,0	6,0
	FEES ON SUCCESSION TO NATIVE STATES—			
2,0	India	1,2	2,3	2,8
1	Punjab	1	1	...
7	Bombay	5	2,2	2,5
219,8	TOTAL INDIA	219,1	221,2	225,3
14,6	" Central Provinces	13,6	13,6	13,1
...	" Upper Burma	30,0	5,0	1,8
27,9	" Punjab	28,1	28,0	28,0
344,6	" Madras	344,6	344,6	344,6
88,5	" Bombay	86,6	127,6	130,8
695,4	GRAND TOTAL	722,0	740,0	743,6

26. As regards *Tributes and Contributions for ₹5,000 and over*, the Oodeypore Tribute was estimated at 21,7, 1,7 being for arrears, of which however only 3 was realized. The excess recovery in Kathiawar includes arrears, and the amount entered against the Baroda State represents the subsidy for the Police employed in the Political Agencies in Gujarat, and which was formerly credited to the Gujarat (excluded) Police Funds. These funds have been provincialized from April 1887. Under *Contributions for Special Military forces*, the increased amount received from Bhopal is due to the instalment of 1888-89 having been paid in advance in March 1888. The India budget for *Tributes and Contributions under ₹5,000* was exceeded, as it did not provide for the sums payable by the Dholepore and Kerowlee States towards the cost of the triple Agency of Bhurtpore, Dholepore, and Kerowlee, as sanctioned by the Government of India in October 1887. The decrease in the Central Provinces is due to a moiety of the tribute from the Sonapore State in the Sambalpore District having been received in advance in 1886-87, and the other moiety in 1888-89. In Bombay the Junagadh Tribute was previously credited to the Gujarat Police Funds mentioned above, but these having now been provincialized, the credit is brought under this head. The improvement in *Fees on Succession to Native States* arises, in India, from unexpected nazerannas from Alirajpore and Kothi, and in Bombay, from the Savanpur State having paid the balance due by it in one sum in May 1887 instead of by instalments as anticipated.

Section A.—DIRECT DEMANDS ON THE REVENUE.

1886-87. Accounts.	1887-88. Budget.	1887-88. Revised.	1887-88. Accounts.
9,746,2	9,650,6	9,611,5	9,438,2

27. The following are the principal differences comprised in this group. The payments under *Assignments* exceeded the estimate by 101,4, owing mainly to the adjustment of the alienated revenue in Bombay at new survey rates, but this was done by per contra credit, and hence there has been a corresponding increase under 1—Land Revenue. Under *Land Revenue*, the budget provided 38,2 for the revision of the revenue establishments in Madras, but the amount was not utilized, and it also took "Malikana" charges amounting to 33,8 under this head, but the classification having been changed, the payments appear in the actuals under 2—Assignments and Compensations. The *opium* expenditure was less than expected in consequence of a smaller produce, and the charges for *Salt* were also low, chiefly in India, owing partly to the abolition of the agency system for the sale of salt, and partly to reduced establishments. The salt expenditure in 1886-87 was abnormally high, as explained in last year's report.

I.—Refunds and Drawbacks.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Land Revenue	Accounts	1886-87	6	2	1,2	4	3,6	2,0	6,2	8,1	12,7	35,0
	Budget	1887-88	3	2	5	2,0	5,0	8,0	5,1	9,0	15,2	45,3
	Revised	1887-88	5	5	1,8	5	4,0	3,9	4,5	11,0	16,0	42,7
	Accounts	1887-88	4	3	1,7	5	4,4	4,5	4,2	13,2	13,2	42,4
Salt	Accounts	1886-87	3,3	...	5	...	20,5		...	5	5,6	30,4
	Budget	1887-88	5	...	9	...	19,0	...	...	4	7,5	28,3
	Revised	1887-88	5	...	6	...	20,3	...	...	3,0	8,9	33,3
	Accounts	1887-88	5	...	1,3	...	20,2	...	...	3,6	8,9	34,5
Stamps	Accounts	1886-87	4	1,1	1,4	5	12,6	8,7	3,5	7,5	9,8	45,5
	Budget	1887-88	6	1,2	9	1	14,0	10,1	3,0	7,2	7,3	44,4
	Revised	1887-88	3	1,2	7	4	14,2	9,5	3,0	7,5	8,9	45,7
	Accounts	1887-88	4	1,3	8	4	13,1	8,6	3,1	8,1	8,5	44,3
Customs	Accounts	1886-87	...	...	11,5	...	8,4	...	...	1,3	6,9	28,1
	Budget	1887-88	...	...	12,2		11,3	...	...	1,4	6,8	31,7
	Revised	1887-88	...	...	11,6	...	10,2	...	...	1,6	3,3	26,7
	Accounts	1887-88	...	...	13,2	...	12,7	...	...	1,7	4,4	32,0
Assessed Taxes	Accounts	1886-87	1,7	4	...	1	3,8	4,5	3,3	9,5	3,8	27,1
	Budget	1887-88	...	8	...	1	3,5	4,6	3,5	1,5	5,0	19,0
	Revised	1887-88	1	5	...	1	3,8	3,5	2,6	1,9	6,6	19,1
	Accounts	1887-88	1,1	5	...	1	4,2	3,0	2,5	2,1	6,4	19,9
Other Revenue Refunds.	Accounts	1886-87	1,5	2	11,1	4	4,8	7	3	3,2	26,0	48,8
	Budget	1887-88	2	1	1,5	5	4,2	1,3	3	2,2	23,0	33,3
	Revised	1887-88	1,3	1	3,5	1,6	3,1	1,1	7	3,4	26,8	41,6
	Accounts	1887-88	3	1	6,7	1,6	5,2	1,2	5	3,8	25,9	45,3
Upper Burma	Accounts	1886-87	...	...	2	...	...	...	...	...	...	2
	Budget	1887-88	...	...	2	...	...	...	...	...	...	2
	Revised	1887-88	...	...	2,6	...	...	...	...	...	...	2,6
	Accounts	1887-88	...	...	5,5	...	...	...	...	...	...	5,5
TOTAL	Accounts	1886-87	7,5	1,9	25,9	1,4	53,7	15,9	13,3	30,1	64,8	214,5
	Budget	1887-88	1,6	2,3	16,2	2,7	57,0	24,0	11,9	21,7	64,8	202,2
	Revised	1887-88	2,7	2,3	20,8	2,6	55,6	18,0	10,8	28,4	70,5	211,7
	Accounts	1887-88	2,7	2,2	29,2	2,6	59,8	17,3	10,3	32,5	67,3	223,9

28. The Actuals under this head show an increase over the previous year and the budget and the increase is principally in Burma and Madras. The India figures comprise 9 on account of income tax realised in excess on certain Government Securities and refunded to the parties concerned. The accounts of 1886-87 included 1,5 on account of certain local cesses credited to Government but subsequently paid to the Municipality of Bangalore to which the revenue properly belongs, and 2,8 representing an excess payment by traders to whom it was refunded in consequence of the reduction in the price of Sambhar Salt. There were special refunds of Excise and Salt revenues in Burma and of Land Revenue in Upper Burma. The actuals in the North-Western Provinces and Oudh under *Land Revenue* include a special payment of 2,3 made to free an estate from encumbrances which escheated to Government on the possessor of the estate being declared a disqualified proprietor. In Madras the Land Revenue Refunds includes 1,8 erroneously credited to Imperial Revenues instead of to Local funds, and there were also excess collections which had to be

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*

refunded. Under *Salt* 2,6 had to be refunded as the Salt could not be issued. The *stamp* refunds are also high owing to return of spoilt stamps and of Small Cause Court fees on certain compromised suits of large value. The high figures under Assessed Taxes in 1886-87 comprised an item of 8,3 on account of income tax refunded to the Madras and South Indian Railways under a ruling of Government by which net profits not exceeding the guaranteed interest were declared not to be liable to taxation. In Bombay the revised estimate provided 5,6 for a special Land Revenue refund to certain land-holders in Gujarat of which a part only was brought to account in 1887-88.

2.—Assignments and Compensations.

188-687. Accounts.			Budget.	1887-88. Revised.	Accounts.	
		INDIA—				
		Salt and other compensations—				
96,1		Joudhpore State	96,1	96,1	96,1	
68,8		Jeypore State	68,8	68,8	68,8	
31,3		Gwalior	31,3	31,3	31,3	
15,1		Bhurtpore	15,1	15,1	15,1	
12,5		Ulwar	12,5	12,5	12,5	
8,0		Bhawalpore	8,0	8,0	8,0	
6,0		Dholepore	6,0	6,0	...	
29,7		Meywar	20,4	11,2	20,9	
6,2		Indore	6,2	6,2	6,2	
...		Joudhpore and Jeypore States under the Sambhar Lake Treaty	23,3	22,2	22,2	
25,4		Other compensations	24,4	23,1	23,4	
	299,1			312,1	300,5	304,5
		CENTRAL PROVINCES—				
	5,7	Compensations		5,9	6,9	6,9
		ASSAM—				
	3,6	Compensations		3,7	4,2	4,0
		BENGAL—				
2,0		Salt compensations payable under convention with the French Government in lieu of salt formerly supplied to them	2,0	2,0	2,0	
10,0		Bhooteas for the resumption of the Doars, Assam	5,0	5,0	5,0	
18,9		Other compensations, &c	4,6	21,5	23,1	
	30,9			11,6	28,5	30,1
		N.-W. PROVINCES AND OUDH—				
	24,6	Compensations, &c.		7,0	24,8	25,0
		PUNJAB—				
	18,5	Compensations, &c.		17,9	18,0	18,3
		MADRAS—				
44,1		Salt compensation to French Government, &c.	44,4	44,4	43,9	
14,7		Compensation to Travancore and Cochin on account of Customs Revenue	15,0	14,7	14,7	
25,7		Compensations in lieu of resumed lands	25,9	25,9	23,7	
28,4		Allowances to Inamdars and other grantees	28,8	28,7	28,0	
1,4		Other compensations	2,1	2,5	1,9	
	114,3			116,2	116,2	112,2
		BOMBAY—				
153,5		Pensions in lieu of resumed lands	146,7	90,4	116,4	
681,9		Inamdars and other grantees	631,9	770,5	743,3	
40,0		Goa Subsidy	40,0	40,0	40,0	
74,8		Goa Salt Pan and Customs Tariff compensation; Excise and other compensations	74,6	69,1	68,3	
	950,2			893,2	970,0	968,0
	1,446,9	TOTAL		1,367,6	1,469,1	1,469,0

29. The compensation payable to the *Dholepore* State was not drawn till April 1888. As regards *Meywar*, the revised estimate was reduced on account of the amount paid in advance in 1886-87 under the arrangement explained in last year's report. This arrangement was continued in 1887-88, and as the postal collections were greater than the compensation, a similar advance payment occurred in that year. The royalty payable to the Joudhpore and Jeypore States is variable since it depends upon the quantity of salt taken. The amount paid on account of other compensations is small as the sums drawn by the Raisini Sirdars are now charged to 25—Political. The difference between budget and accounts, in *other compensations, &c., Bengal*, is due chiefly to a change of classification by which Malikana has been brought into this head from 3—Land Revenue, and in a minor degree to compensation paid to the

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*

Chief of the Mourbhunj State for loss of revenue in consequence of the prohibition to cultivate ganja in his State. The *North-Western Provinces and Oudh* compensations also include Malikana for the first time. The short payments in *Madras* have been caused by the allowances not being fully drawn. A revised classification of alienated revenue having been adopted in Bombay, it is necessary, for the purposes of the present review, to take together the two heads—*Pensions in lieu of resumed lands* and *Inamdars and other grantees.* These two heads consist partly of cash allowances and partly of alienated revenue. The cash allowances are never regularly drawn, and in 1887-88 they were 12,0 more than in previous year and 8,2 more than the budget. The alienated revenue is also largely in excess of the budget and the actuals of 1886-87, owing to the introduction of new survey rates, &c., as well as the transfer to this head from 3—Land Revenue of the revenue of lands alienated for services rendered to the community. This is the fourth year in which attention has been drawn to the large differences in these heads between estimates and accounts. The subject has been under the consideration of Government, and instructions have been issued which, it is hoped, will secure accuracy in future. The variations in the last two heads are due chiefly to the Goa Customs Tariff compensation of 5,9 having remained undrawn and to a saving of 8 in the Goa salt compensation.

3.—Land Revenue.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Charges of District Administration.	Accounts . 1886-87 .	28,9	103,5	75,8	51,5	287,9	664,5	175,0	343,2	291,8	2,022,1
	Budget . 1887-88 .	26,0	108,9	76,1	52,9	287,2	682,2	179,8	380,1	299,6	2,092,8
	Revised . 1887-88 .	26,6	106,1	78,0	52,1	278,4	667,9	175,9	346,1	292,0	2,023,1
	Accounts . 1887-88 .	28,3	109,7	75,0	51,7	283,7	665,8	177,5	347,6	289,3	2,028,6
Survey and Settlement.	Accounts . 1886-87 .	13,6	30,9	33,9	15,9	24,6	82,5	44,7	109,6	96,0	451,7
	Budget . 1887-88 .	10,1	50,2	39,4	17,6	29,9	103,7	60,0	107,6	87,9	506,4
	Revised . 1887-88 .	12,2	41,6	28,8	17,0	17,1	94,8	45,0	108,2	98,6	463,3
	Accounts . 1887-88 .	11,8	38,7	28,1	15,1	14,5	80,3	47,1	109,5	88,4	433,5
Land Records and Agriculture.	Accounts . 1886-87 .	...	2,7	8,6	1,7	7,4	10,1	3,7	2,9	6,6	43,7
	Budget . 1887-88 .	...	4,2	1,6	1,9	6,8	9,8	3,8	3,3	7,4	38,8
	Revised . 1887-88 .	...	4,2	8,8	1,8	8,4	8,3	3,7	5,0	7,5	47,7
	Accounts . 1887-88 .	...	3,8	9,6	1,8	8,9	7,6	3,4	5,1	7,5	47,7
Management of Government Estates.	Accounts . 1886-87 .	...	...	...	...	32,2	25,3	1,7	...	...	59,2
	Budget . 1887-88 .	...	...	...	...	28,0	25,0	1,8	...	...	54,8
	Revised . 1887-88 .	...	1	...	...	26,1	25,2	1,6	...	...	53,0
	Accounts . 1887-88 .	...	1	...	1	33,5	19,7	1,5	...	...	54,9
Commission on Collections.	Accounts . 1886-87 .	...	...	84,1	26,3	...	1,6	...	1.6	1	113,7
	Budget . 1887-88 .	...	...	78,2	27,1	...	1,2	...	1,7	...	108,2
	Revised . 1887-88 .	...	...	79,9	25,6	...	1,2	...	1,7	...	108,4
	Accounts . 1887-88 .	...	...	76,9	24,8	...	5	...	9	9	104,0
Allowances to District and Village Officers.	Accounts . 1886-87 .	5	...	...	...	...	9,8	107,4	318,1	278,9	714,7
	Budget . 1887-88 .	...	...	...	...	16,0	29,0	110,3	320,0	278,2	753,5
	Revised . 1887-88 .	...	...	...	...	...	10,4	108,8	320,0	271,9	711,1
	Accounts . 1887-88 .	...	...	...	...	...	9,8	110,2	321,8	272,5	714,3
Upper Burma Charges.	Accounts . 1886-87 .	...	...	41,7	...	...	...	...	...	...	41,7
	Budget . 1887-88 .	...	...	98,7	...	...	...	...	...	...	98,7
	Revised . 1887-88 .	...	...	94,7	...	...	...	...	...	...	94,7
	Accounts . 1887-88 .	...	...	87,1	...	...	...	...	...	...	87,1
Other Charges	Accounts . 1886-87 .	13,8	...	...	...	...	1,3	...	9	...	16,0
	Budget . 1887-88 .	13,3	...	...	...	...	3	...	1,0	...	14,6
	Revised . 1887-88 .	14,0	...	...	...	...	2,2	...	1,3	...	17,5
	Accounts . 1887-88 .	13,5	...	...	...	...	1,5	...	1,4	...	16,4
TOTAL	Accounts . 1886-87 .	56,8	137,1	244,1	95,4	352,1	795,1	332,5	776,3	673,4	3,462,8
	Budget . 1887-88 .	49,4	163,3	294,0	99,5	367,9	851,2	355,7	813,7	673,1	3,667,8
	Revised . 1887-88 .	52,8	152,0	290,2	96,5	330,0	810,0	335,0	782,3	670,0	3,518,8
	Accounts . 1887-88 .	53,6	152,3	276,7	93,5	340,6	785,2	339,7	786,3	658,6	3,486,5

		Sterling.	Exchange.	Total.			
England	Accounts . 1886-87 .	1,1	4	1,5	Total, including England. Accounts . 1886-87 .		3,464,3
	Budget . 1887-88 .	7	3	1,0	Budget . 1887-88 .		3,668,8
	Revised . 1887-88 .	2	1	3	Revised . 1887-88 .		3,510,1
	Accounts . 1887-88 .	1	1	2	Accounts . 1887-88 .		3,486,7

30. The *Charges of District Administration* exceeded the budget in India owing to the Putwari charges having been debited to this head in the accounts, whereas in the budget they were taken under 18—General Administration. There is a similar excess in the Central Provinces, and it is due to a rise in Putwari charges consequent on the operations now in progress for a revision of the land revenue settlements. The Bengal accounts of 1886-87 were high as they included a special payment of 2,3 for land

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*

taken up for the construction of public offices in Chittagong. The North-Western Provinces and Oudh budget was too high, and in Madras the amount estimated in connection with the revision of revenue establishments was not utilised. The Bombay estimate did not allow sufficiently for general savings. As regards *Survey and Settlement*, the excess in India was caused partly by the Coorg Survey which was sanctioned after the budget was passed, and partly by insufficient provision for the Surveyor General's Office. The India expenditure in 1886-87 was swollen by the outlay connected with Settlement operations in Ajmere. In the Central Provinces the establishments contemplated in the budget were not fully maintained, and the expenses relating to the Commissioner of Settlement, though estimated under this head, have been classified in the accounts under Land Records and Agriculture. A similar change in classification has caused the difference in Burma. The savings in Assam, Bengal, the North-Western Provinces and Oudh and the Punjab are almost wholly in the charges connected with the Survey of India Department, and in Bombay in salaries, establishments and travelling allowances. As regards *Land Records and Agriculture* the difference in Burma is explained above. In Bengal additional officers were appointed under the Director of Agriculture and additional expenditure incurred for travelling and other expenses. In the North-Western Provinces and Oudh the post of the Deputy Director was abolished. In Madras, the full scope of this minor head was not understood when the budget was framed, and the estimate was accordingly framed too low. The excess under *Management of Government Estates* in Bengal has occurred in the outlay on public improvements and in the commission paid on collection of rents and cesses. On the other hand, the expenditure on temporary establishments and improvements was low in the Mirzapore and Tarai districts of the North-Western Provinces. The saving under *Commission on Collections* is due in Burma to a portion of the amount not having been drawn within the year, and in Assam to the gradual extension of the Tehsili in lieu of the Mouzadari system. In *Allowance to District Officers* a change of classification has been introduced in Bengal, North-Western Provinces and Oudh, and Bombay, by which Malikana or allowance to excluded proprietors has been transferred to "2—Assignments and Compensation." The small excess in Madras was chiefly on account of arrears. The budget for Upper Burma charges was based on the information available at the time, but the result has shown a smaller payment on account of commission than was expected.

4.—Opium.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
	BENGAL—			
51,3	Behar Agency Establishment and Contingencies . .	52,7	50,9	50,4
1,249,2	" Cultivation and Manufacturing charges .	1,280,0	1,155,3	1,081,7
74,7	Benares Agency Establishment and Contingencies . .	82,3	77,1	75,7
1,344,0	" Cultivation and Manufacturing charges .	1,082,0	1,220,3	1,208,9
3,5	Other charges	3,0	3,0	2,8
1,4	India	1,4	1,3	1,3
2,5	Bombay	2,6	2,5	2,5
2,726,6	TOTAL .	2,504,0	2,510,4	2,423,3
1,8	England	1,5	1,2	9
7	Exchange	6	5	4
2,729,1	TOTAL .	2,506,1	2,512,1	2,424,6

31. The opium expenditure in *India and Bombay* do not call for remark. The variations in *Bengal* occur chiefly in cultivation and manufacturing charges, which are regulated by the outturn, the large payments made in 1886-87 being principally due to the produce of the great crop of 1885-86.

32. In *England* part of the anticipated payments were not made till the following year.

5.—Salt.

		India.	Burma.	Bengal.	Madras.	Bombay.	TOTAL.
Establishment and contingencies.	Accounts 1886-87 .	92,1	3	1,1	127,2	110,9	331,6
	Budget . 1887-88 .	100,7	3	1,2	137,5	106,1	345,8
	Revised . 1887-88 .	86,7	3	1,2	125,4	108,6	322,2
	Accounts 1887-88 .	85,8	2	1,2	118,4	105,7	311,3
Manufacture and Excavation.	Accounts 1886-87 .	33,5	...	...	...	...	33,5
	Budget . 1887-88 .	37,1	...	...	...	...	37,1
	Revised . 1887-88 .	36,3	...	...	...	...	36,3
	Accounts 1887-88 .	32,4	...	...	...	...	32,4

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*

5.—Salt—*continued.*

		India.	Burma.	Bengal.	Madras.	Bombay.	Total.
Purchase and Freight.	Accounts 1886-87	19,7	...	...	11,4	90,0	121,1
	Budget 1887-88	25,0	...	...	11,5	49,6	86,1
	Revised 1887-88	1,0	...	...	14,4	55,4	70,8
	Accounts 1887-88	...	...	...	14,4	52,5	66,9
Total India	Accounts 1886-87	145,3	3	1,1	138,6	200,9	486,2
	Budget 1887-88	162,8	3	1,2	149,0	155,7	469,0
	Revised 1887-88	124,0	3	1,2	139,8	164,0	429,3
	Accounts 1887-88	118,2	2	1,2	132,8	158,2	410,6

		Sterling.	Exchange.	Total.			
England	Accounts 1886-87	...	...	...	Grand Total, including England. Accounts 1886-87		486,2
	Budget 1887-88	1	...	1	Budget 1887-88		469,1
	Revised 1887-88	1	...	1	Revised 1887-88		429,4
	Accounts 1887-88	1	...	1	Accounts 1887-88		410,7

33. In *India* the saving in *establishment and contingencies* resulted from large reductions made on the suggestions of the Finance Committee. The *manufacturing* charges were also low as the Punjab mines held a large stock of salt, and the season in Sambhar commenced later than was anticipated. The total absence of *freight* charges in India is attributed to the abolition of the agency system for the sale of salt. In *Madras* the budget proved too high, as the full sanctioned scale of establishment was not entertained throughout the year. Some circles were also abolished, and other economies were carried out in Orissa. In *Bombay* the revised estimate under *purchase and freight* provided 6,0 on account of carriage of Baragora salt from the Runn Salt Works, but only 3,1 were required.

6.—Stamps.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Superintendence, Establishment and Contingencies.	Accounts 1886-87	...	...	...	3	7,1	1,5	2,2	3,2	5,6	19,9
	Budget 1887-88	...	...	...	3	7,6	1,5	1,3	1,9	4,9	17,5
	Revised 1887-88	...	...	...	3	7,1	1,2	1,3	2,0	5,8	17,7
	Accounts 1887-88	...	...	...	3	7,3	1,2	1,3	2,0	5,2	17,3
Charges on sale of Stamps, including Discount. Court-fee Stamps.	Accounts 1886-87	4	3	7	8	14,0	1	3,4	3,8	3,4	26,9
	Budget 1887-88	4	3	8	9	14,4	2	3,3	3,8	3,3	27,4
	Revised 1887-88	4	...	8	8	14,0	1	3,5	3,8	3,4	26,8
	Accounts 1887-88	4	...	7	9	14,3	1	3,5	3,8	3,5	27,2
Other Stamps.	Accounts 1886-87	1,0	1,5	1,1	7	8,4	5,7	4,4	9,3	6,6	38,7
	Budget 1887-88	1,0	1,6	1,1	7	8,6	5,7	5,0	9,0	6,7	39,4
	Revised 1887-88	1,0	1,6	1,1	6	8,4	6,0	5,6	9,2	6,5	40,0
	Accounts 1887-88	1,1	1,6	1,1	6	8,4	6,1	6,2	9,6	6,8	41,5
Stamps supplied from Central Stores.	Accounts 1886-87	—44,1	2,1	4	1,0	19,0	9,8	5,5	...	6,3	...
	Budget 1887-88	—44,9	2,2	5	1,6	23,0	8,0	5,0	...	4,6	...
	Revised 1887-88	—45,8	2,8	(a)8	1,5	18,2	9,7	6,5	...	6,3	...
	Accounts 1887-88	—45,0	2,4	9	1,4	18,6	10,0	6,5	...	5,2	...
Upper Burma charges.	Accounts 1886-87	...	...	1	...	...	...	...	...	...	1
	Budget 1887-88	...	...	7	...	...	...	...	...	...	7
	Revised 1887-88	...	...	2	...	...	...	...	...	...	2
	Accounts 1887-88	...	...	3	...	...	...	...	...	...	3
Total	Accounts 1886-87	—42,7	3,9	2,3	2,8	48,5	17,1	15,5	16,3	21,9	85,6
	Budget 1887-88	—43,5	4,1	3,1	3,5	53,0	15,4	14,6	14,7	19,5	85,0
	Revised 1887-88	—44,4	4,4	2,9	3,2	47,7	17,0	16,9	15,0	22,0	84,7
	Accounts 1887-88	—43,5	4,0	3,0	3,2	48,6	17,4	17,5	15,4	20,7	86,3

		Sterling.	Exchange.	Total.			
England	Accounts 1886-87	44,5	16,7	61,2	Total, including England. Accounts 1886-87		146,8
	Budget 1887-88	67,7	25,1	92,8	Budget 1887-88		177,8
	Revised 1887-88	55,7	23,4	79,1	Revised 1887-88		163,8
	Accounts 1887-88	54,3	22,8	77,1	Accounts 1887-88		163,4

(a) Includes 1 on account of Upper Burma.

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*

34. There is nothing calling for notice under this head except that the Bengal and North-Western Provinces and Oudh budgets were respectively too high and too low as regards stamps supplied from Central Stores, but they seem to have been based on the actuals of 1886-87 as far as they were known at the time. In England the indents from India for stamps were smaller than were anticipated in the estimates.

7.—Excise.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
	CHARGES OF COLLECTION—			
1,3	India	1,5	1,4	1,1
6,9	Central Provinces	7,2	7,2	7,1
3,3	Burma	2,9	2,2	2,1
4	Assam	5	4	5
37,8	Bengal	37,8	42,0	42,7
11,3	N.-W. Provinces and Oudh	11,5	11,7	11,3
5,8	Punjab	5,8	5,7	5,6
24,1	Madras	25,6	22,3	26,9
25,6	Bombay	25,8	29,5	29,8
116,5	TOTAL	118,6	122,4	127,1
1	England	2	1	...
1	Exchange	1	...	...
116,7	TOTAL	118,9	122,5	127,1

35. The fluctuations under this head are trifling, except in Burma, Bengal, Madras, and Bombay. In *Burma*, the decrease, as compared with the budget, is due to the closing of a distillery, and as compared with 1886-87 to the abolition of the appointment of Commissioner of Excise, Stamps and Registration. *Bengal*, on the other hand, incurred some excess expenditure in consequence of the revision of Excise establishments and by the amalgamation, in certain districts, of the posts of Income Tax Assessors with those of Excise Inspectors. This head is charged with a moiety of the pay and travelling allowances of the former. The *Madras* figures represent the proportionate cost of the combined Salt and Abkari establishments, and hence the explanations given under *Salt* are applicable to these charges also. The increase in *Bombay* is ascribed to the entertainment of an additional Abkari establishment in Sindh, to exceptional rewards in smuggling cases of opium, to the construction of temporary distilleries in the Thána district, and to the deputation of a special officer at Baroda in connection with the settlement of excise arrangements with Native States.

8.—Provincial Rates.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
	ESTABLISHMENT AND OTHER CHARGES—			
5,1	Burma	4,5	4,1	4,2
4	Assam	4	4	4
22,6	Bengal	19,1	36,9	35,2
6	N.-W. Provinces and Oudh	7	7	7
17,2	Punjab	16,8	16,8	16,8
5,2	Bombay	5,7	5,1	4,8
51,1	TOTAL	47,2	64,0	62,1

36. The expenditure was high in *Burma* during 1886-87, as large arrears were collected in that year and commission was paid on them as well as upon the ordinary receipts of the year. In *Bengal*, there has been a change of system as explained in the last year's report, and the new procedure having been extended has caused a further rise in the charges recorded under this head.

9.—Customs.

		Burma.	Bengal.	Madras.	Bombay.	Total.
Charges at the Principal Ports of Rangoon, Calcutta, Madras, Bombay.	Accounts 1886-87	10,2	47,4	6,2	31,3	95,1
	Budget 1887-88	10,2	47,0	6,1	31,7	95,0
	Revised 1887-88	10,1	49,8	6,1	31,7	97,7
	Accounts 1887-88	10,2	49,0	6,0	31,4	96,6

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*

9.—Customs—*continued.*

		Burma.	Bengal.	Madras.	Bombay.	TOTAL.
Charges at other Ports.	Accounts . 1886-87 . .	6,9	4,0	11,4	18,4	40,7
	Budget . } 1887-88 . .	7,1	4,1	10,8	18,1	40,1
	Revised .	6,9	4,1	10,5	17,7	39,2
	Accounts .	6,8	4,1	10,1	17,3	38,3
TOTAL .	Accounts . 1886-87 . .	17,1	51,4	17,6	49,7	135,8
	Budget . } 1887-88 . .	17,3	51,1	16,9	49,8	135,1
	Revised .	17,0	53,9	16,6	49,4	136,9
	Accounts .	17,0	53,1	16,1	48,7	134,9

		Sterling.	Exchange.	Total.		
England . .	Accounts . 1886-87 .	...	...	...	Grand Total, including England. Accounts 1886-87 .	135,8
	Budget . } 1887-88 .	...	...	...	Budget . } 1887-88 . Revised .	135,1
	Revised .	1	...	1		137,0
	Accounts .	...	...	...	Accounts	134,9

37. The rise in *Bengal* is caused by the transfer to this head from "32.—Miscellaneous" of charges on account of Rents, Rates, and Taxes of the Customs buildings, as well as by the entertainment of two additional appraisers for half the year. *Madras* shows a reduced expenditure as compared with the previous year owing chiefly to a revision of the establishments. The small saving in *Bombay* is spread over various items, the savings carried out in the Gujarat and Konkan Divisions under "Salaries, &c." being partially counterbalanced by the purchase of a steam launch for the Customs Department, Karachi, and by an increase in the establishment charges of the Reporter General of External Commerce.

10.—Assessed Taxes.

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
1	India	...	1	1
1	Central Provinces	2	1	1
5	Assam	6	3	2
27,1	Bengal	17,0	15,0	15,1
3,9	N.-W. Provinces and Oudh	2,5	2,0	1,8
3,4	Punjab	3,7	1,4	1,4
6,2	Madras	3,6	4,0	3,4
8,9	Bombay	6,0	7,7	6,6
50,2	TOTAL .	33,6	30,6	28,7

38. The low expenditure in 1887-88 is the result of reduced establishments. The actuals of 1886-87 were comparatively high, as it was the first year of the Income Tax under the present enactment.

11.—Forest Expenditure.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
General Direction .	Accounts . 1886-87 .	5,1	...	...	...	...	...	...	...	...	5,1
	Budget . } 1887-88 .	5,2	...	...	...	...	...	...	...	...	5,2
	Revised .	5,0	...	...	...	...	...	...	...	...	5,0
	Accounts .	5,2	...	...	...	...	...	...	...	...	5,2
Conservancy and Works:—											
Timber and other Produce removed from the Forest by Government Agency.	Accounts . 1886-87 .	3,2	5,1	64,1	3	6,1	37,7	28,1	17,4	84,7	246,7
	Budget . } 1887-88 .	2,5	6,0	50,7	1,0	6,1	34,6	22,7	23,5	83,4	230,5
	Revised .	6,6	6,3	62,0	4	4,6	36,8	24,1	18,1	83,7	242,6
	Accounts .	6,4	6,3	59,5	4	4,4	28,7	25,3	16,3	82,6	229,9
Timber and other Produce removed from the Forests by Consumers or Purchasers.	Accounts . 1886-87 .	...	17,6	7	6	2,8	4,3	2	7,6	1,6	35,4
	Budget . } 1887-88 .	1	19,0	1,0	7	3,9	4,3	3	9,2	2,9	41,4
	Revised .	1	15,0	1,0	7	4,0	4,3	3	8,3	3,1	36,8
	Accounts .	1	15,3	9	8	4,2	3,8	2	6,9	3,1	35,3

Section A.—DIRECT DEMANDS ON THE REVENUE—*continued.*

11.—Forest Expenditure—*continued.*

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Other Charges .	Accounts . 1886-87 .	4,1	5,9	14,9	6,9	10,4	20,9	12,5	34,6	24,4	134,6
	Budget . } 1887-88 .	4,4	7,4	22,5	6,3	10,0	22,5	14,8	32,2	15,8	135,9
	Revised .	4,3	7,4	18,5	7,0	10,8	24,5	13,3	36,4	20,5	149,3
	Accounts .	5,8	8,8	15,8	6,6	8,7	20,8	11,9	33,0	22,0	133,4
Establishment .	Accounts . 1886-87 .	10,0	21,3	27,4	13,3	23,0	29,0	30,9	55,3	84,3	294,5
	Budget . } 1887-88 .	10,7	22,2	29,5	14,0	24,0	30,4	31,2	59,1	82,9	304,0
	Revised .	11,9	20,8	28,9	14,3	22,8	30,2	30,7	58,4	84,5	308,5
	Accounts .	11,6	24,8	27,1	14,1	21,7	29,6	30,2	56,5	85,8	301,4
Upper Burma .	Accounts . 1886-87 .	...	...	2	...	...	...	...	...	...	2
	Budget . } 1887-88 .	...	...	18,0	...	...	...	...	...	...	18,0
	Revised .	...	...	18,4	...	...	...	...	...	...	18,4
	Accounts .	...	...	12,1	...	...	...	...	...	...	12,1
TOTAL .	Accounts . 1886-87 .	22,4	49,9	107,3	21,1	42,3	91,9	71,7	114,9	195,0	716,5
	Budget . } 1887-88 .	22,9	54,6	121,7	22,0	44,0	91,8	69,0	124,0	185,0	735,0
	Revised .	27,9	55,5	128,8	23,0	42,2	95,8	68,4	121,2	197,8	760,6
	Accounts .	29,1	55,2	115,4	21,9	39,0	82,9	67,6	112,7	193,5	717,3

		Sterling.	Exchange.	TOTAL.			
England . .	Accounts . 1886-87 .	2,4	9	3,3	Total, including England.	Accounts . 1886-87 .	719,8
	Budget . } 1887-88 .	1,9	7	2,6		Budget . } 1887-88 . Revised .	737,6
	Revised .	1,9	8	2,7			763,3
	Accounts .	1,8	7	2,5		Accounts .	719,8

39. The differences in the *India* column are explained by the fact that in the accounts of 1886-87 and in the Budget of 1887-88, the expenditure in Port Blair and the Nicobars was not entered under this head, but charged to Law and Justice—Courts of Law. In the *Central Provinces* there has been a change of classification by which certain charges which had formerly been regarded as appertaining to timber removed by purchasers, are now treated as establishments. Apart from this alteration in account, there was an increase of expenditure owing to revisions of establishments, to extension of fire protection and improvement in demarcation, but on the other hand, savings were effected in roads and buildings and in feed and keep of cattle. As stated in paragraph 24, forest operations were extended in *Burma* as the country became more quiet, and hence the outlay in 1887-88 surpassed that of 1886-87, the revenue being increased at the same time. The expenditure, however, was much below the Budget, the principal savings being in survey charges, in purchase of elephants, in roads and buildings, and in the controlling staff and subordinates, both of which were under the sanctioned strength. The expenditure in *Upper Burma* was almost nil in 1886-87, as regular work had hardly commenced, and even in 1887-88 the state of the country restricted operations, and so kept down charges. As explained in paragraph 24, the demand for timber and forest-produce was small in *Bengal*, and this was followed by shorter expenditure generally. In the *North-Western Provinces and Oudh*, the diminished outlay was the consequence of smaller indents, chiefly for sleepers, but the estimates also were in some instances framed too high. The *Punjab* expenditure was kept well within the budget, except under the head timber and other produce removed by Government Agency, which includes 9,5 for preparation of additional sleepers and construction of auxiliary slides, and 9,1 for carriage of boxwood to Simla, not sanctioned in the estimates. More timber also was felled in Multan and Chenab than had been expected, and cost 9, and extended operations in Kulna caused an increase of 3. As regards *Madras*, the expenditure in 1887-88 was less than that of the previous year under *Timber removed, &c.*, owing to restriction of departmental felling operations in both Northern and Southern Circles, where the stock in hand was found equal to the demand. It was also less under *Other Charges*, but the expenditure in 1886-87 included an exceptional outlay of 7,5 to secure the lease of the Takedi Forest, in South Coimbatore. In 1887-88 the charge for establishment was greater, owing to a gradual strengthening of the establishments. The budget for *Timber removed, &c.*, was too high, and though the amounts were reduced in the revised, yet these diminished figures were not reached in the actuals owing to (1) curtailment of expenditure consequent upon restricted felling operations; (2) payment of lower rates of commission to seignorage collectors; and (3) the engagement of temporary establishments at lower rates than was anticipated. Under *Other charges* the amount sanctioned in the Budget was increased in the revised, chiefly by the grants for purchase of elephants, and for roads and buildings which could not be utilised during the year, but the saving which so accrued was counterbalanced by unforeseen expenditure connected with the purchase of the Amrapoliem forests in the Malabar district. The charge for establishment was kept down by not working up to the sanctioned scale in the lower grades. The *Bombay*

Section A.—DIRECT DEMANDS ON THE REVENUE—*concluded.*

accounts show an excess under other charges, and it is due to the causes which led to an augmentation of the revenue as explained in paragraph 24. The cost of establishments was apparently high, but includes 1,0 paid to officers of other Provinces passing through Bombay. If this be deducted, the actuals practically agree with the revised. The Budget allowed too large a deduction on account of probable savings.

12.—Registration.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Superintendence	Accounts . 1886-87 .	...	1,1	...	2	6,1	1,6	1,9	3,5	2,8	17,2
	Budget . 1887-88 .	...	1,4	...	2	6,1	1,9	1,9	3,5	1,4	16,4
	Revised . 1887-88 .	...	1,3	...	2	6,4	1,6	1,9	3,5	4,2	19,1
	Accounts . 1887-88 .	...	1,2	...	2	6,6	1,4	2,0	3,5	4,3	19,2
District Charges	Accounts . 1886-87 .	6	2,9	1,4	2,1	50,1	17,1	8,4	57,9	27,1	167,6
	Budget . 1887-88 .	7	2,9	1,6	2,2	53,0	17,2	8,2	60,1	24,2	170,1
	Revised . 1887-88 .	6	3,0	1,4	2,0	51,6	17,9	8,9	59,7	24,6	169,7
	Accounts . 1887-88 .	7	3,0	1,4	2,0	51,2	17,9	9,0	58,6	24,2	168,0
Upper Burma	Budget . 1887-88 .	...	...	1	...	...	...	...	...	...	1
	Revised . 1887-88 .	...	...	1	...	...	...	...	...	...	1
	Accounts . 1887-88 .	...	...	1	...	..	...	...	...	...	1
TOTAL	Accounts . 1886-87 .	6	4,0	1,4	2,3	56,2	18,7	10,3	61,4	29,9	184,8
	Budget . 1887-88 .	7	4,3	1,7	2,4	59,1	19,1	10,1	63,6	25,6	186,6
	Revised . 1887-88 .	6	4,3	1,5	2,2	58,0	19,5	10,8	63,2	28,8	188,9
	Accounts . 1887-88 .	7	4,2	1,5	2,2	57,8	19,3	11,0	62,1	28,5	187,3

40. There is a decrease in *Bengal* under *District Charges*, as compared with the budget, owing to the provision for commission to Sub-Registrars and *ex-officio* Registrars not being fully used. In *Madras*, a re-organization of the Department, not contemplated in the estimates, was carried out, which resulted in a saving. The *Bombay* budget was framed with reference to certain economies proposed by the Finance Committee, but these have not, for the most part, been carried into effect. A slight saving (8) has been effected by amalgamating the appointments of Inspector General of Jails and of Registration, only one-third of the pay of the combined appointments being charged under this head. It will be noticed that as compared with 1886-87, there is a rise in the cost of superintendence and a fall in district charges. This is due to the charges for Inspectors having been transferred from the latter to the former minor head.

Section B.—INTEREST.

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
670,5	Receipts	686,5	749,2	746,6

41. The principal points in this group are (1) that the arrears due in respect of the Kidderpore Dock Loan have been realised, (2) that the Loan on account of the Hughli Bridge having been paid up the interest has ceased, and (3) that the cash balance of the Secretary of State was abnormally large, and the rate of interest obtained in connection with it was unusually high.

XII.—Interest.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
On Loans to Native States and private individuals.	Accounts . 1886-87	12,6	6	...	...	...	9,5	1,8	21,3	6,6	52,4
	Budget . 1887-88	2,5	7	...	...	...	6,4	a	33,3	8,5	51,4
	Revised . 1887-88	2,9	7	...	...	...	6,3	a	5,3	8,3	23,5
	Accounts . 1887-88	2,0	8	...	...	...	6,3	1,9	5,3	10,3	26,6
On Loans to Municipalities and other Public Bodies. — Calcutta and Bombay Port Funds.	Accounts . 1886-87	...	...	...	...	29,2	...	...	...	123,2	152,4
	Budget . 1887-88	...	...	...	...	56,8	...	...	...	138,6	195,4
	Revised . 1887-88	...	...	...	...	68,7	...	...	...	140,6	209,3
	Accounts . 1887-88	...	...	...	...	68,7	...	...	...	137,3	206,0
Bombay Municipality.	Accounts . 1886-87	...	...	...	...	...	...	...	...	35,8	35,8
	Budget . 1887-88	...	...	...	...	...	...	...	...	35,0	35,0
	Revised . 1887-88	...	...	...	...	...	...	...	...	35,0	35,0
	Accounts . 1887-88	...	...	...	...	...	...	...	...	35,0	35,0
Other Municipalities and public bodies.	Accounts . 1886-87	1,1	3	3,9	1	32,4	8	9,9	6,7	4,6	59,8
	Budget . 1887-88	6	3	2,8	1	30,7	7	10,7	14,2	3,2	63,3
	Revised . 1887-88	6	3	2,7	1	28,2	7	10,7	14,1	2,9	60,3
	Accounts . 1887-88	8	3	2,4	1	28,2	7	10,0	14,1	6,6	63,2
On Currency Investment.	Accounts . 1886-87	250,1	...	...	...	...	...	...	...	...	250,1
	Budget . 1887-88	250,1	...	...	...	...	...	...	...	...	250,1
	Revised . 1887-88	250,1	...	...	...	...	...	...	...	...	250,1
	Accounts . 1887-88	250,1	...	...	...	...	...	...	...	...	250,1
On Securities of Provincial Funds.	Accounts . 1886-87	1	4	...	1	1,4	4,6	7	7,7	6,5	21,5
	Budget . 1887-88	1	4	...	1	1,5	4,5	8	7,4	6,4	21,2
	Revised . 1887-88	...	4	...	1	1,5	3,2	8	8,4	6,4	20,8
	Accounts . 1887-88	...	4	...	1	1,4	3,4	7	8,1	6,3	20,4
On arrears of Revenue.	Accounts . 1886-87	2	...	...	2	12,7	...	...	4,1	2	17,4
	Budget . 1887-88	1	...	...	2	10,3	...	...	3,5	2	14,3
	Revised . 1887-88	1	...	...	2	10,3	...	...	2,8	3	13,7
	Accounts . 1887-88	2	...	...	3	10,3	...	...	3,5	3	14,6
On overdrawn Capital of Guaranteed Railways.	Accounts . 1886-87	6,8	...	...	...	...	...	...	...	...	6,8
	Budget . 1887-88	25,7	...	...	...	...	...	...	...	...	25,7
	Revised . 1887-88	26,4	...	...	...	...	...	...	...	...	26,4
	Accounts . 1887-88	21,9	...	...	...	...	...	...	...	...	21,9
Other Items	Accounts . 1886-87	5	...	1	...	3,9	4,4	5,9	9	1,7	17,4
	Budget . 1887-88	5	...	...	...	3,1	3,6	8,7	3	2	16,4
	Revised . 1887-88	4	...	...	...	2,2	3,7	8,7	9	5	16,4
	Accounts . 1887-88	5	...	...	...	2,5	3,9	6,2	7	1,3	15,1
TOTAL	Accounts . 1886-87	271,4	1,3	4,0	4	79,6	19,3	18,3	40,7	178,6	613,6
	Budget . 1887-88	279,6	1,4	2,8	4	102,4	15,2	20,2	58,7	192,1	672,8
	Revised . 1887-88	280,5	1,4	2,7	4	110,9	13,9	20,2	31,5	194,0	655,5
	Accounts . 1887-88	275,5	1,5	2,4	5	111,1	14,3	18,8	31,7	197,1	652,9

		Sterling.	Exchange.	Total.		
England—Investment of Cash Balances, &c.	Accounts . 1886-87 .	41,4	15,5	56,9	Total including England .	670,5
	Budget . 1887-88 .	10,0	3,7	13,7		686,5
	Revised . 1887-88 .	66,0	27,7	93,7		749,2
	Accounts . 1887-88 .	66,0	27,7	93,7		746,6

a Included under "other items."

42. The *Interest on loans to Native States*, &c., shows a decline in *India, the North-Western Provinces and Oudh* and *Madras*, owing respectively to the re-payment of the Scindia loan, to the cancellation of the Government Promissory notes belonging to the Benares College, and to the liquidation of the Famine-loan to the Mysore Durbar and the debt due by the Ramnad estate. The increase in *Bombay* is caused by the recovery of arrears from certain talukdari estates. The credits under *Interest on loans to municipalities, &c.*, includes in Bengal arrears on account of the Kidderpore Dock Loan, but the interest realised

Section B.—INTEREST—*continued.*

on the Hughli Bridge loan was small owing to the capital having been paid off. The differences in Bombay are ascribed to the dates on which the loans were taken thereby altering the dates from which interest is payable. The interest *on over-drawn Capital of Guaranteed Railways* is a fluctuating item and cannot be estimated with accuracy. The large receipts in England are explained by the cash balance being abnormally great, and the rate of interest being unusually high.

43. The balances under Loans to Municipalities, &c., have, in the last six years, stood as follows :—

Description of Loans.	31st March 1883.	31st March 1884.	31st March 1885.	31st March 1886.	31st March 1887.	31st March 1888.
Native States	1,214,7	1,146,2	1,071,1	992,9	101,6	66,0
Advances for Ceylon cable	...	...	9,2	7,4	5,5	3,7
Presidency Corporations including Port Trusts, &c.	5,408,7	5,333,9	5,470,1	5,568,5	6,391,2	6,865,7
District Municipalities	383,9	405,9	381,9	375,4	369,6	356,3
Port Funds	...	...	...	4,4	4,8	8,0
Landholders and others	654,1	607,3	572,9	458,4	370,9	300,7
Local Fund Committees	104,1	100,3	64,3	59,8	140,4	180,5
	7,765,5	7,593,6	7,569,5	7,466,8	7,384,0	7,780,9
Interest received	343,2	*359,1	324,2	328,5	298,7	328,9
Percentage reckoned on balance at end of year	4·419	4·729	4·282	4·4	4·045	4·227

* Excluding Bombay arrears 130,0.

SECTION B.—INTEREST.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
4,310,4	EXPENDITURE.	4,412,2	5,518,7	5,441,8

44. It is necessary in the first instance to ascertain the amount of Loans raised or discharged during the year, and the following figures supply these particulars for 1886-87 and 1887-88 :—

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
	INDIA—			
1,208,9	Debt incurred	2,001,5	5,501,9	5,505,3
1,192,3	Debt discharged	1,0	67,9	69,5
+16,6	NET IN INDIA	+2,000,5	+5,434,0	+5,435,8
	ENGLAND—			
	Debt incurred—			
4,914,5	at $3\frac{1}{2}$ per cent.	...	...	...
6,000,0	at 3 per cent.	...	...	...
10,914,5	TOTAL INCURRED	...	...	...
	Debt discharged—			
3	at 5 per cent.	...	...	...
410,7	at 4 per cent.	...	...	...
411,0	TOTAL DISCHARGED	...	...	...
+10,503,5	NET IN ENGLAND	...	...	...
+10,520,1	NET IN INDIA AND ENGLAND	+2,000,5	+5,434,0	+5,435,8*

* The above amounts are exclusive of—88,0, comprising 80,6 charged to Railways on account of Sinking Funds of East Indian, Eastern Bengal and Sind, Punjab and Delhi Railways and 7,4 to Discount Sinking Fund.

45. The 5,505,3 entered as debt incurred in India consists of 3,500,0 received from the Gwalior Durbar and 2,000,0 raised in the open market, the remaining 5,3 representing the value of Stock Notes sold. The loan from the Gwalior Durbar was entered under "Special Loans" in the Budget, but was subsequently classified as Permanent Debt in the Revised Estimate and the accounts. The sum of 69,5 shown as debt discharged is composed of three items amounting to 63,8, 2,9, and 2,8, respectively. The item of 63,8 includes 63,7 representing the nominal value of Government Promissory Notes which were purchased some years ago on account of certain Educational funds in the North-Western Provinces. This purchase was made out of Government money, and hence the notes have been cancelled and the money credited to Government. The item of 2,9 is the amount of debt appertaining to the Transfer Loan of 1854 discharged in England, but adjusted upon the Indian accounts. The item of 2,8 is also made up of debt discharged, 1,5 being on account of debentures of the Nagpur-Raipur Railway, 7 on account of Loans on which the interest ceased some time ago, and 6 chiefly on account of Stock Notes returned by Post Offices and Syndicates to whom they were issued for sale.

46. In *England*, no addition was made to debt during the year, but the India 4 per cent. stock was converted into $3\frac{1}{2}$ per cents.

Section B.—INTEREST—*continued.*

13.—Interest on Ordinary Debt.—

A Statement analysing this charge may be given as follows :—

1886-87. Accounts.	Rate.	Debt in India on 31st March 1887. Principal.	Interest.	Budget.	1887-88. Revised.	Accounts.
1,044,9	4½	23,290,3	1,048,1	1,048,2	1,029,7	990,0
2,725,0	4	68,958,1	2,758,3	2,858,1	2,861,1	2,803,4
9	3½	52,8	1,9	1,9	1,8	1,2
7,6	Provincial	142,8	5,7	5,9	5,7	6,1
6,8	Stock Notes	156,4	6,3	6,2	6,3	6,0
3,785,2	Total	92,600,4	3,820,3	3,920,3	3,904,6	3,806,7
7	Interest on Loans in course of discharge			5	8	7
5,5	Discount on new Loans and Miscellaneous			82,9	43,0	43,4
3,791,4	Total Interest paid in India			4,003,7	3,948,4	3,850,8
3,163,0	England			3,182,6	3,917,8	3,917,3
1,189,5	Exchange			1,182,1	1,645,5	1,646,1
4,352,5	Total Interest paid in England			4,364,7	5,563,3	5,563,4
8,143,9	GRAND TOTAL, INTEREST			8,368,4	9,511,7	9,414,2
	Divided into—					
3,949,0	Interest on ordinary Debt			4,025,1	5,121,3	5,054,8
4,194,9	Interest on debt for Railways and Irrigation Works			4,343,3	4,390,4	4,359,4

47. As compared with 1886-87, the *Indian* payments on account of the 4½ per cent. Debt were short by 54,9, from interest not having been fully claimed chiefly in connection with the Transfer Loan of 1879. On the other hand, the payments on account of the 4 per cent. Loans were naturally higher in consequence of the additions made to that debt. In the Budget of 1887-88 provision was taken for a full year's interest on the debt of 1,200,0 raised in 1886-87 *plus* 93,4 on account of interest connected with the additional debt of 5,500,0 mentioned above in paragraph 45. The accounts show that the full amount of interest payable during the year was not claimed, including London drafts for 20,0 which were not presented until after 31st March 1888.

48. The 43,4 under "Discount on new Loans and Miscellaneous" is made up of the following sums, and the discrepancy between them and the Budget is due to the Loan of 2,000,0 having been obtained on better terms than was expected. The charges, moreover, attending the Gwalior Loan were 1,0 less than the Budget provision, and the Budget also made no allowance for the share recoverable from the Calcutta and Bombay Port Trusts of the discount on the loan mentioned above.

Discount on the Loan of 2,000,0 raised during the year		51,5
Remittance charges on Gwalior Loan of 3,500,0		6,9
		58,4
Deduct—Discount charged to the Calcutta and Bombay Port Trusts to whom advances were made on the condition that they received the money at the rate at which it was raised	14,3	
Recredit of interest paid on paper purchased on Government account	7	
		15,0
		43,4

49. The amount entered above as Interest paid in *England* consists of two parts, namely, interest on debt excluding that charged to Railways and the interest that is charged to Railways. The sums pertaining to each division are given below, and in this place only the interest not charged to Railways is explained. The second portion of the account, Interest charged to Railways, is examined in paragraph 163 under the head Railway Expenses. As compared with 1886-87, the accounts of the present year include an additional charge of 663,0 owing to an extra quarterly dividend and other interest charges consequent on the conversion of 4 per cent. stock into 3½ per cent. stock, together with 82,7 as commission paid on the conversion and 45,0 as additional interest on the 3 per cent. stock created in May 1886. These three items make a total of 790,7, from which should be deducted the interest on the Transfer Loan of 1854 paid off in 1886-87. This being done, the net remaining difference is 768,2. As compared with the Budget, the accounts show the two sums of 663,0 and 82,7 mentioned above as an excess because the

Section B.—INTEREST—*concluded.*

Budget did not provide for the conversion. On the other hand, the Budget allowed a sum of 10,4 for interest on temporary loans, but it was not paid.

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
2,597,0	Interest not charged to Railways	2,630,1	3,365,7	3,365,2
976,6	Exchange	976,9	1,413,6	1,414,1
566,0	Interest charged to Railways	552,5	552,1	552,1
212,9	Exchange	205,2	231,9	232,0
4,352,5	Total as above	4,364,7	5,563,3	5,563,4

14.—Interest on other Obligations.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
On Special Loans	Accounts	1886-87	76,1	...	...	...	...	8	...	...	4,6	81,5
	Budget	1887-88	75,1	...	...	...	...	8	...	...	4,6	80,5
	Revised		75,2	...	...	...	...	8	...	...	4,6	80,6
	Accounts		71,9	...	...	...	...	8	...	...	4,5	77,2
Treasury Notes and Service Funds	Accounts	1886-87	57,0	...	...	...	..	...	...	3	5,7	63,0
	Budget	1887-88	61,6	...	...	...	...	...	...	3	4,9	66,8
	Revised		59,3	...	...	...	...	...	...	3	6,2	65,8
	Accounts		59,5	...	...	...	...	...	...	4	5,7	65,6
Savings Bank Deposits	Accounts	1886-87	148,5	2	2	...	10,8	...	3,1	4,1	30,8	197,7
	Budget	1887-88	178,0	2	3	...	11,4	...	3,5	3,7	30,8	227,9
	Revised		180,9	2	3	...	11,0	...	3,8	4,1	33,0	233,3
	Accounts		175,8	2	3	...	11,2	...	4,0	3,8	31,0	226,3
Miscellaneous	Accounts	1886-87	11,5	2	...	...	7	...	2,3	1,8	2,4	18,9
	Budget	1887-88	5,6	...	...	...	1,1	...	1	1,9	2,4	11,1
	Revised		12,4	3	...	...	5	...	1	1,8	2,2	17,3
	Accounts		12,1	3	...	...	3	1	...	1,8	2,9	17,5
Upper Burma	Accounts	1886-87	...	...	...	...	...	...	...	...	...	...
	Budget	1887-88	...	...	1	...	...	...	...	...	...	1
	Revised		...	...	...	...	...	...	...	...	...	...
	Accounts		...	...	...	...	...	...	...	...	...	...
Total	Accounts	1886-87	293,1	4	2	...	11,5	8	5,4	6,2	43,5	361,1
	Budget	1887-88	320,3	2	4	...	12,5	8	3,6	5,9	42,7	386,4
	Revised		327,8	5	3	...	11,5	8	3,9	6,2	46,0	397,0
	Accounts		319,3	5	3	...	11,5	9	4,0	6,0	44,1	386,6

			Sterling.	Exchange.	Total.		
England	Accounts	1886-87	2	1	3	Total, including England	361,4
	Budget	1887-88	5	2	7		387,1
	Revised		3	1	4		397,4
	Accounts		3	1	4		387,0

50. As explained in former reports, the interest on "*Special Loans*" is steadily declining in consequence of the commutation of pensions connected with the Oudh Loans. Particulars of the interest on *Treasury Notes and Service Funds* are given below; the 4,9 entered therein against "Other Funds" included an over-estimate for interest on Madras Non-transferable Treasury Notes which was corrected in the Revised. The charge for "*Savings Bank Deposits*" compares fairly with the Budget, but the Revised in some cases proved a little too high. Under *Miscellaneous* the India Budget omitted to provide for the interest on the balances of net traffic receipts of Guaranteed Railways, and the excess in Bombay represents arrears of interest paid in the year on the Administrator General's deposits.

Details of Interest on Treasury Notes and Service Funds.

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
54,7	Bengal Uncovenanted Fund	57,0	57,0	57,3
5,7	Bombay " "	4,9	6,2	5,7
2,6	Other Funds	4,9	2,6	2,6
63,0		66,8	65,8	65,6

Section C.—POST OFFICE, TELEGRAPH, AND MINT.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
2,027,5	RECEIPTS . .	2,025,3	2,186,6	2,229,6
2,145,3	EXPENDITURE .	2,261,5	2,256,2	2,255,8
−117,8	NET .	−236,2	−69,6	−26,2
−196,0	POST OFFICE (NET)	−148,2	−176,4	−161,0
−21,7	TELEGRAPH (NET)	−172,3	−10,6	−22,7
+99,9	MINT (NET) .	+84,3	+117,4	+157,5

51. The Post Office has done better than last year, and has kept very near to the estimates. In the Telegraph Department the net result is very much what it was in 1886-87, but the revenue and expenditure are larger by 71,1 and 72,1 respectively. The improvement in revenue has occurred wholly in the Indian lines and has accrued partly from development of traffic and partly from a revised scale of the charges that are recoverable from the various railways. Of the increased expenditure, 56,2 has arisen in the Indian lines chiefly on account of Burma and a revision of salaries in the superior grades, 4,5 in the Indo-European line and 11,5 in Exchange. As compared with the budget, the expenditure was economised and the revenue enlarged chiefly by the increased recoveries from railways mentioned above. The Mint figures are also satisfactory, the seignorage on silver and the gain on copper coinage having exceeded expectations.

XIII.—Post Office.

1886-87. Accounts.			Budget.	1887-88. Revised.	Accounts.
	145,3	Parcel and other Postage collected in cash .	146,0	145,0	144,8
		SALE OF POSTAGE STAMPS—			
680,3		Ordinary . .	722,0	702,7	719,7
174,9		Service . .	181,5	177,0	181,1
855,2			903,5	879,7	900,8
26,2		*Deduct*—Payments to English, Colonial and other Foreign Post Offices .	26,5	26,0	28,2
	829,0		877,0	853,7	872,6
	19,3	MAIL CART AND PARCEL VAN PASSENGER SERVICE	20,5	20,1	20,0
	136,5	MONEY ORDER RECEIPTS	142,0	152,0	152,2
	10,1	BULLOCK TRAIN COLLECTIONS . .	16,6	16,0	10,5
	9,4	OTHER RECEIPTS .	8,8	9,8	9,2
	1,149,6	TOTAL .	1,210,9	1,196,6	1,209,3
		DISTRICT POST COLLECTIONS—			
		Central Provinces .	...	..	6
	1,3	Bengal . .	1,9	1,4	1,5
	3,3	Punjab . .	3,3	2,6	2,6
	1	Bombay . .	2	2	2
	4,7	TOTAL .	5,4	4,2	4,9
	1,154,3	GRAND TOTAL .	1,216,3	1,200,8	1,214,2

52. On the whole, the actuals are in advance of the previous year and extremely close to the budget. Under *Sale of Postage Stamps, Service*, the budget provided a sum of 1,5, on account of collections in Upper Burma, but the official correspondence in that province having been carried free, the expected revenue was not realised. The revised was accordingly reduced, but the accounts show that the deficiency in Upper Burma has been filled up by the Stamps used in the other parts of that province. The

Section C.—POST OFFICE, TELEGRAPH, AND MINT—*continued.*

Payments to English, Colonial, and other Foreign Post Offices have been high this year, as they include 2,0 on account of Statistical Account of open and closed Mail Transit Postage for the year 1887, not anticipated at the time the estimates were framed. The *Money Order* receipts indicate a more extended use of the Money Order system than was witnessed in the previous year or contemplated in the budget. The discrepancy between Estimates and Accounts under Bullock Train Collections is due to payments to the North-Western Railway on account of *Bullock Train* packages having been treated as distinct charges in the former; whereas in the accounts they have been deducted from the receipts. The decrease under the *District Post* in the Punjab is ascribed to the abolition of the Mail Cart Service between Jhang and Bhakkar.

XIV.—Telegraph.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
	INDIAN TELEGRAPH—			
	Message Revenue—			
302,8	Sale of stamps, deducting refunds, &c.	280,0	336,1	330,0
20,3	Receipts from other Administrations	25,0	25,0	20,7
156,9	Other receipts by cash, postage stamps and book transfer . . .	120,0	160,0	167,9
4	Receipts of Provincial Telegraphs	3	5	5
480,4		425,3	521,6	519,1
	Interest and Recoveries—			
46,7	Interest on Railway lines and rent of instruments and appliances .	102,4	123,0	46,5
48,2	Recoveries from Railways of Maintenance Charges			83,1
11,7	Recoveries from Guaranteed Lines and Offices	13,0	12,2	11,5
5,7	Miscellaneous Receipts	2,6	3,7	4,1
112,3		118,0	138,9	145,2
592,7	TOTAL INDIAN .	543,3	660,5	664,3
	INDO-EUROPEAN TELEGRAPH—			
82,0	Persian Gulf Section	85,1	86,3	75,3
4,9	Persian Section	6	7,2	8,4
86,9	TOTAL INDO-EUROPEAN .	85,7	93,5	83,7
679,6	TOTAL INDIA .	629,0	754,0	748,0
9,6	England	7,0	11,1	11,2
3,6	Exchange	2,6	4,7	4,7
692,8	GRAND TOTAL .	638,6	769,8	763,9

RESULTS.

	ACTUALS More.	ACTUALS Less.
MESSAGE REVENUE, INTEREST, &c.—		
Indian Telegraph—		
Actuals with Actuals of previous year	71,6	...
" Budget Estimate	121,0	...
" Revised Estimate	3,8	...
Indo-European Telegraph (including England)—		
Actuals with Actuals of previous year	...	1,6
" Budget Estimate	2,2	...
" Revised Estimate	...	9,7
EXCHANGE—		
Indo-European Telegraph—		
Actuals with Actuals of previous year	1,1	...
" Budget Estimate	2,1	...
" Revised Estimate	...	...

Indian Telegraphs.

53. Compared with the Actuals of 1886-87 a great improvement has taken place in the message revenue owing to the expansion of the Department, and the numerous connections of wire with post offices. There has also been a rise in interest and recoveries resulting from the extension of railway communication in India, and the modification of the terms on which railways are allowed to use the Government lines of telegraph. The principle formerly adopted, was to charge interest on the actual capital expenditure on

Section C.—POST OFFICE, TELEGRAPH, AND MINT—*continued.*

each line in proportion to the number of wires provided for the use of each administration, *plus* a maintenance rate proportionate to the total maintenance charges of the Telegraph Department for the year for which the bill was prepared. This procedure was altered by Public Works Department Resolution No. 53T., dated 23rd February 1887, the charges being now based on fixed rates, and the change, while simplifying the preparation of bills and equalising charges for identical services, has also increased the revenue.

54. The Actuals also exceed the Budget and Revised estimate of the year, the excesses in both cases being partly due to extensions and recovery of arrear charges from railways, but chiefly to the State traffic with and in Burma, which, instead of declining as was expected, proved to be greater than in the previous year.

Indo-European Telegraph.

55. The receipts in 1887-88 fell short of those in 1886-87, owing to the adjustment in the latter year of 3,3, recovered on account of the Persian Telegraph Department debt, and also to the total cessation of traffic to and from the United Kingdom during the months of February and March 1888.

56. The budget was framed low, as interruptions of the Turkish route had reduced the balance of earnings receivable in 1887-88, and it was also anticipated that the lower rates introduced for the Far East traffic would lead to a decrease of revenue.

57. During the year, however, the local messages, private and state, in the Persian Gulf section increased greatly, and the Perso-Afghan Boundary Commission with the flight of Ayub Khan having caused an abnormal accession of traffic, the Revised estimate was raised to 104,6. The lengthy interruption on the Indo-European Telegraph Company's line between Emden and Lowestoft in February and March 1888, however, reduced the receipts considerably, and the Actuals fell short of the Revised estimate by 9,7.

Exchange.

58. The Exchange, which on this side of the accounts relates to the Indo-European Telegraph only, has been steadily increasing, partly on account of larger receipts and partly on account of the fall in the rate of Exchange.

XV.—Mint.

1886-87, Accounts.		Budget.	1887-88. Revised.	Accounts.
93,1	Seignorage on Silver	109,8	152,8	149,8
...	Ditto on Gold	.1	1	1
76,7	Gain on Copper coinage	52,5	50,0	90,3
	Other Receipts—			
5,5	Calcutta	4,8	6,1	7,6
5,0	Bombay	3,2	7,0	3,7
180,3	TOTAL	170,4	216,0	251,5
1	England	...	...	...
180,4	GRAND TOTAL	170,4	216,0	251,5

59. As explained in previous reports, these receipts are of a fluctuating character and depend on circumstances which it is difficult to forecast. The *seignorage on silver* was high in consequence of the large quantity of silver tendered at the Mint, as is shown in the following figures. Of this sum Gwalior rupees to the value of Government ₹3,18,37,783 were received from the Maharajah Sindhia in part of his loan of ₹3,50,00,000, and were recoined at the Calcutta Mint. The *gain on copper coinage* was higher than anticipated in the budget owing to the large demand for the coins, partly on account of opium payments and Hindu marriages as in the North-Western Provinces and Oudh, and partly for the requirements of railways in course of construction as in the Central Provinces. The excess in *other receipts*, Calcutta, is mainly due to the coinage of the Gwalior rupees received by the British Government when the loan was taken from that State. The importation of silver in recent years has been as follows :—

	Net Importation.	Silver Coinage.	Seignorage.
1880-81	3,892,6	4,249,7	76,1
1881-82	5,379,0	2,186,3	43,4
1882-83	7,480,6	6,427,4	108,9
1883-84	6,406,2	3,663,4	64,5
1884-85	7,245,6	5,794,2	115,6
1885-86	11,606,6	10,285,6	202,6
1886-87	7,045,1	4,616,5	93,1
1887-88	7,304,4	10,788,4	149,8

Section C.—POST OFFICE, TELEGRAPH, AND MINT—*continued.*

15.—Post Office.

1886-87, Accounts.			Budget.		1887-88 Revised.		Accounts.
	47,0	Chief Office, Calcutta	47,5		48,5		48,8
		PRESIDENCY AND DISTRICT OFFICES—					
91,1		Officers	91,6		92,5		92,1
522,8		Establishment	550,1		542,8		542,8
82,0		Other Charges	79,2		86,8		88,1
	695,9			720,9		722,1	723,0
		CONVEYANCE OF MAILS—					
95,3		Road Establishment	93,7		93,4		91,9
54,9		Payments to State Railways	48,2		48,6		51,7
11,5		Bullock Train Establishment	14,1		19,9		15,3
45,5		Mail Carts Establishment and Charges	50,0		45,6		44,2
18,4		Railway Charges	18,9		17,0		20,2
53,8		Subsidies	54,6		54,5		53,2
14,0		Other Charges	13,0		14,6		14,7
	293,4			292,5		293,6	291,2
	10,6	DISCOUNT ON SALE OF POSTAGE STAMPS		11,3		11,0	11,2
	22,2	OTHER CHARGES		20,0		20,3	22,4
	1,069,1	TOTAL		1,092,2		1,095,5	1,096,6
		DISTRICT POST CHARGES—					
10,2		India	8,1		5,7		5,8
5,3		Central Provinces	5,2		5,4		5,5
11,8		Burma	12,5		12,1		12,0
3,5		Assam	3,9		3,5		3,4
34,4		Bengal	35,6		35,6		35,7
19,2		N.-W-Provinces and Oudh	19,6		18,5		18,0
14,3		Punjab	14,0		13,3		12,7
10,6		Madras	10,7		10,7		10,6
10,7		Bombay	10,7		11,7		11,7
	120,0			120,3		116,5	115,4
	1,189,1	TOTAL		1,212,5		1,212,0	1,212,0
		ENGLAND—					
68,0		Payments to English Post Offices	66,0		66,5		65,0
49,1		Stores	44,8		49,8		49,9
	117,1			110,8		116,3	114,9
	44,1	Exchange		41,2		48,9	48,3
	1,350,3	GRAND TOTAL		1,364,5		1,377,2	1,375,2

60. The increased cost of the *Chief Office, Calcutta*, is due mainly to additional establishment sanctioned for the Comptroller's Department in consequence of the expansion of the Money Order system and other causes of the same nature. The excess in *Presidency and District Offices* is the net result of numerous increases and savings. Under *Conveyance of Mails* the expenditure on *Road Establishment* was less than the previous year by 3,4, owing to a change of classification by which certain charges have been transferred from it to mail cart. The *Payments to State Railways* were less than in 1886-87, owing to economies in the carriage of mails, but the budget limit was exceeded in consequence of the haulage being greater than was anticipated. The *Bullock Train and Mail Cart* Line from Umballa to Simla have been amalgamated during the year, and hence the Actuals of 1887-88 cannot well be compared with the estimates or with the accounts of the previous year. In addition to this amalgamation certain transfers have been made from road establishment to mail cart establishment, as stated above, and certain recoveries from the railways have been deducted from the bullock train and mail cart charges instead of being distinctly credited, as was contemplated in the estimates. This change is explained in paragraph 52. Apart from these changes, there has been some saving of expenditure from a reduction of the rate allowed to certain railways. The rise in *Railway charges* is caused by the Bengal-North-Western Line having drawn certain arrears due to it. The difference under *Subsidies* is attributable to the Tigris and Euphrates Steam Navigation Company not having taken the full amount payable to it, counterbalanced by the payment of arrears for the conveyance of mails between Bombay and Goa.

61. As regards the *District Post charges*, India reports a saving in Beluchistan consequent on the extension of railway communication. In the North-Western Provinces and Oudh certain district lines were

Section C.—POST OFFICE, TELEGRAPH, AND MINT—*continued.*

taken over by the Imperial Post Office, and in the Punjab, the line from Jhang to Bhakkar has been abolished, as explained in paragraph 52.

62. In *England* the large expenditure on stores proceeded from large indents from this country. The loss by exchange was greater, partly on account of the greater expenditure and partly from the diminished value of silver.

16.—Telegraph.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
	IMPERIAL.			
	INDIAN TELEGRAPH.			
	Capital Account.			
99,8	India	122,8	125,0	128,4
70,2	England	90,0	90,0	84,5
	Revenue Account.			
394,6	India	431,2	396,0	410,1
6,2	England	7,0	4,0	4,0
	INDO-EUROPEAN TELEGRAPH.			
65,7	India	68,9	69,5	66,4
17,3	England	21,7	21,4	21,1
	RED SEA TELEGRAPH.			
18,0	England	18,0	18,0	18,0
	PROVINCIAL.			
1	Bengal	1	1	1
5	Bombay	4	4	4
672,4	TOTAL IMPERIAL AND PROVINCIAL	760,1	724,4	733,0
	EXCHANGE.			
28,8	Indian	36,0	39,5	37,2
6,5	Indo-European	8,1	9,0	8,8
6,8	Red Sea	6,7	7,5	7,6
42,1	TOTAL EXCHANGE	50,8	56,0	53,6
714,5	GRAND TOTAL	810,9	780,4	786,6

RESULTS.

	Actuals More.	Actuals Less.
INDIAN TELEGRAPH—		
Imperial—		
Actuals with Actuals of previous year	56,2	...
" Budget Estimate	...	24,0
" Revised Estimate	12,0	...
Provincial—		
Actuals with Actuals of previous year	...	1
" Budget Estimate	...	...
" Revised Estimate	...	...
INDO-EUROPEAN TELEGRAPH (including the Red Sea)—		
Actuals with Actuals of previous year	4,5	...
" Budget Estimate	...	3,1
" Revised Estimate	...	3,4
Exchange—		
Actuals with Actuals of previous year	11,5	...
" Budget Estimate	2,8	...
" Revised Estimate	...	2,4

Indian Telegraphs—Imperial.

63. The *Capital* expenditure in 1886-87 was abnormally low; the excess in 1887-88 is almost entirely due to larger purchases of stores both in India and England. The Budget for 1887-88 represented the

Section C.—POST OFFICE, TELEGRAPH, AND MINT—*concluded.*

average annual outlay, but during the year the expenditure on works in Upper Burma was so large, that the Revised estimate was framed with a view to the additional outlay. The outlay in India turned out even larger than the amount so provided, but in England there was a saving of 5,5 as some payments for stores were not made so soon as had been expected.

64. The *Revenue* outlay in 1887-88 also exceeded by 13,3 that of 1886-87, the increase being almost entirely due to revision of salaries in the superior grades, to additional establishment required for Upper Burma, and to annual increments in all grades. The Budget was framed to meet these increases, and special provision made for the outlay of 1886-87 which had to be postponed on account of the absence of many members of the Department in Upper Burma. During the year, however, fewer offices were opened than was at first anticipated, and less repairs were required, so that the Revised estimate was passed for a smaller sum corresponding with the expenditure of the previous year. The Revised has proved inadequate in consequence chiefly of more repairs having been carried out than were provided for, and of the payment of certain frontier allowances to officers. The saving in England occurred in the absentee allowances of officers on leave.

Indo-European Telegraph.

65. The *Capital* expenditure is affected by the quantity of stores issued on revenue account, or sold since the credits obtained in connection with them are deducted from the outlay. Accordingly the greater expenditure in 1887-88 as compared with the previous year is largely due to stores issued from stock being smaller than in 1886-87. On the other hand, the Actuals of 1887-88 fell short of both the Budget and Revised estimates of the year, as more line stores were issued than was anticipated, and large quantities of obsolete stores were sold at a nominal rate at the close of the year.

66. The *Revenue* outlay in 1887-88 compared with that in 1886-87 shows a decrease of 3,0, due to more repairs having been carried out in 1886-87. The Actuals fell short of both the Budget and Revised estimates of 1887-88; the decrease in both cases is chiefly under establishment, and is ascribed to economy in working, to absence on furlough, and to general over-estimate of requirements.

Exchange.

67. The Exchange was very much less in 1886-87 than in 1887-88, owing to the abnormally small expenditure on stores in that year. The necessity for a larger outlay on stores was anticipated, and provision was made in the Budget for 1887-88 accordingly. The fall in the rate of Exchange necessitated an increase in the Revised estimate, but owing to the outlay in England having been less than that provided for, the Exchange was only 2,8 over the Budget.

17.—Mint.

1886-87. Accounts.		Budget.	1887-88, Revised.	Accounts.
	ESTABLISHMENTS—			
28,0	Calcutta	29,6	30,5	30,5
29,0	Bombay	29,0	31,0	29,3
	LOSS OF WEIGHT IN COINAGE—			
3,3	Calcutta	8,6	14,3	13,8
2,6	Bombay	2,0	2,2	2,2
	OTHER CHARGES—			
4,5	Calcutta	4,8	6,2	6,1
3,9	Bombay	5,0	6,8	5,4
35,8	TOTAL Calcutta	43,0	51,0	50,4
35,5	" Bombay	36,0	40,0	36,9
6,7	" England	5,2	5,3	4,7
2,5	" Exchange	1,9	2,3	2,0
80,5	GRAND TOTAL	86,1	98,6	94,0

68. The establishment charges in Calcutta were high owing to extra work in the Operative Departments of the Mint: the small expenditure in 1886-87 was due in a large measure to the absence of officers on leave, their places being filled by officers in lower grades. The increase in *Loss of weight in coinage* is ascribed to the recoinage of uncurrent coin to a larger extent than was expected in the budget, but this was foreseen in the Revised estimate. The excess in *other charges*, Calcutta, is in the purchase of local stores. The Revised estimate under this head in Bombay included a grant of 2,0 for coal and coke, the major portion of which passed into the accounts of 1888-89.

Section D.—RECEIPTS BY CIVIL DEPARTMENTS.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
1,461,6	RECEIPTS . .	1,425,3	1,419,5	1,495,7

69. The most important deficiency in this group is connected with *Jail manufactures* owing to a reduced demand for such articles and a diminution in the jail population. The increases occur chiefly in *Fees and Fines* levied under Law and Justice—Courts of Law, in rents from Cattle Pounds under *Police* in Bengal, and in fees and contributions for *Educational* purposes in Burma and the Punjab respectively.

XVIA.—Law and Justice—Courts of Law.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W.P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Sale-proceeds of Unclaimed and Escheated Property.	Accounts 1886-87	5,0	2,2	1,3	5	3,0	1,6	1,4	1,4	3,4	19,8
	Budget 1887-88	8,6	1,8	1,3	6	4,0	2,3	1,4	1,5	1,9	23,4
	Revised 1887-88	1,8	1,2	1,5	1,2	3,0	1,6	1,6	1,5	3,0	16,4
	Accounts 1887-88	1,5	1,3	1,5	1,3	2,8	2,2	1,8	1,5	2,8	16,7
Court-fees realised in cash.	Accounts 1886-87	3	4	..	1	2,4	17,9	7	1,9	1,2	24,9
	Budget 1887-88	3	5	...	1	2,5	17,0	5	1,6	1,1	23,6
	Revised 1887-88	1	4	...	3	2,5	17,9	1,0	1,6	2,0	25,8
	Accounts 1887-88	2	4	...	5	2,2	19,4	1,0	2,1	1,7	27,5
General Fees, Fines, and Forfeitures.	Accounts 1886-87	3,1	9,7	22,5	7,0	66,4	25,7	33,4	35,5	25,7	229,0
	Budget 1887-88	3,1	10,0	23,8	6,6	67,0	27,2	32,0	34,0	24,8	228,5
	Revised 1887-88	4,2	9,9	27,4	7,3	66,5	27,3	36,7	39,7	25,0	244,0
	Accounts 1887-88	4,1	9,9	28,5	6,6	68,8	27,7	38,4	40,9	25,4	250,3
Other Receipts	Accounts 1886-87	...	5	3	1	3,8	6,2	1	1,3	1,6	13,9
	Budget 1887-88	3	5	2	2	2,3	4,4	3	1,5	2,7	12,4
	Revised 1887-88	1	5	3	2	4,5	2,2	2	1,2	2,0	11,2
	Accounts 1887-88	...	5	3	2	3,6	2,1	6	1,3	2,1	10,7
Upper Burma Receipts.	Accounts 1886-87	...	...	11,2	...	...	...	...	...	...	11,2
	Budget 1887-88	...	...	10,0	...	...	...	...	...	...	10,0
	Revised 1887-88	...	...	13,4	...	...	...	...	...	...	13,4
	Accounts 1887-88	...	...	17,8	...	...	...	...	...	...	17,8
TOTAL	Accounts 1886-87	8,4	12,8	35,3	7,7	75,6	51,4	35,6	40,1	31,9	298,8
	Budget 1887-88	12,3	12,8	35,3	7,5	75,8	50,9	34,2	38,6	30,5	297,9
	Revised 1887-88	6,2	12,0	42,6	9,0	76,5	49,0	39,5	44,0	32,0	310,8
	Accounts 1887-88	5,8	12,1	48,1	8,6	77,4	51,4	41,8	45,8	32,0	323,0

70. The fall in "Sale-proceeds of unclaimed and escheated property" in *India* is due to smaller transfers than were expected on account of unclaimed estates in the hands of the Administrator General, Bengal. The improvement in general fees, fines and forfeitures, *Burma*, and in *Upper Burma receipts* ensues from the country becoming more quiet. *Bengal* reports that the increase in that province on account of general fees, &c., consists entirely of the large commission realised by the Receiver, High Court. The rise in Court-fees in the North-Western Provinces and Oudh is traced to higher receipts on ccount of "Amin's fees." The general fees, fines and forfeitures have been large in the *Punjab* owing to an increase in crime, and in *Madras* to large receipts from Magisterial fines and Translation and Printing fees in the High Court, but also and chiefly to Magisterial fines which have fluctuated greatly in recent years.

XVIB.—Law and Justice—Jails.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Sale-proceeds of Jail Manufactures.	Accounts 1886-87	1,5	36,5	18,2	1,3	73,9	30,0	19,1	14,3	10,3	205,1
	Budget 1887-88	1,8	34,9	19,0	1,2	79,0	34,0	21,7	18,1	10,5	220,2
	Revised 1887-88	1,5	29,3	17,9	1,2	69,4	27,0	19,5	15,8	10,0	191,6
	Accounts 1887-88	1,5	29,7	20,2	1,2	70,6	26,3	18,1	13,9	9,6	191,1
Other Receipts	Accounts 1886-87	5	1	1,3	6,0	6	19,9	9,1	1,2	9,9	48,6
	Budget 1887-88	3	1	2,0	6,0	5	10,1	2,8	1,2	11,9	34,9
	Revised 1887-88	4	2	1,6	5,3	6	3,0	5,2	1,2	8,4	25,9
	Accounts 1887-88	2,2	2	1,5	5,5	4	5,8	5,9	1,0	8,9	31,4

Section D.—Receipts by Civil Departments—*continued.*

XVIB.—Law and Justice—Jails—*continued.*

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Convict Receipts at Port Blair and Nicobars.	Accounts 1886-87	34,7	...	...	...	...	...	...	...	...	34,7
	Budget 1887-88	38,4	...	...	...	...	...	...	...	...	38,4
	Revised 1887-88	17,1	...	...	...	...	...	...	...	...	17,1
	Accounts 1887-88	26,0	...	...	...	...	...	...	...	...	26,0
Upper Burma	Revised 1887-88	...	...	2	...	...	...	...	...	...	2
	Accounts 1887-88	...	...	4	...	...	...	...	...	...	4
TOTAL	Accounts 1886-87	36,7	36,6	19,5	7,3	74,5	49,9	28,2	15,5	20,2	288,4
	Budget 1887-88	40,5	35,0	21,0	7,2	79,5	44,1	24,5	19,3	22,4	293,5
	Revised 1887-88	19,0	29,5	19,7	6,5	70,0	30,0	24,7	17,0	18,4	234,8
	Accounts 1887-88	29,7	29,9	22,1	6,7	71,0	32,1	24,0	14,9	18,5	248,9

71. The *India* receipts on account of Port Blair and the Nicobars have been affected by a reduction in the rate at which Native States now pay for the maintenance of their convicts in those places, and also by a change of system whereby the value of supplies issued to the Military Department is deducted from the corresponding charge instead of being entered as a credit under this head. Another change has been made during the year whereby the Forest Revenue of Port Blair is now classified under IX—Forests. The deficiency in the *Central Provinces* is counterbalanced by diminished expenditure for purchase of raw materials, the School of Industry having held large stocks awaiting manufacture. The improvement in *Burma* is attributed to the presence of a larger number of prisoners in the jails than was expected when the budget was framed. The fall in *Bengal*, the *North-Western Provinces and Oudh* and the *Punjab* is due to smaller indents for manufactured articles and convict labour from other Government Departments, and also in the North-Western Provinces to the Central Prison at Bareilly not having been completed, and in the Punjab to sickness among the prisoners. *Madras* still reports a steady decline in its Jail revenue, and in *Bombay* it is said that the decrease is due "primarily to the large number of releases on the occasion of the Jubilee, which, setting free the most skilled of the workmen and materially reducing the jail population, seriously affected the Factory operations."

XVII.—Police.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Police supplied to Railways.	Accounts 1886-87	6,3	...	...	...	...	...	...	1	...	6,4
	Budget 1887-88	6,4	2,5	...	...	...	...	...	1	...	9,0
	Revised 1887-88	6,3	...	...	...	...	...	...	1	...	6,4
	Accounts 1887-88	6,3	...	...	...	...	...	1	1	...	6,5
Police supplied to Municipal, Cantonment and Town Funds.	Accounts 1886-87	...	1,9	...	...	...	5,8	51,4	2,0	2,8	63,9
	Budget 1887-88	...	1,1	...	...	...	6,1	53,7	2,0	3,6	66,5
	Revised 1887-88	...	7	...	...	...	6,1	54,3	2,7	5,0	68,8
	Accounts 1887-88	...	7	...	...	...	6,3	54,3	1,6	5,5	68,4
Police supplied to Public Departments, private Companies and persons.	Accounts 1886-87	1	6	12,6	4	1,4	2,5	1,8	2,0	7,6	29,0
	Budget 1887-88	2	7	11,5	3	1,5	2,4	1,9	3,4	8,6	30,4
	Revised 1887-88	...	7	17,2	1	1,2	2,4	4,7	1,9	8,0	36,2
	Accounts 1887-88	...	1,0	16,3	1	1,1	2,4	4,3	1,9	7,8	34,9
Presidency Police	Accounts 1886-87	...	...	...	...	...	...	...	...	9,0	9,0
	Budget 1887-88	...	...	...	...	...	...	...	...	7,1	7,1
	Revised 1887-88	...	...	...	...	...	...	...	...	11,0	11,0
	Accounts 1887-88	...	...	...	...	...	...	...	...	11,0	11,0
Fees, Fines and Forfeitures (chiefly Cattle Pound fees).	Accounts 1886-87	6	13,8	3,2	7,0	49,4	22,7	10,6	25,7	22,3	155,3
	Budget 1887-88	5	14,0	3,4	8,0	49,2	22,7	10,0	25,0	22,8	155,6
	Revised 1887-88	5	14,0	3,4	7,1	45,7	23,3	10,9	28,0	22,7	155,6
	Accounts 1887-88	6	14,3	4,2	6,9	54,8	24,3	10,4	28,6	24,8	168,9
Other Receipts	Accounts 1886-87	2	1,1	7	3,1	20,0	4,3	8	5,7	11,2	47,1
	Budget 1887-88	3	8	8	3,8	25,1	2,9	5	5,3	10,8	50,3
	Revised 1887-88	5	9	1,4	3,6	20,1	2,9	9	4,4	8,0	42,7
	Accounts 1887-88	5	6	1,4	4,0	21,8	2,4	8	4,0	6,3	41,8
Upper Burma Receipts.	Accounts 1886-87	...	...	5,2	...	...	...	...	...	...	5,2
	Budget 1887-88	...	...	5,0	...	...	...	...	...	...	5,0
	Revised 1887-88	...	...	9,8	...	...	...	...	...	...	9,8
	Accounts 1887-88	...	...	18,8	...	...	...	...	...	...	18,8
TOTAL	Accounts 1886-87	7,2	17,4	21,7	10,5	70,8	35,3	64,6	35,5	5,29	315,9
	Budget 1887-88	7,4	19,1	20,7	12,1	75,8	34,1	66,1	35,8	52,8	323,9
	Revised 1887-88	7,3	16,3	31,8	10,8	67,0	34,7	70,8	37,1	54,7	330,5
	Accounts 1887-88	7,4	16,6	40,7	11,0	77,7	35,4	69,9	36,2	55,4	350,3

Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*

72. The budget for Police supplied to Railways in the *Central Provinces* related to the contribution payable by the Great Indian Peninsula Railway, which is now deducted from expenditure, as mentioned in last year's report. The increase in *Burma* is due to larger employment of Punitive Police and larger Cattle Pound fees. The *Upper Burma* receipts were high, owing, it is explained, to fees, fines, and forfeitures, which it was expected in the budget would be credited to new Municipalities, but many of them were not established till the end of the year. The improvement in *Bengal* and in the *North-Western Provinces and Oudh* under fees, fines, &c., results from the high rents obtained for pounds farmed out, and under other receipts in *Bengal* as compared with 1886-87 from the sale of provisions to the Chittagong Frontier Police, including the recovery of arrears on account of the previous year. The *Punjab* credits have been enlarged by additions made to the Municipal Police Force and the Punitive Police located in certain towns, after the budget had been passed. In *Madras* there was a misclassification in the budget, certain sums having been entered under Police supplied to Public Departments, which should have been taken under Police supplied to Municipal and Cantonment Funds. Allowing for this misclassification, the first-named head is short owing to the abolition of the Abkari distillery guards and the other to certain Mopila fines not having been recovered in full. The increase in fees, fines, &c., occurs almost entirely in Pound Fund receipts, which were formerly classified under "Other Receipts." As regards *Bombay*, the head Police supplied to Municipalities, &c., has increased in consequence of the recovery from Cantonment Funds of the full cost of the Cantonment Police force, the former practice being to recover only a moiety, and in a few cases no contribution at all. The head Presidency Police presents a large increase, consisting (1) of a moiety of the cost of the Harbour Police; (2) of the sale-proceeds of the hulk *Elphinstone;* (3) of recoveries from the public in connection with private watchmen; and (4) by the pension contributions on account of Police lent to private Companies. The first was not anticipated in the budget, and the others were estimated for under "Other Receipts." The excess under fees, fines, and forfeitures is attributed to the gross receipts of the Municipal Cattle Pounds in Sindh having been credited to this head for the first time, whereas previously they went direct to the Municipalities. The head "Other Receipts" in 1886-87 and in the budget included clothing recoveries which are now deducted from the expenditure.

XVIII.—Marine.

		India.	Burma.	Assam.	Bengal.	Madras.	Bombay.	TOTAL.
Pilotage Receipts	Accounts 1886-87	...	...	..	84,7	4	6	85,7
	Budget 1887-88	...	...	...	82,0	5	4	82,9
	Revised 1887-88	...	...	...	87,7	1,4	6	89,7
	Accounts 1887-88	...	...	...	86,4	1,4	6	88,4
Dockyard Services, &c.	Accounts 1886-87	61,3	...	...	...	...	...	61,3
	Budget 1887-88	45,0	...	...	...	...	...	45,0
	Revised 1887-88	55,0	...	...	...	...	...	55,0
	Accounts 1887-88	55,7	...	...	...	...	...	55,7
Sale-proceeds of Vessels and Stores	Accounts 1886-87	9,2	1	...	1	...	...	9,4
	Budget 1887-88	4,4	1	...	2	...	...	4,7
	Revised 1887-88	8,5	1	...	1	...	...	8,7
	Accounts 1887-88	8,0	1	...	1	...	...	8,2
Registration and other Fees	Accounts 1886-87	...	1	...	2,5	...	4,9	7,5
	Budget 1887-88	...	1	...	2,7	...	4,9	7,7
	Revised 1887-88	...	1	...	2,6	...	4,7	7,4
	Accounts 1887-88	...	1	...	2,6	...	4,6	7,3
Coast Light Dues	Accounts 1886-87	...	19,0	...	...	...	...	19,0
	Budget 1887-88	...	19,0	...	...	...	...	19,6
	Revised 1887-88	...	20,4	...	...	...	...	20,4
	Accounts 1887-88	...	20,8	...	...	...	...	20,8
Other Receipts	Accounts 1886-87	12,6	1,8	2	2,4	...	1	17,1
	Budget 1887-88	8,3	3,3	3	2,0	...	1	14,0
	Revised 1887-88	10,3	1,9	2	2,1	...	8	15,3
	Accounts 1887-88	9,5	2,0	3	1,9	...	9	14,6
TOTAL	Accounts 1886-87	83,1	21,0	2	89,7	4	5,6	200,0
	Budget 1887-88	57,7	22,5	3	86,9	5	5,4	173,3
	Revised 1887-88	73,8	22,5	2	92,5	1,4	6,1	196,5
	Accounts 1887-88	73,2	23,0	3	91,0	1,4	6,1	195,0

73. The increase in *Pilotage receipts* is ascribed in Bengal to the development of trade, in Madras to the transfer to this head of the receipts of the Harbour Master's Department at Madras now provincialized and the rise in *Dockyard Services, &c.*, to the large amount of work done for other Departments owing apparently to reduction of Departmental charges on the cost of labour and material employed, and also to unusual supplies to Royal Navy Vessels. The Budget for *Sale-proceeds of Vessels and Stores* was framed on the supposition that only the *Amberwitch* would be disposed of, but subsequently the hulks

Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*

Semiramis and *Koel*, the troop-flat *Gogra*, the water-boat *Carnac*, and the Survey Cutter *Greenwich* were also sold. This excess was partly counterbalanced by diminished sales of Stores owing to the clearance last year of obsolete and surplus stock from the Kidderpore Dockyard.

XIX.—Education.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W.P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Fees and Fines	Accounts 1886-87	1,0	3,0	5	3,8	48,6	10,8	3,4	20,8	38,9	130,8
	Budget 1887-88	9	3,2	6	3,7	49,8	11,7	2,8	22,2	38,4	133,3
	Revised 1887-88	9	3,1	5	3,8	49,8	11,7	4,9	21,0	39,7	135,4
	Accounts 1887-88	1,0	3,1	6	3,8	51,9	11,9	5,1	21,1	39,2	137,7
Contributions	Accounts 1886-87	8	7,8	...	1	2,3	1,4	...	2	7,4	20,0
	Budget 1887-88	1,6	8,1	...	1	2,2	1,9	...	2	6,3	20,4
	Revised 1887-88	1,2	8,1	8	1	2,2	1,8	3	1,1	6,6	22,2
	Accounts 1887-88	1,1	8,1	1,2	1	2,9	1,3	4	1,6	7,9	24,6
Other Receipts	Accounts 1886-87	2	3,9	1,4	2	2,1	15,5	6,5	7,3	20,5	57,6
	Budget 1887-88	1	4,2	9	2	2,8	3,4	4,2	8,4	20,8	45,0
	Revised 1887-88	1	3,8	1,0	2	12,0	3,5	5,3	7,6	22,2	55,7
	Accounts 1887-88	1	4,0	7	3	17,7	4,3	6,1	7,8	21,9	62,9
TOTAL	Accounts 1886-87	2,0	14,7	1,9	4,1	53,0	27,7	9,9	28,3	66,8	208,4
	Budget 1887-88	2,6	15,5	1,5	4,0	54,8	17,0	7,0	30,8	65,5	198,7
	Revised 1887-88	2,2	15,0	2,3	4,1	64,0	17,0	10,5	29,7	68,5	213,3
	Accounts 1887-88	2,2	15,2	2,5	4,2	72,5	17,5	11,6	30,5	69,0	225,2

74. In *India* the decrease in contributions consists of the Educational Plough Tax in Coorg, which though entered under this head in the estimates has been credited to "VI—Provincial Rates" in the accounts. The Municipalities in *Burma* were for the first time required to contribute for educational purposes after the budget was framed. The increase in other receipts, *Bengal*, is due to recoveries from District Boards by transfer debit to the heads concerned of charges paid on their account in 1886-87; deducting these the actuals compare well with the budget. In 1886-87 the head "Other Receipts" in the *North-Western Provinces and Oudh* contained special items as stated in last year's report. The *Punjab* excess in fees and fines arises from an enhanced scale of fees introduced during the year, and from large proceeds from the sale of Government books. The *Bombay* improvement occurs principally in the "local" figures and is produced very much in the same way as the improvement in the Punjab.

XX.—Medical.

RECEIPTS.		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Medical College and School Fees.	Accounts 1886-87	...	...	...	...	2,7	...	...	1,8	2,3	6,8
	Budget 1887-88	...	...	...	...	2,1	...	...	1,5	2,8	6,4
	Revised 1887-88	...	...	...	...	2,1	...	1	1,6	2,4	6,2
	Accounts 1887-88	...	...	...	...	2,4	...	...	1,6	2,9	6,9
Hospital Receipts	Accounts 1886-87	...	...	2	...	7,3	...	5	1,0	1,9	10,9
	Budget 1887-88	...	...	2	...	6,2	...	2	9	1,6	9,1
	Revised 1887-88	...	...	1	...	6,2	1	6	9	1,9	9,8
	Accounts 1887-88	...	...	...	...	5,7	1	5	8	1,8	8,9
Lunatic Asylum Receipts.	Accounts 1886-87	...	2	7	1	2,4	4	2,8	3,6	1,1	11,3
	Budget 1887-88	...	2	7	1	2,9	4	2,9	2,3	1,2	10,7
	Revised 1887-88	...	2	1,1	1	2,4	4	2,9	1,5	1,3	9,9
	Accounts 1887-88	...	2	1,2	...	2,5	4	1,1	1,4	1,2	8,0
Contributions	Accounts 1886-87	3	5	1	...	3,0	8,8	8	8,2	7,7	29,4
	Budget 1887-88	4	5	1	...	3,0	8,5	9	8,5	2,5	24,4
	Revised 1887-88	4	6	1	...	3,0	10,3	9	8,1	3,0	26,4
	Accounts 1887-88	4	6	1	...	3,3	10,0	9	8,9	3,0	27,2
Other Receipts	Accounts 1886-87	...	1	1	1	3	7	3	7	5	2,8
	Budget 1887-88	...	1	...	...	4	7	3	8	6	2,9
	Revised 1887-88	...	2	...	...	3	9	7	1,0	5	3,6
	Accounts 1887-88	1	1	1	1	6	1,1	1,1	1,1	7	5,0
TOTAL	Accounts 1886-87	3	8	1,1	2	15,7	9,9	4,4	15,3	13,5	61,2
	Budget 1887-88	4	8	1,0	1	14,6	9,6	4,3	14,0	8,7	53,5
	Revised 1887-88	4	1,0	1,3	1	14,0	11,7	5,2	13,1	9,1	55,9
	Accounts 1887-88	5	9	1,4	1	14,5	11,6	3,6	13,8	9,6	56,0

Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*

XX.—Medical—*continued.*

			Sterling.	Exchange.	TOTAL.				
England . . .	Accounts .	1886-87 .	2,5	9	3,4	Total including England	Accounts .	1886-87.	64,6
	Budget .	1887-88 .	2,2	8	3,0		Budget .	1887-88.	56,5
	Revised .		2,5	1,0	3,5		Revised .		59,4
	Accounts .		2,8	1,1	3,9		Accounts .		59,9

75. In 1886-87 the *Hospital Receipts* in Bengal were high owing to large recoveries from the Hospital Port Dues Fund on account of seamen treated in the Calcutta General Hospital. Under *Contributions* the North-Western Provinces and Oudh Budget was too low and had to be raised in the Revised. The fall in *Lunatic Asylum Receipts*, Punjab, is attributable to certain payments by District Funds, which were formerly credited to this head, having this year been adjusted under Contribution from Local to Provincial, and a similar change was made in Madras. The increase under *Other Receipts* in that province occurs chiefly in the "Local Section" for which the budget was insufficient. The *Bombay* credits under *Contributions* are small as compared with 1886-87, but in that year there were special recoveries, as explained in last year's report. The rise in the *English* figures is due to an increase in the number of patients in the Royal Indian Lunatic Asylum, portions of whose pensions are appropriated to their maintenance.

XXI.—Scientific and other Minor Departments.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Receipts on Account of Experimental Cultivation.	Accounts .	1886-87 .	...	2	8	...	...	2,5	6	3	8	5,2
	Budget .	1887-88 .	...	2	3	...	...	2,0	6	...	1,1	4,2
	Revised .		...	2	1	...	...	1,5	5	3	1,3	3,9
	Accounts .		...	2	1	...	...	1,5	6	3	1,4	4,1
Botanical and other Public Garden Receipts.	Accounts .	1886-87 .	1	1,0	...	...	3	3,2	2,2	3	1,2	8,3
	Budget .	1887-88 .	...	1,1	...	...	3	2,4	1,4	3	9	6,4
	Revised .		...	1,1	...	...	4	2,9	3,3	3	9	8,9
	Accounts .		1	1,1	...	...	4	3,0	3,5	3	1,1	9,5
Cinchona Plantations.	Accounts .	1886-87 .	...	...	...	...	9,9	...	...	6,9	...	16,8
	Budget .	1887-88 .	...	...	...	...	11,0	...	...	8,0	...	19,0
	Revised .		...	...	...	...	10,4	...	...	3	...	10,7
	Accounts .		...	...	...	...	13,0	...	...	4	...	14,0
Receipts on account of Public Exhibitions and Fairs.	Accounts .	1886-87 .	1	1	...	...	1	4,4	6,7	...	1,5	12,9
	Budget .	1887-88 .	...	1	...	...	1	3,9	4,7	...	1	8,9
	Revised .		1	1	...	...	1	5,6	2,9	...	4	9,2
	Accounts .		1	2	...	...	1	5,2	3,8	...	4	9,8
Government Bull and Stallion Receipts.	Accounts .	1886-87 .	1,1	...	...	...	...	..	...	...	...	1,1
	Budget .	1887-88 .	1	...	...	...	...	...	...	...	...	1
	Revised .		2	...	...	...	...	...	...	...	...	2
	Accounts .		9	...	...	...	...	...	...	...	...	9
Labour and Emigration.	Accounts .	1886-87 .	...	...	...	4,7	4,3	2	...	4	...	9,6
	Budget	1887-88 .	...	...	...	4,5	3,8	1	...	1,0	...	9,4
	Revised .		...	...	...	5,2	3,9	1	...	3	...	9,5
	Accounts .		...	...	...	4,7	4,0	...	...	2	...	8,9
Sale of Instruments and Stores by the Mathematical Instrument Factory.	Accounts .	1886-87 .	20,6	...	...	...	...	...	...	...	...	20,6
	Budget .	1887-88 .	21,8	...	...	...	...	...	...	...	...	21,8
	Revised .		17,0	...	...	...	...	...	...	...	...	17,0
	Accounts .		27,7	...	...	...	...	...	...	...	...	27,7
Other Miscellaneous Receipts.	Accounts .	1886-87 .	2,0	1	3	...	2	2	3	6,8	3	10,2
	Budget .	1887-88 .	1,2	1	...	...	2	5	5	7,1	3	9,9
	Revised .		1,4	1	1	...	2	4	3,1	7,6	9	13,8
	Accounts		1,1	4	1	...	1	5	2,9	7,8	4,7	17,6
TOTAL .	Accounts .	1886-87 .	23,9	1,4	1,1	4,7	14,8	10,5	9,8	14,7	3,8	84,7
	Budget	1887-88 .	23,1	1,5	3	4,5	15,4	8,9	7,2	16,4	2,4	79,7
	Revised .		18,7	1,5	2	5,2	15,0	10,5	9,8	8,8	3,5	73,2
	Accounts .		29,9	1,9	2	4,7	18,2	10,2	10,8	9,0	7,0	92,5

			Sterling.	Exchange.	Total.				
England . . .	Accounts .	1886-87 .	6	2	8	Total including England . . .	Accounts	1886-87 .	85,5
	Budget .	1887-88 .	1,3	5	1,8		Budget .	1887-88 .	81,5
	Revised .		7	3	1,0		Revised .		74,2
	Accounts .		6	3	9		Accounts		93,4

76. Under orders of the Chief Commissioner the expenditure on *experimental cultivation* in Burma

Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*

has been considerably reduced since 1886-87. The increase in *Botanical and other Garden receipts*, Punjab, is in the local section for which no Budget was proposed by district boards. The rise under *Cinchona Plantations* in Bengal comes from large issues of the febrifuge to Madras. The decline in that Presidency is attributed to no sales having taken place during the year. The *receipts on account of Public Exhibitions and Fairs* were good in the North-Western Provinces where the proceeds of the Mágh Méla Fair at Allahabad were greater than was anticipated, but Punjab obtained less than was expected owing to the Amritsar Cattle Fair having been transferred to the Municipal Committee. The *Sale of Instruments and Stores* depends on the demand for these articles and it is not regular, but during the last three years there has been a steady rise, the amounts being 10,3, 20,6, and 27,7 respectively. As regards *Miscellaneous receipts* the Punjab Budget made no provision for local items, while in Madras the actuals were increased in consequence of additional examinations held during the year.

77. The failure in the English Budget is caused by the receipts anticipated for sales of the "Imperial Gazetteer of India" not having been realised till after March 1888.

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS.

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
12,698,5	EXPENDITURE	13,179,7	12,897,3	12,906,4

78. As compared with 1886-87 there was an excess expenditure under *Police* on account of the military police in Burma. On the other hand, the *Marine* and *Political* charges were less owing respectively to smaller requirements on account of Burma and the withdrawal of the Afghan Delimitation Commission. As compared with the Budget, the principal difference is in *Marine*, which shows a large saving, as 177,0 was provided for torpedo boats, but no payments were made during the year. The grant for *Administration* was exceeded by 59,6, of which 17,7 is debitable to Burma, and the rest chiefly to expenditure in England and exchange. The head *Political* shows an increase of 54,1 chiefly in connection with the delimitation of the Perso-Afghan frontier and the deportation of Sirdar Ayub Khan.

18.—Administration.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Salaries of Governor General, Governors, Lieutenant-Governors, and Chief Commissioners, including Commissioner in Sind and his Establishment.	Accounts . 1886-87 .	25,1	4,7	5,4	4,4	9,6	9,6	9,6	12,3	23,5	104,2
	Budget . 1887-88 .	25,1	4,8	4,8	4,8	9,6	9,6	9,6	12,0	23,5	103,8
	Revised . 1887-88 .	25,1	4,9	6,0	4,8	9,6	9,6	9,8	12,0	22,8	104,6
	Accounts 1887-88 .	25,1	4,9	6,0	4,8	11,0	9,7	9,8	12,0	23,0	106,3
Staff and household	Accounts . 1886-87 .	30,0	7	6	...	2,8	3,7	2,8	14,0	18,2	81,8
	Budget . 1887-88 .	26,3	6	6	...	2,8	4,1	2,6	13,8	17,7	68,5
	Revised . 1887-88 .	31,7	6	2,0	...	2,4	4,1	2,7	14,4	17,8	75,7
	Accounts . 1887-88 .	28,1	6	1,5	6	2,5	4,2	2,8	14,4	18,0	72,7
Durbar Fund	Accounts . 1886-87 .	16,5	...	...	...	...	...	...	...	...	16,5
	Budget . 1887-88 .	16,0	...	...	...	...	...	...	...	...	16,0
	Revised . 1887-88 .	16,5	...	...	...	...	...	...	...	...	16,5
	Accounts . 1887-88 .	16,5	...	...	...	...	...	...	...	...	16,5
Executive Council	Accounts . 1886-87 .	40,4	...	...	...	...	...	...	12,9	11,9	65,2
	Budget . 1887-88 .	39,2	...	...	...	...	...	...	12,7	12,3	64,2
	Revised . 1887-88 .	41,8	...	...	...	...	...	...	12,7	12,0	66,5
	Accounts . 1887-88 .	40,8	...	...	...	...	...	...	12,7	12,5	66,0
Legislative Council	Accounts . 1886-87 .	17,2	2	...	...	2,2	...	...	1,5	1	21,2
	Budget . 1887-88 .	19,4	...	...	...	2,2	...	...	1,4	...	23,0
	Revised . 1887-88 .	20,2	...	...	...	2,3	3	...	1,3	...	24,1
	Accounts . 1887-88 .	18,9	...	...	...	2,3	3	...	1,3	...	22,8
Military Secretary to the Viceroy	Accounts . 1886-87 .	42,9	...	...	...	...	...	3,1	7,1	8,1	61,2
	Budget . 1887-88 .	39,9	...	...	...	...	...	9	6,2	8,7	55,7
	Revised . 1887-88 .	40,7	...	...	...	...	...	7	6,4	8,0	55,8
	Accounts . 1887-88 .	4 05	...	...	...	...	...	7	6,4	7,8	55,4
Secretariat	Accounts . 1886-87 .	142,4	8,4	12,1	8,2	40,7	31,5	21,4	20,6	34,7	338,0
	Budget . 1887-88 .	135,6	8,2	12,6	8,2	46,2	32,0	21,3	28,2	34,6	326,9
	Revised . 1887-88 .	142,3	8,3	20,5	8,1	46,2	31,9	20,8	28,1	35,6	341,8
	Accounts . 1887-88 .	143,4	8,1	20,7	7,9	46,3	31,7	19,9	27,9	35,4	341,3
Tour Charges	Accounts . 1886-87 .	10,8	1,1	4	4	3,0	5,9	5,8	...	3	27,7
	Budget . 1887-88 .	17,9	1,4	3	6	3,2	5,7	6,2	2	1,5	37,0
	Revised . 1887-88 .	15,9	1,2	4	6	2,8	5,6	6,0	4	8	33,7
	Accounts . 1887-88 .	14,5	1,3	4	7	3,4	3,7	6,0	2	1,0	31,2
Board of Revenue and Financial Commissioner	Accounts . 1886-87 .	...	...	...	...	28,5	21,3	18,4	25,7	...	93,9
	Budget . 1887-88 .	...	...	...	...	27,8	22,3	18,6	24,9	...	93,6
	Revised . 1887-88 .	...	...	...	...	26,8	22,0	18,5	18,3	...	85,6
	Accounts . 1887-88 .	...	...	...	...	26,0	22,0	18,5	18,0	...	84,5
Commissioners	Accounts . 1886-87 .	6	20,1	21,3	5,3	55,3	58,2	33,4	...	23,0	217,2
	Budget . 1887-88 .	5	19,6	20,7	5,5	52,7	55,5	33,5	...	22,0	210,0
	Revised . 1887-88 .	2	21,2	21,9	5,4	54,5	55,3	34,2	...	22,6	215,3
	Accounts . 1887-88 .	2	20,9	22,1	5,7	54,5	55,7	35,0	...	22,8	216,9
Account Offices	Accounts . 1886-87 .	62,2	7,3	9,5	4,9	33,1	23,1	16,2	23,6	26,7	206,6
	Budget . 1887-88 .	66,0	7,5	9,7	4,6	33,7	24,3	16,6	23,7	27,5	213,6
	Revised . 1887-88 .	61,9	7,4	12,1	5,0	33,6	23,5	16,9	24,1	27,0	211,5
	Accounts . 1887-88 .	61,3	7,3	12,8	5,1	34,0	22,7	16,9	24,2	26,8	211,1

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*contd.*

18.—Administration—*continued.*

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab	Madras.	Bombay.	TOTAL.
Paper Currency Office	Accounts . 1886-87 .	10,2	...	1,4	...	...	1,6	1,1	2,7	8,1	25,1
	Budget . 1887-88 .	9,8	1	1,5	...	...	2,0	1,2	2,6	8,7	25,9
	Revised . 1887-88 .	10,7	1	1,6	...	...	4,0	1,2	2,8	8,6	29,0
	Accounts 1887-88 .	10,9	1	1,6	...		1,5	1,2	2,6	8,2	26,1
Allowance to Presidency Banks	Accounts . 1886-87 .	10,7	...	...	...	1,5	...	...	4,7	11,2	37,1
	Budget . 1887-88 .	19,8	...	...	...	1,4	...	...	3,1	9,2	33,5
	Revised . 1887-88 .	17,2	...	...	...	1,4	...	...	4,3	11,7	34,6
	Accounts . 1887-88 .	17,2	...	...	...	1,4	...	...	4,3	11,8	34,7
General Establishment of Local Fund Offices	Accounts . 1886-87 .	...	3,2	8	...	14,8	6,0	15,1	14,7	10,1	64,7
	Budget . 1887-88 .	2,8	3,5	1,0	...	13,0	4,7	10,8	21,5	10,3	67,6
	Revised . 1887-88 .		3,3	9	...	12'5	6,0	13,2	19,5	10,6	66,0
	Accounts . 1887-88 .	...	3,4	9	...	17,9	5,7	11,8	19,8	10,5	70,0
Upper Burma Charges	Accounts . 1886-87 .	...	...	26,3	...	...	...	...	...	...	26,3
	Budget . 1887-88 .	...	...	26,9	...	...	...	...	...	...	26,9
	Revised . 1887-88 .	...	...	29,2	...	...	...	...	...	...	29,2
	Accounts . 1887-88 .	...	...	29,8	...	...	...	...	...	...	29,8
Other Charges, Reserve Treasuries, Press Commission and Rents, Rates, and Taxes	Accounts . 1886-87 .	5,3	...	...	...	...	...	...	3	...	5,6
	Budget . 1887-88 .	5,7	...	...	...	...	...	...	1	...	5,8
	Revised . 1887-88 .	3,8	...	...	...	...	...	...	2	..	4,0
	Accounts . 1887-88 .	4,0	...	...	...	...	...	...	2	...	4,2
TOTAL INDIA	Accounts . 1886-87 .	432,3	45,7	77,8	23,2	200,5	160,9	126,9	149,1	175,9	1,392,3
	Budget . 1887-88 .	424,0	45,7	78,1	23,7	192,6	160,2	121,3	150,4	176,0	1,372,0
	Revised . 1887-88 .	428,0	47,0	94,6	23,9	192,1	162,3	124,0	144,5	177,5	1,393,9
	Accounts . 1887-88 .	421,4	46,6	95,8	24,8	199,3	157,2	122,6	144,0	177,8	1,389,5

		Sterling.	Exchange.	Total.			
ENGLAND	Accounts . 1886-87 .	248,2	93,4	341,6	Total including England. Accounts . 1886-87 .		1,733,9
	Budget . 1887-88 .	246,7	91,6	338,3	Budget . 1887-88		1,710,3
	Revised . 1887-88 .	268,9	112,9	381,8	Revised . 1887-88		1,775,7
	Accounts . 1887-88 .	267,9	112,5	380,4	Accounts .		1,769,9

79. The excess in *Salaries of Governor General*, &c., is due in Burma to the increased pay granted to the Chief Commissioner, and in Bengal to a portion of Sir Charles Barnard's salary as Chief Commissioner of Burma having been paid in that Province. The difference between the India Budget and accounts under *Staff and Household* arises partly from a change of classification, by which rents, and taxes are now entered here as explained in last report, and partly from larger outlay for service telegrams and contingencies counterbalanced by savings in hill journey charges. The Revised estimate allowed an additional grant of 5,4 on these accounts, but it was not all required. The charges for the *Executive Council* were higher than was expected owing to acting arrangements.

80. As regards the *Secretariats*, the charges relating to the Government of India are particularised in the following figures, from which it will be seen that the Foreign Department, India, spent about 6,1 more than its budget grant chiefly in service telegrams, hill journey charges and miscellaneous contingencies. Some increase also occurred from acting arrangements. The Home Department presents an excess of 1,3 on account of acting arrangements and hill journey charges, and the Revenue Department 1,0 in connection with the new appointment of Reporter on Economic Products. The rise in Burma is due to additions made to the strength of the Secretariat in that Province.

1886-87. Accounts,		1887-88. Budget.	Revised.	Accounts.
	Secretariat.			
31,7	Financial Department	31,6	31,5	31,3
21,7	Home Department	21,0	21,9	22,3
42,2	Foreign Department	36,2	41,0	42,3
16,4	Revenue and Agriculture	17,0	18,1	18,1
7	Translator's Department	7	7	7
29,7	Public Works Department	29,1	29,1	28,7
142,4	TOTAL .	135,6	142,3	143,4

81. The *tour charges* in India and the North-Western Provinces and Oudh were smaller than was anticipated, owing apparently to the tours having been curtailed. The large difference under *Board of Revenue*, Madras, is caused by the charges for the Commissioner of Revenue Settlement and the Commis-

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*contd.*

sioner of Salt and Abkari Revenue having been entered under this head in the Budget, whereas in the accounts they have been debited to 3—Land Revenue and 5—Salt respectively. Acting arrangements have occasioned the fluctuations in the head *Commissioners*, but in Burma and Bengal an additional Commissioner was appointed for a short time. Acting arrangements have also affected the figures relating to *Account Offices*, but the office in Burma has been permanently enlarged in consequence of the annexation of Upper Burma. The *allowance to Presidency Banks* is now regulated by the new agreements, but the accounts of 1887-88 include some charges which became payable under the former contract. The charges entered in the India Budget as relating to the *General Establishment of Local Funds* were on account of Patwaris and have been classified under 3—Land Revenue. These charges are growing in Bengal by reason of the extended operation of the Local Self-Government Act. In the Punjab, the Budget was too low, and in Madras large additions were made to the number of Punchayats and Unions existing in the previous year, but not to the extent contemplated in the Budget. The Budget for *Upper Burma charges* was necessarily a rough forecast. The saving in *other charges*, India, is nominal since the budget allowed for certain rents, rates and taxes which under present arrangements have been placed against the departments concerned.

82. In *England*, there was an exceptional increase this year under the charge for management of debt attending the conversion of the 4 per cent. stock into 3½ per cent. stock, counterbalanced to a small extent by a decrease in the cost of telegrams to India. Further increases occurred from the detention of the Member of the Royal Commission on Gold and Silver who was deputed from India, and from the demand for currency notes having been larger than was anticipated.

19A.—Law and Justice—Courts of Law.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
High Courts, Chief Courts, Recorders' Court and Judicial Commissioner.	Accounts . 1886-87 .	3	5,7	15,4	...	109,3	41,4	26,9	47,8	67,6	314,4
	Budget . 1887-88 .	3	6,1	16,4	...	116,4	41,6	27,3	46,7	69,9	324,7
	Revised . 1887-88 .	5	6,0	15,5	...	104,8	42,6	29,1	48,5	70,0	317,0
	Accounts . 1887-88 .	5	5,9	15,5	1	105,9	42,7	29,0	49,2	69,0	317,8
Law Officers .	Accounts . 1886-87 .	3	...	4,5	3	25,7	6,4	2,7	8,5	16,0	64,4
	Budget . 1887-88 .	2	...	4,2	4	25,9	7,8	3,6	10,2	16,6	68,9
	Revised . 1887-88 .	3	...	4,5	7	25,8	7,3	8,7	10,9	15,7	68,9
	Accounts . 1887-88 .	3	...	4,5	6	26,1	7,5	3,8	12,2	15,0	70,6
Civil and Sessions Courts.	Accounts . 1886-87 .	8,6	1,9	5,2	13,3	401,8	206,7	118,9	225,1	192,8	1,174,3
	Budget . 1887-88 .	8,0	2,5	3,5	14,1	399,4	207,5	118,4	227,9	190,3	1,171,6
	Revised . 1887-88 .	8,3	2,5	3,1	13,3	404,7	207,5	117,1	227,9	188,8	1,173,2
	Accounts . 1887-88 .	8,2	2,4	3,6	13,4	404,4	208,2	117,4	226,5	187,9	1,172,0
Court of Small Causes.	Accounts . 1886-87 .	4	3,8	3,0	...	19,0	6,8	4,0	8,3	24,0	69,3
	Budget . 1887-88 .	4	3,8	3,2	...	18,9	6,7	4,1	8,4	25,3	70,8
	Revised . 1887-88 .	4	3,8	3,0	...	20,0	6,6	3,8	8,2	23,5	69,3
	Accounts . 1887-88 .	4	3,7	3,0	...	20,6	6,6	3,7	8,2	23,0	69,2
Criminal Courts .	Accounts . 1886-87 .	13,3	58,4	85,4	37,1	218,4	152,4	119,0	89,7	127,9	901,6
	Budget . 1887-88 .	13,8	61,3	86,5	38,5	219,6	154,0	119,7	99,7	133,8	926,9
	Revised . 1887-88 .	11,0	59,7	87,2	37,5	218,0	151,9	120,8	90,0	130,0	906,1
	Accounts . 1887-88 .	12,4	60,0	82,8	36,6	214,7	150,2	121,8	90,2	128,4	897,1
Other Courts of Justice.	Accounts . 1886-87 .	...	...	...	...	7,0	...	...	7,4	10,5	24,9
	Budget . 1887-88 .	...	...	...	...	6,9	...	...	5,9	10,2	23,0
	Revised . 1887-88 .	...	...	...	...	7,1	...	...	6,3	10,0	23,4
	Accounts . 1887-88 .	...	...	...	...	7,2	...	...	6,4	9,8	23,4
Refunds .	Accounts . 1886-87 .	7	1,5	7,9	9	13,8	3,3	3,8	5,5	3,1	40,5
	Budget . 1887-88 .	3	1,7	7,8	1,7	13,1	3,5	3,9	5,1	3,2	40,3
	Revised . 1887-88 .	2,2	1,7	8,8	9	14,0	3,5	3,0	5,4	3,0	42,5
	Accounts . 1887-88 .	2,4	1,7	9,8	9	14,7	3,6	3,3	5,8	2,8	45,0
Other Charges .	Accounts . 1886-87 .	...	...	...	...	3	3,6	...	5	...	4,4
	Budget . 1887-88 .	...	...	...	...	9	3,9	...	4	...	5,2
	Revised . 1887-88 .	...	...	...	...	6	2,8	...	3	...	3,7
	Accounts . 1887-88 .	...	...	...	...	5	2,8	...	4	...	3,7
Upper Burma Charges.	Accounts . 1886-87 .	...	...	31,9	...	...	...	...	...	...	31,9
	Budget . 1887-88 .	...	...	65,4	...	...	...	...	...	...	65,4
	Revised . 1887-88 .	...	...	50,7	...	...	...	...	...	...	50,7
	Accounts . 1887-88 .	...	...	51,6	...	...	...	...	...	...	51,6
TOTAL .	Accounts . 1886-87 .	23,6	71,3	153,3	51,6	795,3	420,6	275,3	392,8	441,9	2,625,7
	Budget . 1887-88 .	23,0	75,4	187,0	54,7	801,1	425,0	277,0	404,3	449,3	2,696,8
	Revised . 1887-88 .	22,7	73,7	172,8	52,4	795,0	422,2	277,5	397,5	441,0	2,654,8
	Accounts . 1887-88 .	24,2	73,7	170,8	51,6	794,1	421,6	279,0	398,9	436,5	2,650,4

		Sterling	Exchange.	Total.			
England .	Accounts . 1886-87 .	1,1	4	15	Total including England. Accounts . 1886-87 .		2,627,2
	Budget . 1887-88 .	2,0	7	27	Budget . 1887-88 .		2,699,5
	Revised . 1887-88 .	5	2	7	Revised . 1887-88 .		2,655,5
	Accounts . 1887-88 .	5	2	7	Accounts . 1887-88 .		2,651,1

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*contd.*

83. The fluctuations under *High Courts* are largely due to the absence of officers on leave; but in the North-Western Provinces and Oudh, in the Punjab and in Madras, additional expenditure was sanctioned. In the last-named province the grant for printing and translation was exceeded, but this was met by larger receipts as explained in paragraph 70. The head *Law officers* in Madras is high as compared with 1886-87, but in that year the appointments were held for the most part by acting officers. The Bengal excess in *Civil and Sessions Courts* arises entirely from the appointment of additional munsifs and their establishments. The saving under this head in the Punjab and in Madras consists of several small items; but in Bombay. it is due to a native of India having been appointed Special Judge under the Deccan Agriculturists Relief Act whereby only two-thirds of the sanctioned pay was drawn. Some changes have been made during the year in connection with *Criminal Courts* which have affected the expenditure on their account. In India certain charges relating to the police of the Rajputana-Malwa Railway have been transferred to the head 20—Police. In the Central Provinces the outlay has been curtailed since last year by abolishing the office of Cantonment Magistrate at Saugor and the substitution of an allowance of ₹100 a month to a Military Officer for performing the duty. In Burma, Assam, Bengal, the North-Western Provinces and Oudh and Bombay the savings have resulted from the absence of officers on leave and in miscellaneous charges, for which sufficient allowance was not made in the Estimates. The Punjab excess is in diet and road money of witnesses and in postage. The Madras Budget was made high in expectation of a revision of establishments which, however, was not carried out. The diminished expenditure on *Small Cause Courts* in Bengal and Bombay has resulted from the absence of officers on leave; but in the latter Presidency a permanent saving of about 1,0 has been effected by Government purchasing the house in which the Court is held. The Budget for *Upper Burma Charges* was necessarily incomplete. The excess over the payments in 1886-87 is spread over many heads, and arises out of the extension of judicial establishments as the country settles down. *Refunds* are always a fluctuating quantity, and this year in India, Burma, and Bengal the claims to escheats were greater than was anticipated. Of the saving of 1,1 in *Other Charges*, North-Western Provinces and Oudh, 9 is in compensation pay of Covenanted Civil Servants and 2 in examinations for Pleaderships.

84. The Budget in *England* provided for outfit for three Judges, but none came to India during the year.

19B.—Law and Justice—Jails.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W P. and Oudh.	Punjab	Madras.	Bombay.	TOTAL.
Jail Manufacture .	Accounts . 1886-87 .	1,2	34,3	12,9	1,5	59,7	19,7	14,6	15,6	7,5	167,0
	Budget . 1887-88 .	1,2	30,2	13,3	2,3	59,8	24,4	16,0	17,4	9,0	173,6
	Revised . 1887-88 .	1,2	26,9	10,5	1,2	56,0	21,3	16,2	16,6	6,4	156,3
	Accounts . 1887-88 .	1,3	24,6	11,3	1,5	52,9	18,4	14,1	14,5	6,7	145,3
Other Jail Charges .	Accounts . 1886-87 .	3,3	24,4	60,3	8,5	106,8	77,1	63,9	72,7	51,8	468,8
	Budget . 1887-88 .	5,8	23,4	61,7	9,7	115,2	81,6	69,0	72,7	51,7	490,8
	Revised . 1887-88 .	5,9	25,6	60,0	8,1	95,0	83,8	70,8	70,1	47,7	467,0
	Accounts . 1887-88 .	5,9	26,8	59,8	8,2	100,2	88,2	72,8	71,8	47,6	481,3
Convict Charges at Port Blair and Nicobars.	Accounts . 1886-87 .	126,7	...	...	...	...	...	...	...	...	126,7
	Budget . 1887-88 .	134,4	...	...	...	...	...	...	...	...	134,4
	Revised . 1887-88 .	106,8	...	...	...	...	...	...	...	...	106,8
	Accounts . 1887-88 .	127,3	..	...	...	...	...	...	...	...	127,3
Other Charges .	Accounts . 1886-87 .	9	...	..	...	...	...	...	...	...	9
	Budget . 1887-88 .	1,3	...	...	...	...	...	...	...	...	1,3
	Revised . 1887-88 .	8	...	...	...	...	...	...	...	3	1,1
	Accounts . 1887-88 .	8	...	...	...	...	...	...	...	1	9
Upper Burma Charges	Accounts . 1886-87 .	...	...	5,8	...	...	...	...	...	...	5,8
	Budget . 1887-88 .	...	...	15,5	...	...	...	...	...	...	15,5
	Revised . 1887-88 .	...	...	17,5	...	...	...	...	...	...	17,5
	Accounts . 1887-88 .	...	...	17,0	...	...	...	...	...	...	17,0
TOTAL	Accounts . 1886-87 .	132,1	58,7	79,0	10,0	166,5	96,8	78,5	88,3	59,3	769,2
	Budget . 1887-88 .	142,7	53,6	90,5	12,0	175,0	106,0	85,0	90,1	60,7	815,6
	Revised . 1887-88 .	114,7	52,5	88,0	9,3	151,0	105,1	87,0	86,7	54,4	748,7
	Accounts . 1887-88 .	135,3	51,4	88,1	9,7	153,1	106,6	86,9	86,3	54,4	771,8

85. The reduced expenditure on *Jail Manufactures* in Burma is attributed to economy in the purchase of raw materials. In the other provinces it was the result of restricted manufacture and was counterbalanced by diminished receipts. The rise in *Other Jail charges*, India, comes mainly from the establishment of a new prison at Quetta. The excess in the Central Provinces is due to an increase in the number of prisoners, rise in the price of food-grains, introduction of a more liberal diet scale and substitution of Warder for police guards. The increase in the North-Western Provinces and Oudh and in the Punjab is also due to the higher cost of rations, but in the former the jail allowance of Medical officers has been charged for the first time to this head It was previously classified under 24—Medical. The

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*contd.*

saving in Burma was obtained by smaller expenditure in the transport of prisoners, in Bengal by closing the Bhaugulpore district Jail and by converting the Central Jail at Hazaribagh into a district Jail, in Madras by the abolition of three district Jails and of the European penitentiary at Ootacamund, and in Bombay by the release of prisoners in connection with the Jubilee, by the conversion of several district Jails into subordinate Jails and by the abolition of some subordinate Jails. The Assam Budget was too high. The small amount of *convict charges at Port Blair and Nicobars* as compared with the budget is caused chiefly by the transfer of 5,5 from this head to 11—Forests. Independently of this transfer the accounts show that the budget was exceeded in the item of stores, but this was counteracted by savings in establishment from the absence of officers on leave. Considering the circumstances of the country the estimates for *Upper Burma charges* have proved satisfactory.

20.—Police.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Presidency Police	Accounts . 1886-87 .	...	...	...	...	32,2	...	...	17,2	31,9	81,3
	Budget . 1887-88 .	...	...	...	...	32,5	...	...	22,1	31,0	85,6
	Revised . 1887-88 .	...	...	...	...	31,5	...	...	21,8	30,9	84,2
	Accounts . 1887-88 .	...	...	...	...	31,7	...	...	21,7	30,1	83,5
Superintendence	Accounts . 1886-87 .	...	3,3	4,0	3,2	12,0	11,8	13,7	17,8	4,9	70,7
	Budget . 1887-88 .	...	4,0	3,8	3,1	11,6	11,7	14,3	11,0	4,5	64,0
	Revised . 1887-88 .	...	3,8	4,0	3,0	11,5	12,6	13,6	10,8	4,4	63,7
	Accounts . 1887-88 .	...	3,7	4,0	3,2	11,7	12,8	13,4	11,2	4,3	64,3
District Executive Force.	Accounts . 1886-87 .	35,9	125,7	231,1	40,6	387,7	353,8	287,8	338,1	352,1	2,152,8
	Budget . 1887-88 .	34,2	125,3	270,7	43,0	387,1	372,0	204,7	331,9	340,3	2,199,2
	Revised . 1887-88 .	32,0	122,9	253,8	41,3	385,5	360,3	295,0	328,7	329,4	2,149,5
	Accounts . 1887-88 .	31,4	121,8	256,4	41,3	384,5	355,6	241,8	325,7	314,1	2,072,6
Municipal and Cantonment Police.	Revised . 1887-88 .	...	...	...	...	(a) ...	...	...	...	1,7	1,7
	Accounts . 1887-88 .					(a) ...	...	53,8	...	1,4	55,2
Government Railway Police.	Accounts . 1886-87 .	11,1	2,4	...	1	9,3	3,1	12,4	...	12,4	50,8
	Budget . 1887-88 .	12,6	4,4	...	1	11,6	3,6	15,3	8	10,8	59,2
	Revised . 1887-88 .	13,4	1,5	...	1	10,0	3,2	13 2	4	11,1	52,9
	Accounts . 1887-88 .	13,7	1,0	...	1	9,8	3,1	12,8	5	9,5	51,1
Village Police	Accounts . 1886-87 .	...	...	35,7	1	12,5	245,0	...	6	100,2	395,0
	Budget . 1887-88 .	...	...	39,9	1	17,5	247,5	...	6	103,0	408,6
	Revised . 1887-88 .	...	...	36,0	1	14,5	247,3	...	6	104,2	402,7
	Accounts . 1887-88 .	...	...	32,5	1	14,1	247,1	...	6	108,2	402,6
Special Police	Accounts . 1886-87 .	...	1,1	30,2	49,6	18,8	2,8	13,8	...	7,7	124,0
	Budget . 1887-88 .	...	1,0	...	49,2	17,8	3,0	13,3	...	16,2	100,5
	Revised . 1887-88 .	...	1,4	35,2	49,5	20,3	2,8	13,3	...	63,2	185,7
	Accounts . 1887-88 .	...	1,4	35,7	49,6	19,9	2,7	13,2	...	60,9	183,4
Cattle Pounds	Accounts . 1886-87 .	4	4 5	2	1,8	2,6	5,8	2,7	18,2	8,3	44,5
	Budget . 1887-88 .	1	5,6	4	2,5	3,2	6,8	2,9	14,9	8,0	44,4
	Revised . 1887-88 .	1	5,4	3	2,0	3,0	6,4	3,0	19,6	8,5	48,3
	Accounts . 1887-88 .	4	4,8	3	1,9	2,2	6,1	2,8	19,7	9,2	47,4
Other Charges	Accounts . 1886-87 .	9,0	1	1,1	...	1,9	3	6	2,7	1,3	17,0
	Budget . 1887-88 .	9,2	2	6	1	2,0	5	2	2,8	1,2	16,8
	Revised . 1887-88 .	9,2	1	7	...	3,7	4	2	2,6	1,3	18,2
	Accounts . 1887-88 .	9,6	1	8	...	9,3	3	2	2,6	1,4	24,3
Upper Burma Charges.	Accounts . 1886-87 .	...	...	349,0	...	...	...	...	...	...	349,0
	Budget . 1887-88 .	...	...	737,0	...	...	...	...	...	...	737,0
	Revised . 1887-88 .	...	...	720,0	...	...	...	...	...	...	720,0
	Accounts . 1887-88 .	...	...	709,2	...	...	...	...	...	...	709,2
TOTAL	Accounts . 1886-87 .	56,4	137,1	651,3	95,4	477,0	623,5	331,0	394,6	518,8	3,285,1
	Budget . 1887-88 .	56,1	140,5	1,052,4	98,1	483,3	645,1	340,7	384,1	515,0	3,715,3
	Revised . 1887-88 .	54,7	135,1	1,050,0	96,0	480,0	633,0	338,9	384,5	554,7	3,726,9
	Accounts . 1887-88 .	55,1	133,4	1,038,9	96,2	483,2	627,7	338,0	382,0	539,1	3,693,6

(*a*) Included under District Executive Force.

86. The high cost of the *Presidency Police*, Madras, as compared with 1886-87, is caused by the transfer to this head of the pay of the superior officers of that body, formerly taken under Superintendence. In Bombay, on the other hand, the expenditure was higher in 1886-87, but in that year a special payment of 2,5 was made for a police hulk. The reduced charge for *Superintendence* in Madras is due partly to the transfer mentioned above and partly to a reduction in the number of Deputy Inspectors General. The saving in *District Executive Force*, India, is the result of reduced establishments at Quetta. In the Central Provinces, it is due partly to the employment of warder guards in jails and the withdrawal of police from conservancy supervision; and so far the saving is nominal

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*contd.*

as it has led to increased expenditure under jails and to a fall in police receipts. A third cause of the saving is the transfer of the Saugor Cantonment Police to the Cantonment Fund. The Burma budget included 27,0, which really appertained to special police, and should have been classified as such. Allowing for this correction, the actuals have exceeded the forecast in the items of escort charges, and arms, accoutrements, and clothing. The Assam police is officered from Bengal, and changes occur in the grade of the officers employed. This explains the fluctuations in that Province. In Bengal, the grant for pay of constables was not fully utilised. In the North-Western Provinces and Oudh the budget was too high. The Punjab budget included the grant for *Municipal and Cantonment Police* which has been separately classified in the accounts. The fall in Madras is caused by the employment of warder guards in jails, and is subject to the criticism noted above in the case of the Central Provinces. In Bombay, some interchanges have taken place between this head and Special and Municipal and Cantonment Police, and hence the figures cannot be compared separately. The principal difference here is in the charges of the Gujarat Police which amounted to 42,0 and 40,0, respectively, in the revised estimate and accounts of 1887-88, while they were not included in the accounts of 1886-87 or in the budget, because they were charged at that time to an Excluded Local Fund. Allowing for this difference the accounts and estimates agree fairly well except in the cost of clothing which is now shown net instead of gross as formerly. The higher cost of *Government Railway Police* in India ensues from the additional force required by extension of the Sindh-Pishin line. The saving in the Central Provinces is, for the most part, nominal owing to recoveries from the Great Indian Peninsula Railway having been deducted from the expenditure instead of being distinctly credited. In Bengal, the grant for the police on the Northern Bengal and Tirhoot lines was not fully used; and in the Punjab, the Company working the Rajputana-Malwa Railway paid a portion of the charges connected with the Rewari-Ferozepore line. The charge for *Village Police* was small in Burma owing to fewer men having been employed in Akyab than was anticipated. The Bengal budget was high, and in Bombay it did not allow sufficiently for arrears that were due and for the *pro-forma* adjustments on account of alienated (service) land revenue. The Bombay estimates also provided for some items under 3—Land Revenue, which belong properly to this head. As regards *Special Police*, the fluctuations in Burma and Bombay have been noticed above under the head *District Executive Force*. The excess in Bengal is in the cost and carriage of clothing and stores. *Cattle Pounds* have outstripped the budget, but this is counterbalanced by large receipts. These increases arise, chiefly from the construction of additional pounds and remuneration to additional pound-keepers. The rise in *other charges*, Bengal, consists of refunds to District Boards of sums received from them in 1886-87. It was difficult in the circumstances of the country to make an accurate estimate of *Upper Burma charges*.

21.—Marine.

		India.	Burma.	Assam.	Bengal.	Madras.	Bombay.	TOTAL.
General Supervision and Accounts.	Accounts . 1886-87	17,1	...	...	...	...	..	17,1
	Budget . 1887-88	16,8	...	...	...	...	...	16,8
	Revised . 1887-88	16,4	...	...	...	...	...	16,4
	Accounts . 1887-88	16,3	...	...	...	...	...	16,3
Marine Survey and Establishments.	Accounts . 1886-87	10,8	8	...	6,3	1,0	2,3	21,2
	Budget . 1887-88	12,8	8	...	6,1	1,0	2,2	22,9
	Revised . 1887-88	10,0	8	...	6,8	1,0	2,1	20,7
	Accounts . 1887-88	11,0	9	...	6,7	1,0	1,9	21,5
Dockyards	Accounts . 1886-87	67,1	...	...	...	...	...	67,1
	Budget . 1887-88	70,0	...	...	...	...	...	70,0
	Revised . 1887-88	72,5	...	...	...	...	...	72,5
	Accounts . 1887-88	71,6	...	...	...	...	...	71,6
Salaries and Allowances of Officers and men afloat.	Accounts . 1886-87	89,6	3,5	4	8,8	3	4,1	106,7
	Budget . 1887-88	95,0	3,7	6	8,9	4	...	108,6
	Revised . 1887-88	104,5	3,8	4	9,0	3	1	118,1
	Accounts . 1887-88	107,0	3,9	4	8,8	3	1	120,5
Marine Stores and Coal for Building and Repairs of Ships.	Accounts . 1886-87	72,2	2,5	5	7,0	1	...	82,3
	Budget . 1887-88	45,5	4,2	1,0	7,1	...	...	57,8
	Revised . 1887-88	54,0	4,4	5	8,7	...	...	67,6
	Accounts . 1887-88	69,5	5,7	5	7 3	...	...	83,0
Pilotage, Pilot Establishment, and Vessels.	Accounts . 1886-87	...	...		56,9	4	4	57,8
	Budget . 1887-88	...	...	1	55,8	5	3	56,7
	Revised . 1887-88	...	...	1	58,2	1,4	3	60,0
	Accounts . 1887-88	...	...	1	58,4	1,4	3	60,2

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*contd.*

21 —Marine—*contd.*

			India.	Burma.	Assam.	Bengal.	Madras.	Bombay.	TOTAL.
Other Charges	Accounts	1886-87	154,9	20,9	3,6	6,3	...	...	185,7
	Budget	1887-88	48,4	22,8	5,6	18,1	...	1	95,0
	Revised		58,9	21,3	5,6	7,7	...	2	93,7
	Accounts		66,2	20,9	5,8	10,4	...	3	103,6
TOTAL	Accounts	1886-87	411,7	27,7	4,6	85,3	1,8	6,8	537,9
	Budget	1887-88	288,5	31,5	7,3	96,0	1,9	2,6	427,8
	Revised		316,3	30,3	6,6	90,4	2,7	2,7	449,0
	Accounts		341,6	31,4	6,8	91,6	2,7	2,6	476,7
Deduct amounts transferred to other heads.	Accounts	1886-87	7,0	...	...	...	...	...	7,0
	Budget	1887-88	10,0	...	...	1,3	...	...	11,3
	Revised		7,9	...	...	...	...	...	7,9
	Accounts		8,1	...	...	...	...	...	8,1
TOTAL	Accounts	1886-87	404,7	27,7	4,6	85,3	1,8	6,8	530,9
	Budget	1887-88	278,5	31,5	7,3	94,7	1,9	2,6	416,5
	Revised		308,4	30,3	6,6	90,4	2,7	2,7	441,1
	Accounts		333,5	31,4	6,8	91,6	2,7	2,6	468,6
			Sterling.	Exchange.	TOTAL.				
England	Accounts	1886-87	230,5	86,7	317,2	Grand Total, including England. Accounts	1886-87		848,1
	Budget	1887-88	326,7	121,3	448,0	Budget	1887-88		864,5
	Revised		148,3	62,3	210,6	Revised			651,7
	Accounts		142,4	59,9	202,3	Accounts			670,9

87. The budget for *Marine Survey and establishments* was too high. The grant for *dockyards* had to be raised in the revised as a good deal of work came in from other departments for which there has been an increase in receipts as explained in paragraph 73. The actuals did not reach the revised from various causes, of which the chief are a revision of certain appointments and establishments in Kidderpore and the employment of less labour than was anticipated. The *salaries and allowances of officers and men* were high owing to demands on account of Upper Burma for which it was necessary to employ additional establishments, some new vessels having been added to the Indian Marine. The cost of *Marine Stores, &c.*, was high in 1886-87, chiefly on account of coal and stores required for the conveyance of troops and material to Burma, and for the steamers and launches employed in Upper Burma. Both the budget and revised contemplated a considerable reduction of expenditure on this account, but the circumstances of the country did not admit of such savings being effected. The increase in *pilotage and pilot establishments* is due, in Bengal, to improved trade and is accompanied by larger receipts as mentioned in paragraph 73. In Madras it has been caused by the transfer to Provincial Services of the Harbour Master's Department, as already noted in the same paragraph. The excess in India under *other charges* is connected chiefly with the operations in Upper Burma, but unforeseen charges for the Bushire Coal Depôt and the Perim Light House have also contributed to it. The Lower Burma budget provided for a contribution to the Akyab Port Fund which was not paid, and fewer vessels were employed than was anticipated. These produced a saving of 3,2; but on the other hand the expenditure on Light Houses and Light Ships was 1,6 more than expected. The Bengal budget provides 10,0 for the purchase of a new vessel which was not obtained during the year. Allowing for this special item the accounts of 1887-88 shew an excess both as regards the accounts of 1886-87 and the budget and this excess arises from the contribution of 2,0 granted to the Balasore Port Fund, and from the share due from that Province of the subsidy for conveying mails between Naraingunge and Assam.

88. In *England*, a sum of 177,0 was entered in the budget for torpedo boats, but no payments were made on this account during the year.

22.—Education.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Direction	Accounts	1886-87	...	2,8	2,3	...	5,9	3,8	4,0	4,0	4,3	27,1
	Budget	1887-88	...	2,8	2 4	...	5,7	4,0	4,2	4,6	4,3	28,0
	Revised		...	3,1	2,5	...	5,7	3,9	4,0	4,5	4,3	28,0
	Accounts		...	3,1	2,6	...	5,6	3,9	4,0	4,5	4,3	28,0
Inspection	Accounts	1886-87	1,3	8,9	6,2	5,8	45,0	24,1	13,0	33,1	21,8	159,2
	Budget	1887-88	7	8,9	6,1	6,0	44,0	25,2	14,8	32,7	22,3	160,7
	Revised		9	8,3	6,5	5,6	44,5	23,4	13,9	33,2	21,7	158,0
	Accounts		9	8,3	6,2	5,4	33,6	22,9	14,4	33,9	21,2	146,8

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

22.—Education—*continued.*

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
University	Accounts	1886-87	...	...	...	...	...	...	2,5	...	2,0	4,5
	Budget	1887-88	...	...	...	...	...	...	3,3	...	1,5	4,8
	Revised		...	...	...	...	...	2	3,3	...	1,5	5,0
	Accounts		...	...	...	...	...	2	3,2	...	1,5	4,9
Government Colleges.	Accounts	1886-87	3,4	1,4	...	...	54,0	10,6	5,6	24,4	25,6	125,0
	Budget	1887-88	3,5	1,6	...	...	55,6	11,0	5,5	23,1	25,4	125,7
	Revised		3,5	1,6	...	...	55,1	10,8	4,9	25,0	25,6	126,5
	Accounts		3,7	1,6	...	...	54,9	11,2	4,8	22,2	26,3	124,7
Government Schools	Accounts	1886-87	5,2	39,2	7,3	9,8	75,1	97,2	51,6	61,9	170,3	517,6
	Budget	1887-88	5,0	40,2	14,5	10,6	77,2	102,8	61,7	61,5	182,2	555,7
	Revised		5,4	38,5	12,1	10,1	77,2	97,9	55,7	60,5	176,7	534,1
	Accounts		5,4	37,4	11,5	10,0	175,4	98,0	58,6	61,4	177,6	635,3
Grants-in-aid and Payments by results.	Accounts	1886-87	7,1	8,7	15,3	14,1	135,0	27,4	52,1	58,9	47,8	366,4
	Budget	1887-88	6,6	8,3	17,0	14,9	132,5	31,3	31,2	57,1	48,5	347,4
	Revised		6,9	8,4	15,1	14,3	132,5	28,7	29,9	63,6	38,9	338,3
	Accounts		7,8	8,6	15,3	13,9	55,3	30,7	27,2	62,4	34,5	255,7
Scholarships	Accounts	1886-87	4	2,4	1,5	1,8	19,6	5,8	5,0	1,8	5,8	44,1
	Budget	1887-88	5	3,2	3,2	1,8	18,4	6,1	5,4	2,0	6,6	47,2
	Revised		4	2,9	1,8	1,8	18,4	5,7	5,2	1,7	5,8	43,7
	Accounts		5	2,7	1,7	1,9	23,7	5,7	5,0	1,5	5,6	48,3
Other Charges	Accounts	1886-87	1	4,0	16,8	6	3,0	5,0	6,6	7,1	17,5	60,7
	Budget	1887-88	1	3,4	8,3	1,1	3,6	4,4	3,1	5,7	18,7	48,4
	Revised		3	3,5	8,5	9	3,6	4,5	3,1	6,2	16,8	47,4
	Accounts		1	3,3	8,0	8	3,6	5,5	2,5	6,4	17,0	47,2
Upper Burma	Accounts	1886-87	...	...	1	...	...	...	...	...	...	1
	Budget	1887-88	...	...	2	...	...	...	...	...	...	2
	Revised		...	...	...	...	...	...	...	...	...	...
	Accounts		...	...	...	...	...	...	...	...	...	...
TOTAL	Accounts	1886-87	17,5	67,4	49,5	32,1	337,6	173,9	140,4	191,2	295,1	1,304,7
	Budget	1887-88	16,4	68,4	51,7	34,4	337,0	184,8	129,2	186,7	309,5	1,318,1
	Revised		17,4	66,3	46,5	32,7	337,0	175,1	120,0	194,7	291,3	1,281,0
	Accounts		18,4	65,0	45,3	32,0	352,1	178,1	119,7	192,3	288,0	1,290,9
			Sterling.	Exchange.	Total.							
England	Accounts	1886-87	4	2	6	Grand Total, including England. Accounts	1886-87					1,3053
	Budget	1887-88	9	3	1,2	Budget						1,3193
	Revised		7	3	1,0	Revised	1887-88					1,2820
	Accounts		6	3	9	Accounts						1,2918

89. The Bengal figures cannot be analysed this year in the usual detail, as a good deal of the expenditure has been transferred to District Boards, which have not followed the classification observed in the State accounts. The total outlay in Bengal has exceeded the budget by 15,1 in consequence of additional expenditure incurred by District Committees. The whole system of administering these funds by means of district bodies is in a transition state, and defects like these are not, I am told, likely to occur again. As regards the other Provinces, the North-Western Provinces and Oudh budget for *Inspection* was too high, and the Punjab revised too low. The appointment of two additional Deputy Inspectors explains the excess in Madras, the Bombay saving being due to the abolition of the inspectorship of the North-Eastern Division. The short charge for *Government Colleges*, Madras, is attributed to the authorised staff not having been fully engaged. The saving under *Government Schools*, Central Provinces, is the result of orders issued by the Chief Commissioner, restricting the outlay from district funds on education to the amount of the Education Cess, added to a fixed contribution from Provincial Revenues, and the private subscriptions and fees collected. In comparing the Burma charges for 1886-87 and 1887-88, it is to be noted that in the former year contributions to Municipalities were classified under "other charges," where there is a corresponding abatement. In 1887-88 the amounts did not work up to the budget owing to a general reduction of expenditure, and the same may be said with respect to the North-Western Provinces and Oudh. The Punjab report states that the budget was too high and the revised too low; and that as compared with the previous year, the expenditure in 1887-88 is large, owing partly to the establishment of four new Normal Schools and partly to greater outlay by district bodies. The Bombay excess over 1886-87 is in the local section, there being a reduction of 3,4 in the Provincial portion of the account. The differences between budget and accounts consists of various small increases and decreases. The India accounts under *grants-in-aid*, &c., include 7, for which the budget grant was entered under 32—Miscellaneous, and 4 sanctioned after the budget was framed. In Burma fewer grants were made than

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

was expected, and in the Punjab the amounts provided for building and miscellaneous purposes were not fully utilised. The large sum spent in 1886-87 was mainly on account of the Aitchison College Building Fund. The amount allowed in Madras was raised in the revised, with reference to sanctions given late in the year, and the actuals have followed closely upon this provision. The year 1886-87 was one of unusually high expenditure on education in Bombay, and the budget to some extent was based upon it, but the division of the Provincial contract caused a curtailment of the outlay. The principal economies have been 10,5 in the building grant and 2,1 in the technical grant, but on the other hand there was an increase of 4,0 in payment by results. With respect to *scholarships*, the Burma budget provided for sums payable in Calcutta and Madras, but these are adjusted inter-provincially. The Bombay saving in *other charges* is due to a smaller purchase of books for resale at the Government Central Book Depôt than was anticipated.

23.—Ecclesiastical.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Church of England	Accounts . 1886-87 .	13,1	3,6	4,3	1,3	14,1	18,9	16,2	26,3	21,3	119,1
	Budget . 1887-88 .	14,1	3,8	4,9	1,4	15,3	19,4	17,0	28,0	22,2	126,1
	Revised . 1887-88 .	12,6	3,9	4,3	1,3	12,6	17,5	16,8	26,2	21,7	116,9
	Accounts . 1887-88 .	12,4	3,9	4,3	1,2	13,0	17,6	17,2	25,9	21,5	117,0
Church of Scotland	Accounts . 1886-87 .	8	...	2	...	1,7	2,3	2,3	1,8	2,6	11,7
	Budget . 1887-88 .	8	...	1	...	1,2	1,0	1,7	2,8	3,4	11,0
	Revised . 1887-88 .	8	...	3	...	1,2	1,0	1,9	2,0	2,8	10,0
	Accounts . 1887-88 .	6	...	3	...	1,2	1,3	1,8	2,0	2,6	9,8
Allowance to other Clergymen.	Accounts . 1886-87 .	3	...	4	...	6	4	...	3	2,3	4,3
	Budget . 1887-88 .	2	...	4	...	6	4	...	3	2,2	4,1
	Revised . 1887-88 .	3	...	4	...	1,1	4	...	3	2,0	4,5
	Accounts . 1887-88 .	4	...	4	...	8	4	...	3	2,1	4,4
Upper Burma	Accounts . 1886-87 .	...	...	5	...	...	...	...	...	...	5
	Budget . 1887-88 .	...	...	2,5	...	...	...	...	...	...	2,5
	Revised . 1887-88 .	...	...	1,4	...	...	...	...	...	...	1,4
	Accounts . 1887-88 .	...	...	1,4	...	...	...	...	...	...	1,4
Other Charges	Accounts . 1886-87 .	2,8	9	1,1	6	2,4	3,0	3,1	4,4	4,7	23,0
	Budget . 1887-88 .	2,4	1,0	1,3	6	4,0	4,4	4,1	5,3	4,7	27,8
	Revised . 1887-88 .	2,4	9	1,2	4	3,6	4,5	4,1	4,8	4,9	26,8
	Accounts . 1887-88 .	2,6	8	1,1	4	3,2	3,9	4,0	4,8	4,9	25,7
TOTAL	Accounts . 1886-87 .	17,0	4,5	6,5	1,9	18,8	24,6	21,6	32,8	30,9	158,6
	Budget . 1887-88 .	17,5	4,8	9,2	2,0	21,1	25,2	22,8	36,4	32,5	171,5
	Revised . 1887-88 .	16,1	4,8	7,6	1,7	18,5	23,4	22,8	33,3	31,4	159,6
	Accounts . 1887-88 .	16,0	4,7	7,5	1,6	18,2	23,2	23,0	33,0	31,1	158,3

		Sterling.	Exchange.	Total.		
England	Accounts . 1886-87 .	3	1	4	Total, including England . . . Accounts . 1886-87 .	159,0
	Budget . 1887-88 .	3	1	4	Budget . 1887-88 .	171,9
	Revised . 1887-88 .	5	2	7	Revised . 1887-88 .	160,3
	Accounts . 1887-88 .	6	2	8	Accounts . 1887-88 .	159,1

90. The fluctuations in India are mostly due to absence of chaplains on leave. In the English Budget provision was made for six chaplains, whereas eleven came out.

24.—Medical.

Charges.		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Medical Establishments	Accounts . 1886-87 .	8,0	18,5	11,6	9,3	47,0	48,7	32,0	41,4	25,8	242,3
	Budget . 1887-88 .	8,2	19,5	11,4	10,0	55,8	53,5	32,6	51,7	28,0	270,7
	Revised . 1887-88 .	10,1	18,3	11,0	9,5	46,5	43,2	30,4	44,8	25,0	239,4
	Accounts . 1887-88 .	10,5	18,2	10,8	9,7	47,6	41,3	30,1	43,6	27,1	238,9
Vaccine Establishments and Sanitary Commissioner	Accounts . 1886-87 .	5,9	3,9	2,6	1,5	17,2	14,4	10,4	19,9	27,4	103,2
	Budget . 1887-88 .	6,5	4,3	2,5	1,8	17,9	15,6	10,3	21,0	27,8	107,7
	Revised . 1887-88 .	5,9	4,1	2,5	1,7	17,5	15,3	10,1	20,9	26,4	104,4
	Accounts . 1887-88 .	6,1	4,0	2,5	1,5	17,5	15,2	9,9	21,3	26,0	104,0
Medical Colleges and Schools	Accounts . 1886-87 .	...	...	3	...	23,9	2,1	9,2	17,2	18,3	71,0
	Budget . 1887-88 .	...	...	2,2	...	24,3	2,1	9,4	5,5	5,5	49,0
	Revised . 1887-88 .	...	...	4	...	24,7	2,5	9,5	16,1	17,2	70,4
	Accounts . 1887-88 .	...	...	3	...	24,4	2,4	9,6	15,8	17,2	69,7

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

24.—Medical—*continued.*

Charges.		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Government Hospitals and Dispensaries	Accounts . 1886-87 .	2,7	7,2	2,7	6,2	43,9	38,1	26,0	71,4	58,1	256,3
	Budget . 1887-88 .	2,8	8,8	2,1	6,6	37,5	39,0	25,5	76,3	73,2	271,8
	Revised . 1887-88 .	3,2	7,7	2,7	6,3	43,2	37,1	25,1	69,2	59,4	253,9
	Accounts . 1887-88 .	2,9	7,2	2,6	6,4	40,8	38,6	25,1	72,2	60,2	256,0
Lunatic Asylum	Accounts . 1886-87 .	2	1,8	2,3	7	11,8	5,9	5,5	10,9	11,3	50,4
	Budget . 1887-88 .	1	1,8	2,2	7	11,0	6,0	5,6	10,2	11,7	49,3
	Revised . 1887-88 .	8	1,8	2,3	7	11,3	6,0	5,5	8,8	10,7	47,9
	Accounts . 1887-88 .	9	1,7	2,3	7	10,8	6,2	3,5	8,8	10,8	45,7
Grants for Medical Purposes	Accounts . 1886-87 .	1,4	1	2,2	2	2	5	...	1,3	1	6,0
	Budget . 1887-88 .	1,3	4	1,5	...	3	5	...	1,6	4	6,0
	Revised . 1887-88 .	1,4	3	2,2	3	3	5	...	1,4	2	6,6
	Accounts . 1887-88 .	1,4	2	2,2	2	3	5	...	1,4	3	6,5
Other Charges	Accounts . 1886-87 .	...	...	1,4	...	2,5	3	2	3,1	3,1	10,6
	Budget . 1887-88 .	...	...	1,8	...	6	5	1	3,3	4,7	11,0
	Revised . 1887-88 .	...	...	1,5	...	2,5	4	3	2,8	4,5	12,0
	Accounts . 1887-88 .	...	...	1,4	...	3,9	4	3	3,0	4,9	13,9
Upper Burma charges	Accounts . 1886-87 .	...	...	7,0	...	...	...	...	...	...	7,0
	Budget . 1887-88 .	...	...	27,5	...	...	...	...	...	...	27,5
	Revised . 1887-88 .	...	...	20,0	...	...	...	...	...	...	20,0
	Accounts . 1887-88 .	...	...	20,5	...	...	...	...	...	...	20,5
TOTAL	Accounts . 1886-87 .	18,2	31,5	30,1	17,9	146,5	110,0	83,3	165,2	144,1	746,8
	Budget . 1887-88 .	18,9	34,8	51,2	19,1	147,4	117,2	83,5	169,6	151,3	793,0
	Revised . 1887-88 .	21,4	32,2	42,6	18,5	146,0	105,0	80,9	164,0	144,0	754,6
	Accounts . 1887-88 .	21,8	31,3	42,6	18,5	145,3	104,6	78,5	166,1	146,5	755,2

		Sterling.	Exchange.	Total.		
England	Accounts . 1886-87 .	7,2	2,7	0,9	Total including England . . . Accounts . 1886-87 .	756,7
	Budget . 1887-88 .	7,4	2,8	10,2	Budget . 1887-88 .	803,2
	Revised . 1887-88 .	7,0	2,9	9,9	Revised . 1887-88 .	764,5
	Accounts . 1887-88 .	6,9	2,9	9,8	Accounts . 1887-88 .	765,0

91. The increase under *Medical Establishments* in India is due principally to the whole salary of the Surgeon at Ajmere having been charged to this head, whereas formerly part was debited to 25—Political. In the Central Provinces and Bengal certain appointments were filled by junior officers, and establishments were not maintained at their full strength. This explanation also applies to the other provinces, but in the North-Western Provinces and Oudh and in Madras there has also been a change of classification. In the former about 5,4 has been transferred to Jails, Police and Education on account of the allowances of Medical Officers connected with those departments, and in the latter certain charges of the Medical College, which were formerly included in this minor head, have been removed to Medical Colleges and Schools. The Bombay outlay on *Vaccine Establishments*, &c., was small, owing chiefly to the absence of officers on deputation and leave. The Burma Budget for *Medical Colleges and Schools* allowed for charges in Calcutta and Madras, but these are settled interprovincially. In Madras the actuals have been increased by the transfer noted above as well as by a similar transfer from the head *Hospitals and Dispensaries* where there is a corresponding reduction as regards that Presidency. This last-named transfer has also been made in Bombay. The excess expenditure on these institutions in Bengal was in Services and Supplies and Contingencies. The India Budget for *Lunatic Asylums* proved insufficient, because of arrears claimed by the Mysore State for the maintenance of lunatics belonging to the Mysore Assigned Tract. The short expenditure on this account in the Punjab and Madras is nominal, since it is caused by a change in the method of dealing with certain contributions. The Budget for *Upper Burma Charges* was unavoidably imperfect.

25.—Political.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Political Agent	Accounts . 1886-87 .	145,6	9	1	3,4	2	2,4	14,3	19,2	62,0	248,1
	Budget . 1887-88 .	149,6	9	1	4,0	...	2,4	12,4	19,4	61,5	250,3
	Revised . 1887-88 .	163,7	9	1	4,2	...	2,7	12,4	8,4	57,7	250,1
	Accounts . 1887-88 .	163,8	9	1	4,0	...	2,4	12,0	8,2	58,1	249,5
Charges on the N.-W. Frontier.	Accounts . 1886-87 .	48,5	...	...	1	...	...	19,8	...	...	68,4
	Budget . 1887-88 .	44,4	...	...	...	...	...	21,1	...	...	65,5
	Revised . 1887-88 .	59,6	...	...	...	...	...	21,3	...	...	80,9
	Accounts . 1887-88 .	62,0	...	...	...	...	...	22,2	...	...	84,2
Political Subsidies	Accounts . 1886-87 .	136,1	...	...	...	...	...	...	...	...	136,1
	Budget . 1887-88 .	138,9	...	...	...	...	...	...	...	...	138,9
	Revised . 1887-88 .	138,9	...	...	...	...	...	...	...	...	138,9
	Accounts . 1887-88 .	118,9	...	...	...	...	...	...	...	...	118,9

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

25.—Political—*continued.*

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Entertainment of Envoys and Chiefs.	Accounts . 1886-87 .	5,9	...	2	4	5	...	2,7	...	1,7	11,4
	Budget . 1887-88 .	7,1	...	4	4	7	1	3,1	...	1,6	13,4
	Revised . 1887-88 .	3,4	...	1	4	1	1	2,8	...	2,0	8,9
	Accounts . 1887-88 .	3,8	...	1	4	1	...	3,3	...	1,7	9,4
Durbar Presents and Allowances to Vakeels.	Accounts . 1886-87 .	4,2	...	...	2	7	...	2,6	...	6,0	13,7
	Budget . 1887-88 .	6,7	1	2	3	1,0	5	2,3	...	4,5	15,6
	Revised . 1887-88 .	4,5	1	...	3	3,3	5	1,9	...	6,4	17,0
	Accounts . 1887-88 .	8,4	...	1	1	3,2	1,5	1,5	...	5,7	20,5
Afghan Delimitation Commission.	Accounts . 1886-87 .	80,1	...	...	...	...	...	...	...	...	80,1
Refugees and State Prisoners.	Accounts . 1886-87 .	17,7	1	5	...	8	8,7	20,5	1,9	7,1	57,3
	Budget . 1887-88 .	17,7	1	1,4	...	...	8,6	21,0	8	6,2	55,8
	Revised . 1887-88 .	42,8	...	7	...	5	8,6	18,4	8	5,7	77,5
	Accounts . 1887-88 .	47,9	...	6	...	6	9,0	17,4	8	5,7	82,0
Upper Burma charges.	Accounts . 1886-87 .	...	...	24,0	...	...	...	...	...	...	24,0
	Budget . 1887-88 .	...	...	6,7	...	...	...	...	...	...	6,7
	Revised . 1887-88 .	...	...	16,0	...	...	...	...	...	...	16,0
	Accounts . 1887-88 .	...	...	15,5	...	...	...	...	...	...	15,5
Other Charges	Accounts . 1886-87 .	44,4	6	9	3	5	1	13,9	5	13,5	74,7
	Budget . 1887-88 .	24,1	2	1,5	1,1	2,0	3	5,0	...	12,8	47,0
	Revised . 1887-88 .	28,6	2	1,3	9	1,6	2	12,2	1	13,2	58,3
	Accounts 1887-88 .	32,2	2	1,3	1,1	1,8	1	12,5	1	11,9	61,2
TOTAL	Accounts . 1886-87 .	482,5	1,6	25,7	4,4	2,7	11,2	73,8	21,6	90,3	713,8
	Budget . 1887-88 .	388,5	1,3	10,3	5,8	3,7	11,9	64,9	20,2	86,6	593,2
	Revised . 1887-88 .	441,5	1,2	18,2	5,8	5,5	12,1	69,0	9,3	85,0	647,6
	Accounts . 1887-88 .	437,0	1,1	17,7	5,6	5,7	13,0	68,9	9,1	83,1	641,2

England.		Sterling.	Exchange.	Total.
Mission to the Court of Persia.	Accounts . 1886-87 .	10,0	3,8	13,8
	Budget . 1887-88 .	10,0	3,7	13,7
	Revised . 1887-88 .	10,0	4,2	14,2
	Accounts . 1887-88 .	10,0	4,2	14,2
Her Majesty's Establishment in China.	Accounts . 1886-87 .	15,0	5,7	20,7
	Budget . 1887-88 .	15,0	5,6	20,6
	Revised . 1887-88 .	15,0	6,3	21,3
	Accounts . 1887-88 .	15,0	6,3	21,3
Other Charges	Accounts . 1886-87 .	4,8	1,7	6,5
	Budget . 1887-88 .	2,3	8	3,1
	Revised . 1887-88 .	5,5	2,3	7,8
	Accounts . 1887-88 .	5,6	2,4	8,0
Total England	Accounts . 1886-87 .	29,8	11,2	41,0
	Budget . 1887-88 .	27,3	10,1	37,4
	Revised . 1887-88 .	30,5	12,8	43,3
	Accounts . 1887-88 .	30,6	12,9	43,5

Total including England.		
Accounts . 1886-87	.	754,8
Budget . 1887-88	.	630,6
Revised . 1887-88	.	690,9
Accounts . 1887-88	.	684,7

92. The charges of the Maisur Residency having been removed from Madras to the India accounts have caused a reduction in the former by a corresponding increase in the latter. In addition to this transfer, the head *Political Agents* in India includes an excess expenditure of 7,8 on account of telegrams chiefly in Persia. The saving in Bombay is spread over many items, but it has been obtained largely by the substitution of a Cantonment Magistrate, with an allowance of R200 per mensem, for one of the Assistant Political Agents in Baroda. The increase in *Charges on the North-Western Frontier* is connected with the delimitation of the Perso-Afghan frontier, for which the budget did not provide. The Punjab excess is in charges for Jezailchi corps, &c., and in payments for guarding hill passes. *Political Subsidies* are small, from the Amir of Afghanistan not having drawn the full amount payable to him. The Bengal charge under *Durbar presents* embraces the cost of articles purchased for the Thibet Mission. As regards *Refugees and State prisoners*, the payments in India include charges for deporting Ayub Khan and his party from Persia; the abatement in the Punjab being mainly due to the lapse of certain allowances to Kabul refugees. The budget for *Upper Burma charges* could not be otherwise than approximate. The India budget for *Other charges* proved inadequate, chiefly in pensions to men of the Merwara Battalion, and the Punjab Budget made no provision for the Gilgit and Kashghar Missions, for the Viceregal Durbar held at Peshawar and for the exploration and survey of the Gomal Pass.

93. In *England*, the payments on account of the Afghan Boundary Commission exceeded the provision made in the budget.

Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

26.—Scientific and other Minor Departments.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
SCIENTIFIC.											
Survey of India	Accounts . 1886-87 .	161,7	...	...	...	...	...	...	...	...	161,7
	Budget . 1887-88 .	170,5	...	...	...	...	...	...	...	...	170,5
	Revised . 1887-88 .	168,8	...	...	...	...	...	...	...	...	168,8
	Accounts . 1887-88 .	179,1	...	...	...	...	...	...	...	...	179,1
Botanical Survey	Budget . 1887-88 .	2,0	...	...	...	...	...	...	...	...	2,0
	Revised . 1887-88 .	1,7	...	...	...	...	...	...	...	...	1,7
	Accounts . 1887-88 .	1,6	...	...	...	...	...	...	...	...	1,6
Geological Survey and Museum.	Accounts . 1886-87 .	17,3	...	...	...	...	...	...	...	...	17,3
	Budget . 1887-88 .	19,8	...	...	...	...	...	...	...	...	19,8
	Revised . 1887-88 .	17,2	...	...	...	...	...	...	...	...	17,2
	Accounts . 1887-88 .	16,6	...	...	...	...	...	...	...	...	16,6
Meteorological Department.	Accounts . 1886-87 .	24,8	...	...	...	...	...	...	...	...	24,8
	Budget . 1887-88 .	24,3	...	...	...	...	...	...	...	...	24,3
	Revised . 1887-88 .	25,4	...	...	...	...	...	...	...	...	25,4
	Accounts . 1887-88 .	24,4	...	...	...	...	...	...	...	...	24,4
Archæological Department.	Accounts . 1886-87 .	5,1	...	5	...	6	...	...	1,8	2,6	10,6
	Budget . 1887-88 .	5,6	...	6	...	6	1	...	2,3	2,6	11,8
	Revised . 1887-88 .	12,1	...	...	...	...	1	...	...	...	12,2
	Accounts . 1887-88 .	11,7	...	...	...	...	1	...	...	2	12,0
Museums	Accounts . 1886-87 .	6,0	2	4	1	1,1	1,9	5	3,3	1	13,6
	Budget . 1887-88 .	5,3	2	2	2	1,2	1,9	3	2,4	...	11,7
	Revised . 1887-88 .	6,6	2	2	4	1,0	2,2	3	2,7	1	13,7
	Accounts . 1887-88 .	6,7	2	2	3	1,1	2,4	3	2,5	2	13,9
Other Scientific Departments.	Accounts . 1886-87 .	7,8	...	3	...	1,2	...	...	3,4	2,0	14,7
	Budget . 1887-88 .	...	...	2	...	1,2	...	...	3,5	2,1	7,0
	Revised . 1887-88 .	...	...	2	...	1,2	...	...	3,4	2,1	6,9
	Accounts . 1887-88 .	...	...	3	...	1,4	...	...	3,4	2,1	7,2
Agricultural.											
Experimental Cultivation.	Accounts . 1886-87 .	3,3	1,4	2,2	...	...	4,5	9	1,2	3,6	17,1
	Budget . 1887-88 .	2,0	1,3	1,4	...	1,2	5,2	1,4	5	3,9	16,9
	Revised . 1887-88 .	2,2	1,2	2	...	...	3,8	1,0	5	3,3	12,8
	Accounts . 1887-88 .	2,4	8	2	...	1	3,7	7	5	3,3	11,7
Cinchona Plantations.	Accounts . 1886-87 .	...	...	...	...	9,9	...	...	8,3	...	18,2
	Budget . 1887-88 .	...	...	1	...	10,6	...	...	7,8	...	18,5
	Revised . 1887-88 .	...	...	...	...	10,4	...	...	7,5	...	17,9
	Accounts . 1887-88 .	...	...	...	...	10,5	...	...	7,2	...	17,7
Public Exhibitions and Fairs.	Accounts . 1886-87 .	5,7	7	3	1	4	3,0	2,4	1,1	3,9	17,6
	Budget . 1887-88 .	2	9	1	1	2	4,1	2,5	1,6	3,3	13,0
	Revised . 1887-88 .	2,8	8	1	1	2	4,0	1,3	1,4	1,6	12,3
	Accounts . 1887-88 .	2,5	4	...	1	6	3,5	1,7	1,6	2,0	12,4
Bull and Stallion Charges.	Accounts . 1886-87 .	22,9	...	...	...	...	...	...	...	...	22,9
	Budget . 1887-88 .	21,5	...	...	...	...	...	...	...	...	21,5
	Revised . 1887-88 .	21,6	...	...	...	...	...	...	...	...	21,6
	Accounts . 1887-88 .	23,7	...	...	...	...	...	...	...	...	23,7
Botanical and other Public Gardens.	Accounts . 1886-87 .	3	2,3	1	...	10,2	10,8	11,7	2,5	2,2	40,1
	Budget . 1887-88 .	4	2,4	1	...	9,8	9,4	11,9	2,8	2,1	38,9
	Revised . 1887-88 .	3	2,4	1	...	9,8	9,1	11,5	2,6	2,0	37,8
	Accounts . 1887-88 .	3	2,3	1	...	10,1	9,0	11,7	2,6	2,5	38,5
Other Agricultural Charges.	Accounts . 1886-87 .	2,1	1	2,3	1	...	2	4,3	4,2	10,8	24,1
	Budget . 1887-88 .	2,1	1	3,8	1	...	3	4,8	5,5	9,4	26,1
	Revised . 1887-88 .	2,1	1	2,9	1	...	2	4,3	4,6	9,7	24,0
	Accounts . 1887-88 .	2,0	1	2,7	1	...	1	3,7	4,0	9,4	22,1
Emigration.											
Emigration	Accounts . 1886-87 .	7	...	...	4,0	4,8	2	...	2,1	1,1	12,9
	Budget . 1887-88 .	7	...	...	2,3	5,2	4	...	2,1	1,1	11,8
	Revised . 1887-88 .	7	...	...	2,9	5,1	2	...	2,1	4	11,4
	Accounts . 1887-88 .	7	...	...	3,9	4,8	1	...	2,1	3	11,9
Statistics.											
Provincial Statistics.	Accounts . 1886-87 .	2	1,1	2	2	2,5	...	1,2	6,7	2,7	14,8
	Budget . 1887-88 .	1	1,0	5	...	2,1	...	1,4	4,4	3	9,8
	Revised . 1887-88 .	1	1,0	2	2	2,4	...	1,2	5,2	8	11,1
	Accounts . 1887-88 .	2	1,0	2	1	2,8	...	1,1	5,1	1,0	11,5
Other Statistical Charges.	Accounts . 1886-87 .	3,9	...	...	3	1,8	...	4	...	5	6,9
	Budget . 1887-88 .	1	...	...	3	2,0	1	2	...	7	3,4
	Revised . 1887-88 .	1	..	...	3	1,7	...	2	...	7	3,0
	Accounts . 1887-88 .	2	...	...	4	1,7	...	5	...	7	3,5

SECTION D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*

26.—Scientific and other Minor Departments—*continued.*

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Miscellaneous	Accounts . 1886-87 .	5,2	1	...	...	2	3	1	6,7	1,1	13,7
	Budget . 1887-88 .	6,1	3	...	1	3	5	3	7,1	0	15,6
	Revised . 1887-88 .	4,2	2	...	...	2	1,0	2	6,7	8	13,3
	Accounts . 1887-88 .	4,6	1	...	...	2	7	2	7,5	8	14,1
Upper Burma	Accounts . 1886-87 .	...	...	2	...	...	...	...	...	...	2
	Budget . 1887-88 .	...	...	1	...	...	...	...	...	...	1
	Revised . 1887-88 .	...	...	1	...	...	...	...	...	...	1
	Accounts . 1887-88 .	...	...	2	...	...	...	...	...	...	2
TOTAL	Accounts . 1886-87 .	267,0	5,9	6,5	4,8	32,7	20,0	21,5	41,3	30,6	431,2
	Budget . 1887-88 .	260,7	6,2	7,1	3,1	34,4	22,0	22,8	40,0	26,4	422,7
	Revised . 1887-88 .	265,9	5,9	4,0	4,0	32,0	20,6	20,0	36,7	21,5	410,6
	Accounts . 1887-88 .	276,7	4,9	3,9	4,9	33,3	19,6	19,9	36,4	22,5	422,1

		Sterling.	Exchange.	Total.		
England	Accounts . 1886-87 .	20,3	7,7	28,0	Total, including England . . . Accounts . 1886-87 .	459,2
	Budget . 1887-88 .	19,5	7,3	26,8	Budget . 1887-88 .	449,5
	Revised . 1887-88 .	21,5	9,0	30,5	Revised . 1887-88 .	441,1
	Accounts 1887-88 .	18,6	7,8	26,4	Accounts . 1887-88 .	448,5

94. The charge on account of the *Survey of India* is a net sum, the amounts payable by Provincial Governments being deducted from the gross expenditure. In the present instance the provincial shares as entered in the accounts are less by 9,5 than the amount computed in the Budget, and this is the principal cause of the difference between the estimates and accounts of 1887-88. As compared with 1886-87, the expenditure in 1887-88 has been greater by 2,6 in the Mathematical Instrument Factory, by 3,1 in the salaries of Deputy Superintendents, by 5,0 in native establishments, by 1,3 in contingencies, and by 5,4 in extra departmental charges. The expenses of the *Geological Survey and Museum* fell short of the Budget in consequence of the absence of officers on leave. The charges of the *Archæological Department* have now been consolidated in the India accounts, and hence the provincial distribution contemplated in the estimates has not been fully carried out. The India actuals under *Museums* include 1,2 for rents, rates, and taxes, for which provision was made in the Budget under the minor head *Miscellaneous*. The outlay on *Public Exhibitions and Fairs* was larger than anticipated in India owing to payments in connection with the Indo-Colonial Exhibition, while in Bombay there was a saving of 2,0 in the provincial and an excess of 7 in the local grant. The large amount of *Bull and Stallion Charges* occurred in Beluchistan, where about 2,2 more than the Budget limit was spent on the feed and keep of stallions. As regards *Other Agricultural Charges*, the Budget was not reached in Burma, as the establishments were not maintained at full strength. The saving in the Punjab consists of various small economies, and in Madras it has been obtained chiefly in the expenditure on account of Cattle Disease Inspectors. The reduced expenditure on *Other Statistical Charges*, India, as compared with 1886-87, comes from abolishing the Office of Director General of Statistics. The saving in *Miscellaneous* is due to rents, rates and taxes having been distributed among the Departments concerned.

Section E.—MISCELLANEOUS.

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
848,3	RECEIPTS	1,177,0	1,349,9	1,606,1

95. These receipts have been largely influenced by *Exchange*, which gave a loss of 26,3 in 1886-87, but has produced a gain of 744,5 in 1887-88. The unfavourable result in 1886-87 proceeded mainly from the repayment of the stock receipt Loan of 1854, as explained in paragraph 122 of last year's report. The gain this year is obtained largely from the expenditure of the Subsidized Railway Companies both in England and in India. There were also additional receipts under *Miscellaneous* in connection with Upper Burma, and with the extended operations of the Local Self-Government Act in Bengal, &c.

XXII.—Receipts in aid of Superannuation, Retired and Compassionate Allowances.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Subscriptions to the Military, Military Orphan, and Medical Retiring Funds. . .	Accounts . 1886-87 .	42,5	...	...	...	1,4	...	...	28,5	21,2	93,6
	Budget . 1887-88 .	38,9	...	...	...	2,0	...	...	34,0	20,1	95,0
	Revised . 1887-88 .	38,9	...	...	...	2,4	...	...	27,0	20,7	89,0
	Accounts . 1887-88 .	39,1	...	...	...	2,3	...	...	22,6	20,1	84,1
Amount appropriated from the capital account of the Military Orphan Fund . .	Accounts . 1886-87 .	32,6	...	...	...	...	...	...	...	...	32,6
	Budget . 1887-88 .	37,4	...	...	...	...	...	...	...	...	37,4
	Revised . 1887-88 .	32,6	...	...	...	...	...	...	...	...	32,6
	Accounts . 1887-88 .	35,2	...	...	...	...	...	...	...	...	35,2
Subscriptions to the Bengal Civil Fund . .	Accounts . 1886-87 .	6,2	1,6	1,2	1,3	16,4	12,9	6,7	3	3	46,9
	Budget . 1887-88 .	5,8	1,6	1,0	1,2	15,8	13,5	6,2	3	3	45,7
	Revised . 1887-88 .	7,2	1,6	1,2	1,2	15,3	12,6	6,7	2	4	46,4
	Accounts . 1887-88 .	8,2	1,7	1,3	1,2	14,9	12,0	6,6	2	4	46,5
Subscriptions to the Madras Civil Fund . .	Accounts . 1886-87	6	...	...	...	...	...	...	10,1	1	10,8
	Budget . 1887-88 .	5	...	...	...	...	...	...	10,0	1	10,6
	Revised . 1887-88 .	4	...	...	...	...	...	...	6,0	...	6,4
	Accounts . 1887-88 .	4	...	...	...	...	...	...	8,1	...	8,5
Subscriptions to the Bombay Civil Fund. . .	Accounts . 1886-87 .	8	...	...	...	...	...	...	...	7,0	7,8
	Budget . 1887-88 .	5	...	...	...	...	...	...	...	8,0	8,5
	Revised . 1887-88 .	1,0	...	...	...	...	...	2	...	7,0	8,2
	Accounts . 1887-88 .	1,0	...	...	...	...	...	2	...	7,0	8,2
Contributions for Pensions and Gratuities . .	Accounts . 1886-87 .	26,1	8	6	5	4,4	2,0	5,5	1,9	18,6	60,4
	Budget . 1887-88 .	26,0	9	6	3	4,7	1,9	4,5	2,5	16,4	57,8
	Revised . 1887-88 .	26,9	1,5	4	3	4,5	2,1	4,9	2,5	19,3	62,4
	Accounts . 1887-88 .	27,2	3,6	3	3	4,4	2,9	5,0	3,6	19,2	66,5
Upper Burma . .	Accounts . 1886-87 .	...	...	6	...	...	...	...	...	...	6
	Budget . 1887-88 .	...	...	6	...	...	...	...	...	...	6
	Revised . 1887-88 .	...	...	1,0	...	...	...	...	...	...	1,0
	Accounts . 1887-88 .	...	...	1,0	...	...	...	...	...	...	1,0
Other Items . .	Accounts . 1886-87 .	1,6	3	2	1	9	6	1	1,0	7	5,5
	Budget . 1887-88 .	1,2	3	2	1	6	6	2	7	7	4,6
	Revised . 1887-88 .	2,0	3	2	1	7	7	2	8	6	5,6
	Accounts . 1887-88 .	2,1	3	2	1	8	7	3	8	6	5,9
TOTAL . .	Accounts . 1886-87 .	110,4	2,7	2,6	1,9	23,1	15,5	12,3	41,8	47,9	258,2
	Budget . 1887-88 .	110,3	2,8	2,4	1,6	23,1	16,0	10,9	47,5	45,6	260,2
	Revised . 1887-88 .	109,0	3,4	2,8	1,6	22,9	15,4	12,0	36,5	48,0	251,6
	Accounts . 1887-88 .	113,2	5,6	2,8	1,6	22,4	15,6	12,1	35,3	47,3	255,9

		Sterling.	Exchange.	Total.		
England . .	Accounts . 1886-87 .	102,8	38,7	141,5	Total, including England . . . Accounts . 1886-87 .	399,7
	Budget . 1887-88 .	96,4	35,8	132,2	Budget . 1887-88 .	392,4
	Revised . 1887-88 .	104,6	43,9	148,5	Revised . 1887-88 .	400,1
	Accounts . 1887-88 .	104,1	43,7	147,8	Accounts . 1887-88 .	403,7

96. The Madras Budget on account of the *Military and Medical Retiring Funds*, and the India Budget on account of *appropriation from the Capital of the Military Orphan Fund*, were too sanguine. The *subscriptions to the Bengal Civil Fund* were enhanced by fines levied for disparity of age on marriage

Section E.—MISCELLANEOUS—*continued.*

and by composition for future payments. The Madras Budget for the *Madras Civil Fund* allowed for recoveries on account of advances, but it was subsequently ruled that such advances, if made after the Government had taken over the Fund, should be carried to a debt account. The large recovery on account of *contributions* in the Central Provinces includes unforeseen receipts on account of officers of the Public Works Department lent for service on the Bengal-Nagpur and Indian Midland Railways. In Bombay the contributions from Local Boards' employés and from Municipalities on account of their school masters were greater than expected.

97. In *England* the Budget was short in the receipts on account of the Military Funds.

XXIII.—Stationery and Printing.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Receipts from sale of Stationery.	Accounts . 1886-87 .	20,7	1,2	1,4	...	10,0	1,0	7,8	1,6	1,1	44,8
	Budget . 1887-88 .	25,5	7	1,6	...	6,0	1,1	13,0	1,6	2,2	51,7
	Revised . 1887-88 .	...	5	1,6	1	7,2	1,2	13,7	2,5	1,3	28,1
	Accounts . 1887-88 .	...	6	2,3	1	6,5	9	10,0	2,4	1,7	24,5
Sale of Gazettes and other publications.	Accounts . 1886-87 .	3,0	1	3	...	6,6	4,6	2	3,9	1,6	20,3
	Budget . 1887-88 .	2,5	2	3	1	6,1	3,1	2	3,5	1,7	17,7
	Revised . 1887-88 .	3,0	2	2	1	6,0	3,4	3	3,0	1,5	17,7
	Accounts . 1887-88 .	4,0	3	2	1	8,1	3,4	3	3,9	2,1	22,4
Other Press Receipts.	Accounts . 1886-87 .	6,6	2,3	1	4	5,9	6	9,0	3,7	3,0	31,6
	Budget . 1887-88 .	6,5	1,9	2	3	7,2	1,9	3,8	3,3	2,5	27,6
	Revised . 1887-88 .	5,5	9	2	4	8,8	1,5	3,8	4,2	3,0	28,3
	Accounts . 1887-88 .	5,0	9	2	5	7,5	3,0	9,8	3,5	2,9	33,3
Upper Burma	Accounts . 1886-87 .	...	...	1	...	...	...	...	...	...	1
	Budget . 1887-88 .	...	...	2	...	...	...	...	...	...	2
	Accounts . 1887-88 .	...	...	1	...	...	...	...	...	...	1
TOTAL	Accounts . 1886-87 .	30,3	3,6	1,9	4	22,5	6,2	17,0	9,2	5,7	96,8
	Budget . 1887-88 .	34,5	2,8	2,3	4	19,3	6,1	17,0	8,4	6,4	97,2
	Revised . 1887-88 .	8,5	1,6	2,0	6	22,0	6,1	17,8	9,7	5,8	74,1
	Accounts . 1887-88 .	9,0	1,8	2,8	7	22,1	7,3	20,1	9,8	6,7	80,3

98. *The India budget for receipts from sale of stationery* provided for expected receipts from the Rajputana-Malwa Railway, but they were not realised owing to the management of the line having been transferred to the Bombay, Baroda Railway Company. The Punjab budget and revised for this head included 4,5 and 4,8, which belonged really to other Press receipts. The large sale of *Gazettes and other publications* in Bengal consists chiefly of Indian Law Reports. The discrepancy between estimates and accounts as regards *other Press receipts* in the Punjab is explained above.

XXIV.—Exchange.

1886-87. Accounts.		Budget.		1887-88. Revised.		Accounts.
	Guaranteed Companies—					
	(Net repayments in India)—					
	Sterling Amount	97,5	334,2	343,4		
—233,3	Exchange at average rate of Council Bills		—36,2		—140,4	—144,3
263,2	Exchange at contract and fixed rates on the sterling amount and on revenue stores		195,5		244,4	245,6
29,9	**Net result (gain + loss—)**		159,3		104,0	101,3
	Other Companies—					
	(Net withdrawals in India)—					
	SOUTHERN MAHRATTA RAILWAY—					
	Sterling Amount	373,3	543,5	523,5		
421,8	Exchange at average rate of Council Bills		138,6		228,3	220,0
—190,7	Exchange at contract and fixed rates		—25,3		—116,5	—97,5
231,1	**Net result (gain + loss—)**		113,3		111,8	122,5

Section E.—MISCELLANEOUS—*continued.*

XXIV.—Exchange—*continued.*

1886-87. Accounts.		Budget.		1887-88. Revised.		Accounts.
	INDIAN MIDLAND RAILWAY—					
	Sterling Amount	882,0	1,115,0	1,227,0		
291,2	Exchange at average rate of Council Bills		327,6		468,3	515,6
—150,3	Exchange at contract and fixed rates		—141,7		—278,7	—172,3
140,9	**Net result (gain + loss—)**		185,9		189,6	343,3
	BENGAL-NAGPUR RAILWAY—					
	Sterling Amount	359,0	1,511,9	1,514,7		
1,0	Exchange at average rate of Council Bills		133,3		635,0	636,5
2,8	Exchange at contract and fixed rates		—116,7		—453,6	—392,4
3,8	**Net result (gain + loss—)**		16,6		181,4	244,1
	BENGAL CENTRAL RAILWAY—					
	Sterling amount . . .	...	13,6		3,4	
—2,2	Exchange at average rate . .	...		5,7		1,4
1,2	Exchange at contract rate . .	...		—5,4		—1,3
—1,0	**Net result (gain + loss—)** .	...		3		1
	Remittance Accounts—					
	(Net payments in England)—					
	EAST INDIAN RAILWAY ADVANCES—					
	Sterling amount	291,5	242,4	241,9		
—124,1	Exchange at average rate of Council Bills		—108,3		—101,8	—101,6
104,7	Exchange at contract and fixed rates		97,3		102,1	84,2
—19,4	**Net result (gain + loss—)** .		—11,0		3	—17,4
	RAJPUTANA-MALWA RAILWAY ADVANCES—					
	Sterling Amount	180,0	138,0	123,8		
—21,2	Exchange at average rate of Council Bills		—66,8		—58,0	—52,0
28,4	Exchange at contract and fixed rates		66,8		58,0	40,8
7,2	**Net result (gain + loss—)** .		...		...	—11,2
	MISCELLANEOUS—					
	Sterling Amount	653,8	640,5	585,3		
—613,6	Exchange at average rate of Council Bills		—242,8		—269,0	—245,9
194,8	Exchange at contract and fixed rates		144,1		200,5	207,7
—418,8	**Net result (gain + loss—)** .		—98,7		—68,5	—38,2
—26,3	**Total (gain + loss—)** . .		+365,4		+578,9	+744,5

99. In paragraph 103 of the report for 1885-86, it was explained in detail how the gains and losses arise on the various transactions included in the foregoing statement, and the information was repeated in a condensed form in paragraph 122 of last year's report. It is unnecessary therefore to enter into these particulars now; but during the present year, a question was raised as to the proper method of treating exchange on the sums withdrawn in England by the subsidized Railway Companies from Her Majesty's Secretary of State in Council. The question was referred by the Government of India to the Secretary of State, whose decision was communicated in a despatch No. 201, dated 16th August 1888. The actuals for 1887-88 entered above have been compiled in accordance with that decision.

100. The results produced in this account depend first upon the sterling amount of the transactions with which the exchange is connected, and second upon the average rate at which Her Majesty's Secretary of State in Council is able to sell his bills on India. In comparing therefore the results of the two years 1886-87 and 1887-88, it is to be noted that the sterling amount of transactions was 745,6 and 1,974,3, respectively, and the average rate 17·4*d.* and 16·9*d.* The difference between budget and accounts may be explained in the same way, the figures being 391,5 and 1,828,9 and 17·5*d.* and 16·9*d.*

Section E.—MISCELLANEOUS—*continued.*

The amount of transactions is largely regulated by the arrangements of the various Railway Companies, and the average rate by the gold value of silver. The loss by exchange in 1886-87 was increased by the repayment of the stock receipt loan of 1854.

XXV.—Miscellaneous.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Gain by exchange on transactions in India.	Accounts. 1886-87	5,5	...	...	...	...	...	...	...	1,0	6,5
	Budget. 1887-88	4,6	...	...	...	...	...	...	...	9	5,5
	Revised. 1887-88	4,8	...	...	...	...	...	...	...	1,1	5,9
	Accounts. 1887-88	1,9	...	...	...	...	...	...	...	8	2,7
Premium on Bills	Accounts. 1886-87	7,9	1	6	1	4,3	4	2	8	1,1	15,5
	Budget. 1887-88	4,5	1	6	1	5,0	5	2	1,0	9	12,9
	Revised. 1887-88	5,8	2	6	1	4,5	6	6	1,4	1,0	14,8
	Accounts. 1887-88	7,2	2	7	1	4,7	5	6	1,7	1,0	16,7
Unclaimed Deposits	Accounts. 1886-87	3	1,0	2	2,2	36,2	4,0	1,8	2,1	...	47,8
	Budget. 1887-88	5	6	...	2,0	36,0	6,0	3,2	2,5	1,2	52,0
	Revised. 1887-88	5	6	1,0	2,2	36,0	6,0	3,2	2,5	1,2	53,2
	Accounts. 1887-88	2,2	1,7	1,4	6,8	31,8	3,0	2,0	1,4	1,7	52,0
Miscellaneous Fees, Fines, and Forfeitures.	Accounts. 1886-87	1,4	...	1	...	14,5	1	4	3,2	1,2	20,9
	Budget. 1887-88	1,2	...	1	1	15,5	1	3	3,4	1,2	21,9
	Revised. 1887-88	1,3	...	1	1	15,0	1	2	3,4	1,2	21,4
	Accounts. 1887-88	1,3	...	2	2	22,3	1	1	3,5	7	28,4
Government Audit Fees.	Accounts. 1886-87	1,8	...	1,1	2	2,3	...	...	4	5	6,3
	Budget. 1887-88	1,5	...	1,2	2	2,9	...	...	5	6	6,9
	Revised. 1887-88	1,5	...	1,4	1	2,4	...	...	6	6	6,6
	Accounts. 1887-88	1,7	...	...	...	2,1	...	...	6	6	5,0
Contributions	Accounts. 1886-87	4	1,1	1,2	...	...	17,5	...	1,1	7,9	29,2
	Budget. 1887-88	1	1,0	9	...	...	15,2	...	7,1	6,0	30,3
	Revised. 1887-88	2	1,0	9	...	...	14,5	...	7,8	6,4	30,8
	Accounts. 1887-88	1	5	1,0	...	...	13,3	...	7,2	6,3	28,4
Rents	Accounts. 1886-87	8	4,9	9,3	1,8	2,0	14,4	4,4	30,8	1,3	69,7
	Budget. 1887-88	8	4,6	8,3	1,6	3,4	14,0	4,0	29,5	1,3	67,5
	Revised. 1887-88	8	4,7	9,9	1,8	3,4	14,0	4,2	31,5	1,2	71,5
	Accounts. 1887-88	6	5,0	10,5	1,8	1,9	14,0	4,1	33,6	1,1	72,6
Extraordinary Items	Accounts. 1886-87	...	...	...	...	...	...	...	...	5,3	5,3
	Budget. 1887-88	...	...	...	...	...	...	...	...	...	...
	Revised. 1887-88	15,6	...	...	...	...	...	...	...	5,0	20,6
	Accounts. 1887-88	16,0	...	...	...	...	...	6,6	...	4,9	27,5
Other Items	Accounts. 1886-87	10,8	1,8	9	8	32,4	5,0	24,5	19,4	30,8	126,4
	Budget. 1887-88	10,8	1,7	6	6	27,6	4,9	19,0	13,5	30,4	109,1
	Revised. 1887-88	7,5	1,5	7	7	34,7	4,8	16,3	17,8	27,3	111,3
	Accounts. 1887-88	6,3	2,1	1,9	7	49,9	4,5	15,7	13,8	28,0	122,9
Upper Burma Receipts.	Accounts. 1886-87	...	...	14,7	...	...	...	...	...	...	14,7
	Budget. 1887-88	...	...	12,5	...	...	...	...	...	...	12,5
	Revised. 1887-88	...	...	13,0	...	...	...	...	...	...	13,0
	Accounts. 1887-88	...	...	8,8	...	...	...	...	...	...	8,8
TOTAL	Accounts. 1886-87	28,9	8,9	28,1	5,1	91,7	41,4	31,3	57,8	49,1	342,3
	Budget. 1887-88	24,0	8,0	24,2	4,6	90,4	40,7	26,7	57,5	42,5	318,6
	Revised. 1887-88	38,0	8,0	27,6	5,0	96,0	40,0	24,5	65,0	45,0	349,1
	Accounts. 1887-88	37,3	9,5	24,5	9,6	112,7	35,4	29,1	61,8	45,1	365,0

		Sterling.	Exchange.	Total.
England	Accounts. 1886-87	6,9	2,6	9,5
	Budget. 1887-88	2,5	9	3,4
	Revised. 1887-88	5,4	2,3	7,7
	Accounts. 1887-88	8,9	3,7	12,6

Total, including England.	Accounts. 1886-87	351,8
	Budget. 1887-88	322,0
	Revised. 1887-88	356,8
	Accounts. 1887-88	377,6

101. With the following exceptions the variations in this group are of the ordinary kind and inseparable from items of such a fluctuating character. The large amount of *miscellaneous fees* in Bengal consists of partition and other fees which accrued from the extended operations of the Local Self-Government Act. The failure of the North-Western Provinces and Oudh Budget for *contributions* is attributed to the Lucknow Municipality having been exempted from payment of the amount assessed upon it. The Madras figure for *rents* includes 1,8 on account of certain endowments in the Tanjore district which were erroneously treated as land revenue, imperial, in former years. The *extraordinary items* in India relate to recoveries connected with Upper Burma, and in Bombay to the sale-proceeds of Government securities belonging to several Local Boards which were held contrary to rule and were sold under orders of Government. The Bengal receipts under *other items* were unusually great this year owing to large recoveries on account of insurance on State Railway Stores and Durbar Presents. The Punjab and Bombay Budgets were too sanguine.

102. The excess in *England* occurred mainly in fines and penalties incurred by contractors in providing stores.

Section E.—MISCELLANEOUS—*continued.*

1886-87. Accounts.		1887-88. Budget.	1887-88. Revised.	1887-88. Accounts.
4,701,1	EXPENDITURE	4,856,2	4,777,2	4,761,1

103. In this section there is a large saving under *Territorial and Political Pensions* consequent on the death of the late King of Oudh, but it is counterbalanced by an excess of 126,0 over 1886-87 and 68,8 over Budget in *Superannuation allowances* and pensions owing to additions to the pension list. The other charges have been kept well under control.

27.—Territorial and Political Pensions.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Territorial and Political Pensions.	Accounts. 1886-87	161,1	30,5	...	2,1	97,9	72,3	28,3	109,2	79,7	581,1
	Budget. 1887-88	160,7	30,8	...	2,0	98,5	72,5	28,2	109,5	82,1	584,3
	Revised. 1887-88	125,7	29,5	...	2,0	96,0	76,5	28,0	105,6	80,0	543,3
	Accounts. 1887-88	117,9	29,2	...	1,9	95,0	78,8	27,0	103,1	77,2	530,1
Charitable allowances.	Accounts. 1886-87	4,1	...	2,6	1	...	8,3	16,0	5	...	31,6
	Budget. 1887-88	4,2	...	6,0	...	...	8,0	16,8	6	...	35,6
	Revised. 1887-88	3,8	...	2,4	...	...	8,5	16,0	5	...	31,2
	Accounts. 1887-88	4,4	...	2,6	...	...	8,1	15,1	5	...	30,7
Upper Burma	Accounts. 1886-87	...	...	9,8	...	...	...	...	...	...	9,8
	Budget. 1887-88	...	...	18,3	...	...	...	...	...	...	18,3
	Revised. 1887-88	...	...	12,0	...	...	...	...	...	...	12,0
	Accounts. 1887-88	...	...	12,0	...	...	...	...	...	...	12,0
TOTAL	Accounts. 1886-87	165,2	30,5	12,4	2,2	97,9	80,6	44,3	109,7	79,7	622,5
	Budget. 1887-88	164,9	30,8	24,3	2,0	98,5	80,5	45,0	110,1	82,1	638,2
	Revised. 1887-88	129,5	29,5	14,4	2,0	96,0	85,0	44,0	106,1	80,0	586,5
	Accounts. 1887-88	122,3	29,2	14,0	1,9	95,0	86,9	42,1	103,6	77,2	572,8

		Sterling.	Exchange.	TOTAL.
England	Accounts. 1886-87	18,3	6,9	25,2
	Budget. 1887-88	27,2	10,1	37,3
	Revised. 1887-88	15,9	6,7	22,6
	Accounts. 1887-88	15,8	6,6	22,4

Grand Total, including England	Accounts. 1886-87	647,7
	Budget. 1887-88	675,5
	Revised. 1887-88	609,1
	Accounts. 1887-88	595,2

104. The large abatement in India under *Territorial and Political Pensions* is due to the death of the late King of Oudh, and in the Central Provinces and Bombay to ordinary lapses. There were lapses also in Bengal, in addition to which a pension of 4,6 per annum was transferred to Bombay from November 1887. The North-Western Provinces payments were high owing to arrears drawn by the Maharajah of Benares and to two new pensions sanctioned by the Government of India. Several of the Punjab stipendiaries did not claim their pensions before the close of the year, and in Madras there were several lapses including a stipend of 4,8. The Punjab estimates for *charitable allowances* were too high.

105. The discrepancy between budget and accounts in *England* is explained by the undrawn stipend of His Highness the Maharajah Dhulip Singh.

28.—Civil Furlough and Absentee Allowances.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
5	India	2	1,5	1,3
...	Burma	...	1	1
1,1	Bengal	4,0	1,0	6
...	North-Western Provinces and Oudh	1	3	3
...	Madras	1	...	...
2	Bombay	1,0	3	3
1,8	TOTAL	5,4	3,2	2,6
187,7	England	217,0	216,0	215,5
70,6	Exchange	80,6	90,7	90,6
260,1	TOTAL INCLUDING ENGLAND	303,0	309,9	308,7

106. The fluctuations in these figures are inseparable from the uncertain nature of the charges. There is nothing special to record.

Section E.—MISCELLANEOUS—*continued.*

29.—Superannuation Allowances and Pensions.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Superannuation and Retired Allowances.	Accounts . 1886-87 .	47,2	14,0	18,3	5,9	122,9	130,6	60,5	94,7	124,0	618,1
	Budget .	51,8	13,5	18,8	6,0	123,9	135,2	65,0	99,0	126,1	639,3
	Revised . 1887-88 .	47,1	15,1	18,5	6,2	123,3	133,1	64,2	105,0	132,6	645,1
	Accounts .	46,9	15,9	18,0	6,2	124,2	134,2	63,9	103,7	133,3	646,9
Compassionate Allowances.	Accounts . 1886-87 .	1,7	1,2	4	...	1,8	4,1	2,9	2,5	4,6	19,2
	Budget .	2,1	1,6	3	1	2,6	4,0	3,0	2,3	2,7	18,7
	Revised . 1887-88 .	1,7	1,4	3	...	1,8	4,0	2,6	2,5	3,0	17,3
	Accounts .	1,7	1,1	2	...	2,0	3,9	2,7	2,6	3,0	17,2
Gratuities .	Accounts . 1886-87 .	2,0	4	1,1	3	2,1	2,0	1,6	1,7	2,0	13,2
	Budget .	1,8	5	1,0	3	3,0	2,0	1 9	2,5	2,6	15,6
	Revised . 1887-88 .	1,7	5	1,1	5	2,0	1,5	1,9	2,0	2,7	13,9
	Accounts .	1,4	3	8	5	2,2	1,4	2,0	2,0	2,4	13,0
Donations to Service Funds.	Accounts . 1886-87 .	...	...	...	...	...	...	...	...	...	...
	Budget .	...	...	...	...	...	...	...	...	...	...
	Revised . 1887-88 .	...	..	...	...	...	...	...	...	...	...
	Accounts .	...	...	...	...	...	...	...	...	...	...
Military Orphan and Medical Retiring Funds.	Accounts . 1886-87 .	7,5	...	...	...	...	...	...	2,8	...	10,3
	Budget .	7,5	...	...	...	...	...	...	2,3	—	9,8
	Revised . 1887-88 .	7,5	...	...	...	...	...	...	2,8	...	10,3
	Accounts .	8,3	...	...	...	...	...	...	2,6	...	10,9
Pensions of the Military Funds.	Accounts . 1886-87 .	5,5	...	...	...	...	...	...	8,9	6,0	20,4
	Budget .	6,3	..	...	...	...	...	...	10,4	5,0	21,7
	Revised . 1887-88 .	5,9	...	...	...	...	...	...	6,5	6,5	18,9
	Accounts .	6,7	...	...	...	...	...	...	7,6	6,3	20,6
Pensions of the Civil Funds.	Accounts . 1886-87 .	7,0	...	...	...	3	1,4	...	4	1,3	10,4
	Budget .	2,9	...	...	...	1,5	1,3	...	3	1,1	7,1
	Revised . 1887-88	3,0	...	...	...	4	1,3	...	1,0	1,1	6,8
	Accounts .	2,9	...	...	...	3	1,3	...	1,6	1,1	7,2
Upper Burma .	Accounts . 1886-87 .	...	...	5	...	...	...	...	...	...	5
	Budget .	...	...	3	...	...	...	...	...	...	3
	Revised . 1887-88 .	...	...	8	...	...	...	...	...	...	8
	Accounts .	...	...	3	...	...	...	...	...	...	3
Other Charges .	Accounts . 1886-87 .	1	...	...	...	..	...	1	1	1	4
	Budget .	1	...	...	...	...	1	1	1	1	5
	Revised . 1887-88 .	1	...	...	...	1,0	1	3	...	1	1,6
	Accounts .	1	...	...	...	6	5	3	1	...	1,6
TOTAL .	Accounts . 1886-87 .	71,0	15,6	20,3	6,2	127,1	138,1	65,1	111,1	138,0	692,5
	Budget .	72,5	15,6	20,4	6.4	131,0	142,6	70,0	116,9	137,6	713,0
	Revised . 1887-88	67,0	17,0	20,7	6,7	128,5	140,0	69,0	119,8	146,0	714,7
	Accounts	68,0	17,3	19,9	6,7	129,3	141,3	68,9	120,2	146,1	717,7

		Sterling.	Exchange.	TOTAL.			
England . .	Accounts . 1886-87 .	1,575,9	592,7	2,168,6	Total including England.	Accounts . 1886-87 .	2,861,1
	Budget .	1,608,0	597,3	2,205,3		Budget .	2,918,3
	Revised . 1887-88 .	1,603,0	673,3	2,276,3		Revised . 1887-88 .	2,991,0
	Accounts .	1,597,9	671,5	2,269,4		Accounts .	2,987,1

107. The charges under this head need to be examined in totals for the whole of India, as the provincial distribution is liable to disturbance by change of residence among the pensioners. The payments on account of *Superannuation and retired allowances* have largely exceeded the expenditure in 1886-87, as well as the budget and revised estimates, and shew the rapid growth of these allowances. As regards the other heads, the budget has been fairly well sustained, considering the uncertain character of the charges, and the only point requiring notice is that the saving in England arises from a change in account keeping, by which loans granted under the rules of the Madras and Bombay Civil Funds are now treated as remittances to India.

30.—Stationery and Printing.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bombay.	TOTAL.
Stationery Office at the Presidency.	Accounts . 1886-87 .	...	...	...	...	9,9	...	...	2,7	2,7	15,3
	Budget .	...	...	...	...	10,7	...	...	2,8	3,3	10,8
	Revised . 1887-88	...	...	...	...	10,0	...	...	2,8	3,0	15,8
	Accounts .	...	...	...	...	10,7	...	...	3,7	2,6	17,0

Section E.—MISCELLANEOUS—*continued.*

30.—Stationery and Printing—*continued.*

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Purchase of Stationery.	Accounts . 1886-87	1	1,8	...	6	97,7	6,2	12,8	28,4	8,6	156,2
	Budget .	1	2,3	6	9	88,3	6,5	12,0	29,9	7,7	148,3
	Revised . 1887-88 .	2	1,7	3	6	100,9	6,4	12,8	30,0	11,8	164,7
	Accounts .	2	2,2	2	7	102,0	6,7	11,4	29,5	13,7	166,6
Government Presses	Accounts . 1886-87 .	91,2	5,0	10,9	2,6	31,3	23,4	13,1	28,9	28,9	235,3
	Budget .	94,1	7,2	11,5	3,0	30,6	24,5	12,3	27,2	32.1	242,5
	Revised . 1887-88 .	91,8	4,4	13,7	2,8	31,5	24,2	13,1	28,2	29,5	239,2
	Accounts .	96,6	4,3	13,0	2,8	32,5	22,6	12,8	27,8	28,2	240,6
Stationery supplied from Central Stores.	Accounts . 1886-87 .	—150,3	3,8	7,3	2,6	54,1	20,5	9,0	31,0	22,0	...
	Budget .	—170,4	6,0	7,7	2,8	56,0	20,5	8,5	40,0	28,9	...
	Revised . 1887-88 .	—172,3	4,5	11,0	2,7	54,5	19,0	8,6	47.5	24,5	...
	Accounts .	—179,3	4,9	11,8	2,1	53,3	16,6	10,6	54,9	25,1	...
Other Charges .	Accounts . 1886-87 .	1,9	1,5	...	...	4,3	4,5	9,2	4,1	1,0	26,5
	Budget .	5	...	1	...	4,8	4,5	9,3	5,2	1,2	25,6
	Revised . 1887-88 .	1,4	1,5	...	1	3,5	4,4	8,5	3,7	1,2	24,3
	Accounts .	1,2	1,1	...	2	4,8	3,5	8,1	3,4	1,3	23,6
Upper Burma Charges.	Accounts . 1886-87 .	...	...	2,4	...	...	...	...	...	...	2,4
	Budget .	...	...	9,5	...	...	...	...	...	...	9,5
	Revised . 1887-88 .	...	...	2,4	...	...	...	...	...	...	2,4
	Accounts .	...	...	2,5	...	...	...	...	...	...	2,5
TOTAL .	Accounts . 1886-87 .	—57,1	12,1	20,6	5,8	197,3	54,6	44,1	95,1	63,2	435,7
	Budget .	—75,7	15,5	29,4	6,7	190,4	56,0	42,1	105,1	73,2	442,7
	Revised . 1887-88 .	—78,9	12,1	27,4	6,2	200,4	54,0	43,0	112,2	70,0	446,4
	Accounts .	—81,3	12,5	27,5	5,8	203,3	49,4	42,9	119,3	70,9	450,3

ENGLAND.		Sterling.	Exchange.	Total.			
Stores . .	Accounts 1886-87 .	81,6	30,7	112,3	Total including England.	Accounts . 1886-87 .	562,0
	Budget .	99,0	36,7	135,7		Budget .	593,1
	Revised . 1887-88 .	80,6	33,9	114,5		Revised . 1887-88 .	570,7
	Accounts	82,8	34,8	117,6		Accounts .	577,2
Other Charges .	Accounts . 1886-87 .	10,2	3,8	14.0			
	Budget .	10,7	4,0	14,7			
	Revised . 1887-88 .	6,9	2,9	9,8			
	Accounts .	6,5	2,8	9,3			
Total England .	Accounts . 1886-87 .	91,8	34.5	126,3			
	Budget .	109,7	40.7	150,4			
	Revised . 1887-88 .	87.5	36,8	124,3			
	Accounts .	89,3	37,6	126,9			

108. The budget for *purchase of stationery* was again exceeded in Bengal, but this was due partly to arrear bills of the previous year and partly to higher prices ruling for country-made paper. The Bombay excess was caused by the increased substitution of articles of local manufacture for European stores. The cost of *Government Presses* has fluctuated in some of the Provinces. In India 3,9 more than Budget was spent on fixed and temporary establishments, but 1,5 was saved in overtime allowance and 7 in the establishment of the Type Foundry. Again there is an excess of 2,1 in the contract payments for printing stock forms, but 1,8 was short-paid for purchase of type. The excesses in Burma and Bengal are in overtime allowance and contingencies. In the Central Provinces the Budget allowed 1,4 for printing to be executed by the Jail Presses, but such departmental transfers were not permitted in the accounts. The Budget also allowed 1,1 for contract printing which has been classified in the accounts under other charges. The short payment in Bombay is the result chiefly of economies in contingencies, but about 1,2 was also curtailed under Establishments. The cost of *stationery supplied from Central Stores* is always an uncertain quantity, and there is nothing special to record this year except that an addition of 12 per cent. has been made to the value of the issues in order to cover the loss by exchange on imported articles for which some of the estimates did not provide.

109. In *England*, the saving is chiefly in stores for India as the consignments were smaller and obtained at lower prices than was contemplated in the Budget. The payments for printing done for the India Office were also small, as the Stationery Office did not present accounts as rapidly as had been expected.

32.—Miscellaneous.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Allowances and Rewards.	Accounts . 1886-87	7	2	4	5	1,1	3	8	1,1	1,9	7,0
	Budget .	3	1	3	6	1,1	6	1,0	1,6	1,8	7,4
	Revised . 1887-88	4	2	8	3	1,1	5	4	8	1,6	6,1
	Accounts .	2	2	6	2	1,3	3	5	3	1,5	5,1
Remittance Charges	Accounts . 1886-87	12,0	4	1,5	1,4	4,5	4,1	4,4	2,4	1,8	32,5
	Budget .	14,0	5	1,0	9	5,0	4,0	3,9	2,7	2,0	34,0
	Revised . 1887-88	8,9	4	1,7	1,9	3,9	4,1	3.9	3.0	1,9	29,7
	Accounts .	11,7	4	2,0	2,3	3,3	4,1	3,5	3,2	2,0	32,5

Section E.—MISCELLANEOUS—*concluded.*

32.—Miscellaneous—*continued.*

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Charitable Donations.	Accounts	1886-87	1,3	3	2	1	9,9	5,8	5	6,0	5,1	29,2
	Budget	1887-88	1,2	3	2	1	7,6	5,8	4	6,0	4,2	25,8
	Revised		8	3	2	1	8,5	5,5	3	5,5	4,3	25,5
	Accounts		9	3	4	1	7,2	5,4	5	5,9	5,3	26,0
Rewards for Destruction of Wild Animals.	Accounts	1886-87	1	1,9	1,0	1,1	1,5	1,7	1,6	7,3	1,3	17,5
	Budget	1887-88	1	2,2	1,0	1,2	2,0	2,3	1,6	8,1	1,5	20,0
	Revised		1	2,0	9	1,2	1,5	2,0	2,7	5,1	1,5	17,0
	Accounts		1	2,0	9	1,2	1,7	1,6	3,0	4,0	1,4	15,9
Petty Provincial and Local Establishments.	Accounts	1886-87	1,7	2,4	3,4	2,3	4,2	5,4	3,8	50,4	2,5	76,1
	Budget	1887-88	1,6	2,5	3,8	1,8	4,5	5,4	4,1	50,1	2,6	76,4
	Revised		7	2,4	3,4	2,0	4,5	5,0	3,9	56,2	2,6	80,7
	Accounts		1,5	2,4	3,4	2,6	3,1	4,8	4,0	57,4	2,9	82,1
Special Commissions of Enquiry.	Accounts	1886-87	33,4	...	...	...	2,4	1	...	4,3	2,9	43,1
	Budget	1887-88	57,3	...	...	...	...	5	...	2	4	58,4
	Revised		11,6	...	...	...	1	2	...	7	3	12,9
	Accounts		13,1	...	...	...	1,6	4	...	8	6	16,5
Irrecoverable Loans written off.	Accounts	1886-87	...	...	...	1	...	2,5	...	...	7,4	10,0
	Budget	1887-88	...	...	...	...	...	1	...	...	5	6
	Revised		...	...	...	...	...	1	...	...	1,3	1,4
	Accounts		...	...	6	3	...	...	...	...	1,0	1,9
Rents, Rates, and Taxes.	Accounts	1886-87	2,3	...	5	2	16,8	...	...	3	5,2	25,3
	Budget	1887-88	1,9	...	4	3	15,5	...	...	7	5,7	24,5
	Revised		6	...	4	3	14,1	...	...	3	5,1	20,8
	Accounts		1,4	...	4	3	13,4	...	...	4	5,2	21,1
Extraordinary Items	Accounts	1886-87	6	...	...	...	...	...	...	...	...	6
	Budget	1887-88	...	...	...	...	1	...	...	...	...	1
	Revised		...	...	...	...	...	...	...	...	...	...
	Accounts		...	...	...	9	...	...	...	...	...	9
Upper Burma Charges.	Accounts	1886-87	...	...	13,3	...	...	...	...	...	...	13,3
	Budget	1887-88	...	...	30,0	...	...	...	...	...	...	30,0
	Revised		...	...	18,0	...	...	...	...	...	...	18,0
	Accounts		...	...	8,2	...	...	...	...	...	...	8,2
Other Items	Accounts	1886-87	2,1	8	1,4	5	6,7	7,8	4,5	6,0	17,6	47,4
	Budget	1887-88	3,6	9	5	5	4,0	5,4	12,7	13,2	9,2	50,0
	Revised		3,3	1,4	2	...	3,7	6,1	8,8	3,2	9,4	36,1
	Accounts		1,5	1,1	5	9	11,2	3,2	5,7	4,1	7,9	36,1
TOTAL	Accounts	1886-87	54,2	6,0	21,7	6,2	47,1	27,7	15,6	77,8	45,7	302,0
	Budget	1887-88	80,0	6,5	37,2	5,4	30,8	24,1	23,7	82,6	27,9	327,2
	Revised		26,4	6,7	25,6	5,8	37,4	23,5	20,0	74,8	28,0	248,2
	Accounts		30,4	6,4	17,0	8,8	42,8	19,8	17,2	76,1	27,8	246,3

			Sterling.	Exchange.	Total.
England	Accounts	1886-87	30,4	11,5	41,9
	Budget	1887-88	28,5	10,6	39,1
	Revised		34,0	14,3	48,3
	Accounts		32,8	13,8	46,6

Total including England.	Accounts	1886-87	343,9
	Budget	1887-88	366,3
	Revised		296,5
	Accounts		292,9

110. Considering the nature of the items, the fluctuations in the first two heads are not greater than might have been expected. Large payments were made in Bengal on account of *Charitable Donations* in 1886-87, partly in grants to the Hospital Nurses' Institution and specially in a contribution to the District Charitable Society for repairs of the Alms-House buildings. The Punjab Budget for *destruction of wild animals* was too low, and the Madras budget too high. The Madras excess under *petty establishments* has occurred entirely in the local section, and is due to increased charges for sanitation. The India budget for *Special Commissions of Enquiry* contemplated a very large expenditure on account of the Public Service Commission, but the commission closed earlier than was expected. The nominal expenditure under *irrecoverable loans written off* is made up of small writes-off of irrecoverable advances to cultivators, &c., but it is subject to great variations owing to the occasional cancellation of large items. This year the figures represent ordinary writes-off only. *Rents, rates, and taxes* seem small in Bengal owing to assessments on the customs buildings having been charged to 9—Customs. The *extraordinary item* of 9 in Assam includes a write-off under orders of Government to clear an advance which was made to the contractors of the Tonga Service between Gowhatty and Shillong. The *Upper Burma charges* were small, as unsettled claims were not paid to the extent anticipated and the amount provided in the budget for Conservancy, Lighting and other town charges at Mandalay were not required. The India Budget and Revised for *other items* allowed too much for petty construction and repairs and miscellaneous and unforeseen charges. The high charge in Bengal comprises the write-off connected with the frauds in the late District Savings Bank, in Chittagong. The Punjab and Madras budgets provided a reserve for certain outlays which were not required, and the Bombay budget made allowance for some petty local works, which by a change in accounting have been classified under 45—Civil Works.

Section F.—FAMINE RELIEF AND INSURANCE.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
309,0	EXPENDITURE	94,5	93,3	91,4

111. Considerable changes have been made in this head as explained in para. 124 of last year's report, and it is now limited to the following charges :—

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
1,0	Famine Relief	2,0	8	4
200,0	Construction of Protective Railways	*Nil*	*Nil*	*Nil*
108,0	Construction of Protective Irrigation Works	92,5	92,5	91,0
309,0	TOTAL	94,5	93,3	91,4

33.—Famine Relief.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
5	Central Provinces	1,0	5	3
...	Bengal	...	...	...
5	Madras	1,0	3	1
...	Bombay	...	...	...
10	TOTAL	2,0	8	4

112. The amount spent in the Central Provinces was on account of relief works in the Bilaspur District, but it was not necessary to incur expenditure to the extent provided in the Budget. The amount entered against Madras represents the write-off of an irrecoverable advance made during the famine of 1876-78.

35.—Construction of Protective Irrigation Works.

1886-87. Accounts.		Outlay before 1887-88.	Budget.	1887-88. Revised.	Accounts.
	BENGAL—				
8,4	Orissa Coast Canal (grant-in-aid)	86,6	...	...	...
	N.-W. PROVINCES AND OUDH—				
12,0	Betwa Canal	381,7	8,9	7,4	7,6
	PUNJAB—				
9,9	Swat River Canal	325,1	10,0	8,5	8,2
	MADRAS—				
14,3	Buckingham Canal (grant-in-aid)	58,6	7,5	8,0	8,0
22,2	Rushikulya project	55,0	28,5	21,1	25,4
...	Survey, &c.	9,6	...	—5	—5
	BOMBAY—				
32,9	Nira Canal	355,7	35,1	38,8	39,8
3	Chankapur Tank	6,0	...	1	1
...	Maladevi Tank	3,4	...	...	...
7,3	Mhasvad Tank	193,8	2,0	2,3	2,2
7	Gokak Canal	39,9	5	4	2
...	RESERVE	...	...	6,4	...
108,0	TOTAL	(a) 1,515,4	92,5	92,5	91,0

RESULTS.

	Actuals. More.	Actuals. Less.
Actuals with Actuals of previous year	...	17,0
" Budget Estimate	...	1,5
" Revised Estimate	...	1,5

(a) Includes £285,400 outlay from funds not classed under this special head.

113. As explained in para. 128 of last year's report, the charges comprised in this head are regulated by the amount available for expenditure and by the works awaiting construction. The decrease of 17,0 compared with the Actual expenditure of the previous year is due chiefly to the operation of this rule.

114. During the year 1887-88 the grants for the Betwa and Swat River Canals and the Rushikulya projects were reduced, and those for the Nira Canal and Mhasvad tank increased, while a sum of 6,4 was held in reserve to meet an excess charge under *43—Minor Works and Navigation.* These changes were embodied in the Revised Estimate and have been followed in the Actuals. There was an excess outlay on the Rushikulya project and Nira Canal, but on the other hand the reserve of 6,4 was not fully used.

Section G.—CONSTRUCTION OF RAILWAYS (charged against Revenue in addition to that under Famine Insurance).

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
183,1	Expenditure	75,0	81,7	80,9

115. The following figures give the details of the amount spent, and explain the differences between the Actuals of 1886-87 and 1887-88, and the Budget Estimate of the last-named year :—

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
	PROVINCIAL.			
	ASSAM—			
10,2	Jorhat Railway	4,5	5,9	5,4
11,6	Cherra-Companyganj Railway	11,5	10,1	10,3
	BENGAL—			
4	Kaunia-Dhurla Railway	1,0	—3	—2
	N.-W. PROVINCES AND OUDH—			
160,9	Lucknow-Sitapur-Seramau Railway	58,0	66,0	65,4
183,1	TOTAL	75,0	81,7	80,9

RESULTS.	ACTUALS. More.	Less.
Actuals with Actuals of previous year	...	102,2
„ Budget Estimate	5,9	...
„ Revised Estimate	...	8

116. The small outlay of 1887-88, as compared with the previous year, is due (1) to the practical completion of the Jorhat State Railway in 1886-87, necessitating smaller expenditure during 1887-88, (2) to no work of any importance having been carried out on the Kaunia-Dhurla State Railway during 1887-88, and (3) to the Lucknow-Sitapur-Seramau Railway needing less construction work than was required on this line in 1886-87. The budget of the Kaunia-Dhurla line provided for the substitution of iron pile and girder bridges for the wooden ones now on the road, but this work has been deferred pending settlement of the question of extending the metre gauge line in the direction of Dhubri. The excess over budget on the Lucknow Sitapur-Seramau Railway is due chiefly to greater progress of work than was anticipated.

Section H.—RAILWAYS.

117. The following is a general statement of the Revenue Accounts :—

1887-88.	State Railways.	Guaranteed Railways.	Subsidized Companies.	Miscellaneous.	TOTAL.
GROSS EARNINGS	10,871,9	7,241,4	24,8	...	18,138,1
WORKING EXPENSES	5,329,2	3,604,8	...	...	8,934,0
Surplus Profits	265,0	662,6	...	...	927,6
Interest	4,008,3	3,853,0	...	...	7,861,3
Annuities	2,390,8	...	...	...	2,390,8
Land and Supervision	...	51,4	43,6	...	95,0
Miscellaneous Railway Expenditure	...	...	...	51,8	51,8
TOTAL EXPENDITURE	11,993,3	8,171,8	43,6	51,8	20,260,5
NET GAIN OR LOSS TO THE GOVERNMENT—					
1887-88	—1,121,4	— 930,4	— 18,8	— 51,8	—2,122,4
1886-87	— 375,1	— 675,6	— 43,6	— 94,4	—1,188,7
1885-86	+ 394,9	— 983,3	— 44,0	— 99,3	— 731,7
1884-85	+ 173,9	—1,043,3	— 84,2	— 97,6	—1,051,2
1883-84	+ 647,5	— 996,4	— 85,5	+129,4	— 305,0

118. These figures show that the *State Railways* did worse than last year by 746,3, and the *Guaranteed Railways* by 254,7. The deficiency under the former is due to a great extent to heavy payments on account of Interest and Annuities connected with the purchase of Guaranteed lines, and which amounted to 245,7 and 5,8, respectively, plus exchange 163,4. There was an increase of 355,2 also in the working expenses of State Railways. As regards *Guaranteed Railways*, the increase is due to larger payments on account of Interest and Surplus Profits. The other items do not call for special remark here.

Section H.—RAILWAYS—EARNINGS.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
14,477,8	RECEIPTS.	14,892,5	14,412,8	14,533,3

119. The following sums are comprised in these receipts, particulars of them being given in the succeeding statements. As regards *State Railways* the gross earnings exceeded those of the previous year by 42,8 and the revised by 20,4, but fell below the Budget by 446,9. The increase over the Actuals of 1886-87 is due principally to the opening of the Bellary-Kistna and Cuddapah-Nellore State Railways, and to large additions to the open mileage of existing lines. The decrease on the Budget Estimate is caused by a considerable fall in traffic on the East Indian, Rajputana-Malwa, and North-Western Railways, as explained below, but it did not go down to the extent apprehended in the Revised Estimate as the traffic on some lines, notably the Rajputana-Malwa and North-Western Railways, revived somewhat during the closing months of the year. These several differences are more fully explained below. The *Guaranteed* lines have worked up very closely to last year's figures, and the net traffic receipts have exceeded the Budget owing to the large quantity of grain and other produce carried by the Great Indian Peninsula Railway and to increased receipts in the Madras Railway. The discrepancy between Budget and accounts in the *Subsidized* Companies is attributable to a change in the method of showing the capital expenditure of the Mysore State Railway.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
10,829,1	State Railways (gross) . . .	11,318,8	10,851,5	10,871,9
3,647,1	Guaranteed Railways (net) . .	3,515,0	3,534,0	3,636,6
1,6	Subsidized Companies . . .	58,7	27,3	24,8
14,477,8		14,892,5	14,412,8	14,533,3

Section H.—RAILWAYS—EARNINGS—*continued.*

XXVI.—State Railways—Gross Earnings and Working Expenses.

Actuals, 1886-87.			Capital Outlay to 31st March 1883.	Railways.	Budget, 1887-88.			Revised, 1887-88.			Actuals, 1887-88.			Percentage of Charge on Earnings.	Percentage of Net receipts on Capital Outlay.
Gross Earnings.	Working Expenses.	Net.			Gross Earnings.	Working Expenses.	Net.	Gross Earnings.	Working Expenses.	Net.	Gross Earnings.	Working Expensss.	Net.		
				IMPERIAL.											
4,707,2	1,539,3	3,167,9	32,803,3	East Indian . .	4,695,3	1,650,0	3,045,3	4,630,3	1,445,0	3,185,3	4,603,2	1,457,5	3,145,7	31·66	9·60
537,1	326,7	210,4	...	Eastern Bengal .	...	...	...	35,0	...	35,0	21,0	...	21,0	...	...
1,688,3	836,5	851,8	12,957,8	Rajputana-Malwa .	1,800,0	901,0	899,0	1,680,0	850,0	830,0	1,698,3	856,5	841,8	50·43	6·50
2,373,3	1,316,9	1,056,4	29,375,6	North-Western .	2,650,0	1,700,0	950,0	2,160,0	1,550,0	610,0	2,188,2	1,633,5	554,7	74·65	1·90
9,305,9	4,019,4	5,286,5	75,136,7	TOTAL .	9,145,3	4,251,0	4,894,3	8,505,3	3,845,0	4,660,3	8,510,7	3,947,5	4,563,2	46·38	6·07
				OTHER RAILWAYS—IMPERIAL.											
...	...	...	2,778,9	Bengal-Nagpur .	140,0	90,0	50,0	132,5	82,5	50,0	137,5	86,8	50,7	63·13	1·83
74,7	59,6	15,1	711,2	Wardha Coal .	67,5	57,5	10,0	75,0	65,0	10,0	78,0	68,0	10,0	87·18	1·41
39,2	19,5	19,7	921,0	Sindia . . .	39,5	19,5	20,0	45,7	21,0	24,7	45,7	21,3	24,4	46·51	2·66
3,3	2,6	7	485,7	Bilaspur-Etawah (Katni Umaria Section) . . .	17,5	12,5	5,0	8,2	9,0	—8	8,1	9,6	—1,5	118·52	—·31
6,9	8,2	—1,3	74,2	Umaria Colliery .	27,5	21,5	6,0	11,5	3,5	8,0	11,5	2,6	8,9	22·61	12·00
...	...	...	426,5	Patna-Gya . .	51,5	25,5	26,0	52,8	24,3	28,5	52,9	24,6	28,3	46·50	6·64
3,5	2,6	9	131,1	Bhopal . . .	4,0	3,5	5	5,0	4,0	1,0	5,0	4,5	5	50·00	·38
34,6	43,4	—8,8	911,2	Bengal Central .	60,0	62,0	—2,0	74,5	64,5	10,0	75,5	67,6	7,9	89·54	·87
9,2	8,1	1,1	4,930,0	Indian Midland .	32,5	22,5	10,0	32,0	23,0	9,0	30,6	20,1	10,5	65·69	·21
23,4	...	23,4	1,095,4	Dhond-Manmad* .	24,0	...	24,0	22,5	...	22,5	22,7	...	22,7	...	2·72
...	...	...	...	Benares Branch .	...	...	...	2	1	1	2	1	1	50·00	...
182,3	125,1	57,2	6,826,0	Southern Mahratta .	300,0	179,2	120,8	318,5	215,5	103,0	326,4	217,9	108,5	66·76	1·60
...	...	...	1,654,5	Bellary-Kistna .	17,5	16,0	1,5	6,2	5,7	5	6,2	8,5	—2,3	137·10	—·14
...	...	...	626,6	Cuddapah-Nellore .	17,5	15,0	2,5	3,6	8,6	—5,0	4,8	9,2	—4,4	191·67	—·70
37,4	20,0	17,4	991,6	Mysore . . .	...	...	...	51,0	37,7	13,3	51,5	37,4	14,1	72·62	1·42
...	...	...	70,3	Dildarnagar-Ghazipur . . .	4,7	2,3	2,4	4,8	2,2	2,6	4,8	2,2	2,6	45·83	3·70
414,5	289,1	125,4	22,634,2	TOTAL OTHER RAILWAYS . . .	803,7	527,0	276,7	844,0	566,6	277,4	861,4	580,4	281,0	67·37	1·24
9,720,4	4,308,5	5,411,9	97,770,9	TOTAL IMPERIAL .	9,949,0	4,778,0	5,171,0	9,349,3	4,411,6	4,937,7	9,372,1	4,527,9	4,844,2	48·31	5·00
				PROVINCIAL.											
131,8	80,4	51,4	...	Nagpur-Chhattisgarh	...	...	...	...	...	...	...	...	...	...	...
291,7	173,3	118,4	2,891,6	Burma . . .	290,0	173,0	117,0	335,0	176,0	159,0	331,1	175,9	155,2	53·11	5·37
3,9	5,4	—1,5	69,1	Jorhat . . .	4,5	5,0	—5	4,9	6,1	—1,2	5,0	6,4	—1,4	128·00	—2·0
2	2,3	—2,1	74,5	Cherra-Companygunj . . .	2,5	4,0	—1,5	1,2	3,6	—2,4	1,2	3,7	—2,5	308·33	—3·36
69,4	37,5	31,9	...	Rajputana-Malwa† .	...	...	...	...	...	...	...	...	...	...	...
60,7	43,1	17,6	...	Cawnpore-Achnera	...	...	...	...	...	...	...	...	...	...	...
...	...	...	5,201,5	Eastern Bengal .	550,0	307,5	242,5								
262,4	141,2	121,2	2,261,6	Northern Bengal .	250,0	142,5	107,5								
...	...	...	...	Assam-Behar . .	10,0	7,5	2,5	932,5	465,0	467,5	937,4	481,1	456,3	50·74	5·55
28,0	28,7	—7	652,0	Dacca . . .	31,0	27,0	4,0								
14,6	11,2	3,4	96,2	Kaunia-Dhurla .	13,0	11,5	1,5								
159,9	98,6	61,3	1,588,7	Tirhoot . . .	165,0	100,0	65,0	184,0	105,0	79,0	180,5	106,2	74,3	58·84	4·68
8,7	6,7	2,0	34,4	Nalhatti . . .	7,8	6,5	1,3	9,5	6,5	3,0	9,4	6,2	3,2	66·00	9·39
53,6	27,9	25,7	...	Patna-Gya . .	..	...	...	...	...	...	...	...	...	...	...
1,7	1,2	5	371,0	Lucknow-Sitapur-Seramau . .	28,0	18,5	9,5	18,0	14,5	3,5	18,3	15,0	3,3	82·00	·90
10,1	7,7	2,4	152,0	Bareilly-Pilibhit .	11,0	8,0	3,0	9,8	7,8	2,0	9,0	6,8	2,8	70·83	1·84
7,3	—2,2	9,5	559,7	Amritsar-Pathankot	7,0	...	7,0	7,3	...	7,3	7,3	...	7,3	...	1·30
4,7	2,5	2,2	...	Dildarnagar-Ghazipur . . .	...	...	...	...	...	...	...	...	...	...	...
1,108,7	665,5	443,2	13,952,3	TOTAL PROVINCIAL	1,369,8	811,0	558,8	1,502,2	784,5	717,7	1,499,8	801,3	698,5	53·07	5·00
				Surplus Profits—											
...	182,5	—182,5	...	East Indian . .	...	190,0	—190,0	...	205,0	—205,0	...	205,1	—205,1	...	...
...	62,8	—62,8	...	Rajputana-Malwa .	...	51,5	—51,5	...	50,0	—50,0	...	50,6	—50,6	...	...
...	6	—6	...	Southern Mahratta .	...	8	—8	...	4,5	—4,5	...	4,2	—4,2	...	...
...	...	...	...	Mysore . . .	...	...	...	...	5,1	—5,1	...	5,1	—5,1	...	...
10,829,1	5,219,9	5,609,2	111,723,2	GRAND TOTAL .	11,318,8	5,831,3	5,487,5	10,851,5	5,460,7	5,390,8	10,871,9	5,594,2	5,277,7	51·40	4·72

* Net receipts.
† N.-W. P. and Oudh Government share of Rajputana-Malwa Railway, Cawnpore-Achnera Section, for six months.

East Indian Railway.

1886-87. Accounts.	EARNINGS—	Budget.	1887-88. Revised.	Accounts.
1,403,8	Coaching	1,386,0	1,400,0	1,434,5
3,209,4	Goods	3,221,0	3,155,0	3,113,1
94,0	Miscellaneous	88,3	75,3	55,6
4,707,2	TOTAL .	4,695,3	4,630,3	4,603,2

RESULTS.

	Actuals. More.	Actuals. Less.
Actuals with Actuals of previous year	...	104,0
„ Budget Estimate	...	92,1
„ Revised Estimate	...	27,1

Section H.—RAILWAYS—EARNINGS—*continued.*

120. The net earnings realised during 1887-88 are considerably less than those of 1886-87, owing to reduced exports of wheat consequent on smaller crops, and the low prices prevailing in foreign markets. They were also diminished by the cash collections of the last two days of the official year 1887-88, which were holidays, not having been accounted for till 1st April 1888. On the other hand, the coaching receipts were better owing to a larger number of pilgrims having used the line, as well as to a development of traffic from the opening of the Dufferin and Gunduk bridges and the extension of through booking to other lines.

121. The Budget was based upon the Actuals of the previous year as far as they were known at the time, and hence it has been affected by the same causes. The decline from the Revised Estimate is due principally to the cash collections of the 30th and 31st March not having been accounted for till 1st April 1888, as explained above.

Eastern Bengal Railway.

1886-87. Accounts.		1887-88. Budget.	1887-88. Revised.	1887-88. Accounts.
	EARNINGS—			
298,6	Coaching	306,5	310,0	327,4
460,4	Goods	479,7	567,6	551,0
83,1	Miscellaneous	67,8	89,9	80,0
842,1	TOTAL	854,0	967,5	958,4

RESULTS.

	Actuals More.	Actuals Less.
Actuals with Actuals of previous year	116,3	...
„ Budget Estimate	104,4	...
„ Revised Estimate	...	9,1

122. These figures comprise the earnings of the Eastern Bengal Railway under the head Imperial, and of the various lines entered in the foregoing statement under the heads from Eastern Bengal to Kaunia-Dhurla subordinate to Provincial; they are united as parts of the same undertaking. The improvement in the earnings, compared with the previous year, is due partly to the 69 miles of the Assam-Behar Railway, from Munihari to Kusba and from Dinagepore to Raigunj, opened to the public in 1887-88. There was a large improvement in *Goods* traffic also, owing to better rates and to larger quantities of jute requiring carriage over the line, in addition to which a sum of 9,3 was received chiefly from the East Indian Railway Company for running powers over the Naihati-Chitpore Section. The increase over the Budget is due to the same causes. The Revised Estimate was not reached owing to delay in recovering the amounts due for the conveyance of troops and stores in connection with the Sikkim Expedition.

Rajputana-Malwa Railway.

1886-87. Accounts.		1887-88. Budget.	1887-88. Revised.	1887-88. Accounts.
	EARNINGS—			
580,0	Coaching	560,0	570,0	577,8
1,208,9	Goods	1,220,0	1,088,0	1,094,7
29,5	Miscellaneous	20,0	22,0	25,8
1,818,4	TOTAL	1,800,0	1,680,0	1,698,3

RESULTS.

	Actuals More.	Actuals Less.
Actuals with Actuals of previous year	...	120,1
„ Budget Estimate	...	101,7
„ Revised Estimate	18,3	...

123. It will be noticed that the figures entered above as accounts of 1886-87 do not agree with the corresponding amounts in the report of that year. The difference is composed of the earnings of the Cawnpore-Achnera line which has become Imperial from 1st April 1887 and is included in the Rajputana-Malwa Railway. The diminished earnings of this line are due principally to a decline in the wheat, grain, seed, and cotton traffic, the receipts on this account being 114,2 less than in the preceding year, and 125,3 less than the budget. The fall was anticipated in the Revised Estimate, but the traffic improved during the closing months of the year and the result is better than seemed probable at that time.

North-Western Railway.

1886-87. Accounts.		1887-88. Budget.	1887-88. Revised.	1887-88. Accounts.
	EARNINGS—			
828,4	Coaching	870,0	820,0	824,0
1,460,3	Goods	1,719,5	1,300,0	1,338,2
84,6	Miscellaneous	60,5	40,0	26,0
2,373,3	TOTAL	2,650,0	2,160,0	2,188,2

Section H.—RAILWAYS—EARNINGS—*continued.*

RESULTS.

	Actuals More.	Actuals Less.
Actuals with Actuals of previous year	...	185,1
„ Budget Estimate	...	461,8
„ Revised Estimate	28,2	...

124. Although there was a large addition to the open mileage during the year, the earnings have not been satisfactory. The falling-off is general and is due in the *Goods* Department, to a decline in the grain traffic produced by the high prices which followed the partial failure of last year's crops, and in the *Coaching* receipts, to the depression in trade and scarcity prevailing in some parts of the Punjab. The proceeds from steam-boats were also low owing in a great measure to the abolition of special charges for ferry service as well as to diminished traffic. The earnings, however, were not quite so bad as they appear in these figures since there were large outstandings awaiting recovery. The increase over the Revised Estimate is due to the carriage of larger quantities of stores for Revenue purposes before the close of the year than anticipated.

Other State Railways—Imperial.

RESULTS.

	Actuals More.	Actuals Less.
Actuals with Actuals of previous year	446,9	...
„ Budget Estimate	57,7	...
„ Revised Estimate	17,4	...

125. A good deal of the increase over the previous year is nominal, being due to the transfer to *Imperial* of the Nagpur-Chhattisgarh (now called the Bengal-Nagpur Railway), the Patna-Gya and the Dildarnagar-Ghazipur State Railways, which were formerly classed under *Provincial.* The two latter were so treated under the terms of the new Provincial Contract, and the former in consequence of its transfer to the Bengal-Nagpur Railway Company from 1st April 1887. Excluding these Railways the increase over 1886-87 would amount to 251,7, due principally to the opening of the Bellary-Kistna and the Cuddapah-Nellore State Railways and of various additions to existing lines. On the Bellary-Kistna 90 miles were opened, on the Cuddapah-Nellore 83 miles, on the Southern Mahratta an addition of 167½ miles, and on the Indian Midland 84¾ miles. Apart from these extensions, the traffic was better on the Wardha Coal, Sindia-Katni-Umaria, Umaria Colliery, the Bengal Central and the Mysore State Railways. In the case of the Wardha Coal State Railway, the improvement is ascribed principally to large sales of coal, and in the Sindia State Railway to an improvement in both passenger and goods traffic, greater quantities of grain, stone and Revenue stores having been carried over the line than in the previous year. The increase on the Katni-Umaria Railway is due to only 5 months' and in the Bengal Central and Mysore State Railways to only 9 months' transactions having appeared in the accounts for 1886-87. The increase on the Umaria Colliery is due chiefly to larger sales of coal to the Katni-Umaria Railway.

126. The actual earnings realised during 1887-88 exceeded the Budget by 57,7, the principal variations being as follows :—

Wardha Coal	+10,5
Bengal Central	+15,5
Southern Mahratta	+26,4
Mysore	+51,5
Katni-Umaria	— 9,4
Umaria Colliery	—16,0
Bellary-Kistna	—11,3
Cuddapah-Nellore	—12,7

127. The improvement on the *Wardha Coal* State Railway is caused by large sales of coal, the growing demand for which was foreseen and provided for, but the actuals far exceeded the most sanguine expectation. In the case of the *Bengal Central* Railway, the Budget provision represented the estimated earnings of the calendar year 1887, as the transactions were at that time adjusted with the Eastern Bengal Railway according to the calendar half-year. It was subsequently arranged to adjust the transactions monthly, and the Actuals of 1887-88 therefore include the earnings from 1st January 1887 to 31st March 1888, and this change has caused the large increase noticed on this line. The large excess on the *Southern Mahratta* Railway is due to increased open mileage, to the traffic on some of the newly-opened sections proving more favourable than it was prudent to anticipate, and to the transfer of the Bellary-Kistna Railway to the Southern Mahratta Railway Company from 1st January 1888, since which date it is worked as an integral portion of the Company's own line. The *Mysore* State Railway was not included under the head *State Railways* in the Budget for 1887-88. It was subsequently decided that they should be recorded under this head, and the Actuals have now been so shown.

Section H.—RAILWAYS—EARNINGS—*continued.*

128. The falling off on the *Katni-Umaria* Railway is due to the anticipated mineral and passenger traffic not having been realised to the extent expected. When the Budget for 1887-88 was framed, the traffic on this line had not had time to develop, and it was difficult to frame a trustworthy estimate. The decrease on the *Umaria Colliery* is ascribed to a smaller demand for coal than expected, and the failure to attract customers for slack coal. As regards the *Bellary-Kistna* Railway, it was assumed, when the Budget was under preparation, that a section of the line from Guntakul to Nandyal would have been opened to traffic on the 1st April 1887, but that was not done till the 11th July 1887, besides which the traffic was not so good as expected. The same may be said of the *Cuddapah-Nellore* State Railway, the Budget having been framed on the assumption that the line would be opened to traffic on the 1st May 1887, whereas the actual date was the 15th September 1887.

129. The Actuals are in excess of the Revised Estimate by 17,4, of which 5,0 is in the Bengal-Nagpur, 3,0 in the Wardha Coal and 7,9 in the Southern Mahratta Railways. These improvements are due on the Bengal-Nagpur Railway to the carriage of construction material to greater extent than was anticipated, on the Wardha Coal Railway to the large sales of coal and on the Southern Mahratta Railway to the traffic having been more favourable than was expected.

Other State Railways—Provincial, Excluding Eastern Bengal Railway System.

RESULTS.	ACTUALS. More.	ACTUALS. Less.
Actuals with Actuals of previous year	...	241,3
„ Budget Estimate	46,6	...
„ Revised Estimate	...	7,3

130. As explained in paragraph 125 the comparison between the two years 1886-87 and 1887-88 is interrupted by the transfer of the Nagpur-Chhattisgarh, the Patna-Gya, the Cawnpore-Achnera and the Dildarnagar-Ghazipur State Railways from the *Provincial* to the *Imperial* section of the account. Eliminating these lines from the figures for 1886-87 the earnings during 1887-88 actually exceeded those of the former year by 78,9, of which 39,4 occurs in Burma, 20,6 in Tirhoot and 16,6 in Lucknow-Sitapur-Seramau. The improvement on the Burma State Railway is attributed to the pacification of the country, and the impetus to trade caused by the opening out of Upper Burma, as well as to the revenue derived from the carriage of construction material for the Tounghoo-Mandalay Extension. The increase in the case of the Tirhoot State Railway is due to an additional length of line opened for traffic during 1887-88, and to a considerable development of 3rd class passenger and Goods traffic, owing to the completion of the Gunduck Bridge. The improvement on the Lucknow-Sitapur-Seramau Railway is due to increased mileage, an additional length of 50½ miles from Sitapur to Gola-Gokarahnath having been opened during 1887-88.

131. Compared with the Budget Estimate, the actual earnings realised during 1887-88 show an increase of 46,6, of which +41,1 was in Burma, +15,5 in Tirhoot and —9,7 in Lucknow-Sitapur-Seramau. The explanations given above in the preceding paragraph apply also to the differences in the Burma and Tirhoot lines, and as regards the Lucknow-Sitapur-Seramau Railway when the Budget was framed, only a portion of the line had been opened for traffic, and no information was available on which to base a reliable estimate.

132. The actual earnings realised are less than the Revised Estimate by 3,9 in Burma and 3,5 in Tirhoot. In the case of the Burma Railway the Goods traffic was not as large as anticipated. The decrease on the Tirhoot Railway is due to the outstanding earnings at the close of the year being higher than was expected when the Revised Estimate was framed.

XXVII.—Guaranteed Companies—Net Traffic Receipts.

Accounts, 1885-87.			Guaranteed Interest, 1887-88.	Guaranteed Railways.	Budget, 1887-88.			Revised, 1887-88.			Accounts, 1887-88.			Percentage of Maintenance.
Gross Earnings.	Working Expenses.	Net.			Gross Earnings.	Working Expenses.	Net.	Gross Earnings.	Working Expenses.	Net.	Gross Earnings.	Working Expenses.	Net.	
1,343,6	563,0	780,6	583,6	Bombay, Baroda and Central India	1,330,0	550,0	780,0	1,210,0	530,0	680,0	1,227,2	520,2	707,0	42·4
3,971,6	1,857,3	2,114,3	1,683,3	Great Indian Peninsula	3,750,0	1,830,0	1,920,0	3,920,0	1,860,0	2,060,0	3,984,6	1,842,2	2,142,4	46·2
794,3	504,6	289,7	740,3	Madras	800,0	475,0	325,0	822,5	510,0	312,5	821,5	513,9	307,6	62·5
658,8	362,3	296,5	547,1	Oudh and Rohilkhund	720,0	390,0	330,0	690,0	360,0	330,0	701,7	356,1	345,6	50·7
512,2	346,2	166,0	298,6	South Indian	510,0	350,0	160,0	511,5	360,0	151,5	506,4	372,4	134,0	73·5
7,280,5	3,633,4	3,647,1	3,852,9	TOTAL	7,110,0	3,595,0	3,515,0	7,154,0	3,620,0	3,534,0	7,241,4	3,604,8	3,636,6	49·8

Section H.—RAILWAYS—EARNINGS—*continued.*

RESULTS.	ACTUALS. More.	ACTUALS. Less.
GROSS EARNINGS—		
Actuals with Actuals of previous year	...	39,1
„ Budget Estimate	131,4	...
„ Revised Estimate	87,4	...
WORKING EXPENSES—		
Actuals with Actuals of previous year	...	28,6
„ Budget Estimate	9,8	...
„ Revised Estimate	...	15,2

Gross Earnings.

133. The earnings realised during 1887-88 fell short of those of the preceding year by 39,1, chiefly in the Bombay, Baroda and Central India and in the South Indian Railways. The decrease on the Bombay, Baroda and Central India Railway is due to a falling off in *Goods* traffic exchanged with the Rajputana-Malwa State Railway, and in the carriage to and from Bombay of wheat, coal, coke, grain, salt, and seeds. The fall on the South Indian Railway was the result chiefly of fluctuations in *Suspense* transactions, the payments to other lines in excess of receipts from them having been larger than in the previous year.

134. The increase over the Budget Estimate occurred chiefly on the Great Indian Peninsula and the Madras Railways. The large increase on the former line may be attributed to the moderate estimate adopted by the Government of India, as it was not considered advisable to calculate on a continuance of the very favourable traffic which had developed in the preceding year. The increase was in 3rd class passengers, and in wheat, cotton, oil-seeds, food-grains, &c. The increase on the Madras Railway is attributed to development of traffic and to larger receipts from other lines. These results were counterbalanced by a falling off in the Bombay, Baroda and Central India as noted above in paragraph 133, and in the Oudh and Rohilkhund Railways. The decrease on the latter line occurred entirely in *Goods* traffic, in which the Budget expected an improvement, but the result has been a further decline.

135. The comparison with the Revised Estimate is made below, and is satisfactory as showing an increase of 87,4. The increase on the Bombay, Baroda and Central India Railway is due to a sudden improvement in traffic during the last months of the year, which was little expected at the time of the preparation of the Revised Estimate, and in the Great Indian Peninsula Railway to a greater number of 3rd class passengers, and to larger quantities of wheat, cotton, oil-seeds, and food-grains having been carried over the line than was expected. The small decrease on the Madras and South Indian Railways needs no remark. The improvement on the Oudh and Rohilkhund Railway is caused by a better traffic during the closing months of the year than it was considered safe to calculate upon when framing the Revised Estimate.

Bombay, Baroda and Central India	+ 17,2
Great Indian Peninsula	+ 64,6
Madras	— 1,0
Oudh and Rohilkhund	+ 11,7
South Indian	— 5,1
NET INCREASE	87,4

Working Expenses.

136. The decrease on the actuals of the preceding year is made up as under—

Bombay, Baroda and Central India	— 42,8
Great Indian Peninsula	— 15,1
Madras	+ 9,3
Oudh and Rohilkhund	— 6,2
South Indian	+ 26,2
NET DECREASE	28,6

137. The decrease on the Bombay, Baroda and Central India Railway is due to the smaller traffic noticed above in paragraph 133 as well as to a considerable reduction of expenditure in the Engineering Department. The saving on the Great Indian Peninsula Railway occurred in the Locomotive and in the Carriage and Wagon Departments, the decline in the former being attributed to charges for renewals having been considerably less than in the previous year, and in the latter to cheaper rates paid for timber and to other economies. The increase on the Madras Railway is connected with the reconstruction of the Penner and Chitravati bridges and with extensive renewals of goods vehicles. The saving on the Oudh and Rohilkhund Railway is satisfactory, especially as the traffic worked in 1887-88 was larger than that of 1886-87. The increase on the South Indian Railway is caused chiefly by a larger renewal of permanent-way and by repairs to bridges.

Section H.—RAILWAYS—EARNINGS—*continued.*

138. Compared with the Budget Estimate of 1887-88, the actuals shew a small increase of 9,8 as under—

Bombay, Baroda and Central India	— 29,8
Great Indian Peninsula	+ 12,2
Madras	+ 38,9
Oudh and Rohilkhund	—33,9
South Indian	+ 22,4
NET INCREASE	9,8

139. The decrease on the Bombay, Baroda and Central India Railway is due principally to the late receipt of stores from England for renewals of permanent-way, and to non-arrival from England of material required for renewals of Carriage and Wagon stock. The increase on the Great Indian Peninsula Railway is attributable to insufficient provision having been made in the Budget for maintenance and traffic expenses, and in the Madras Railway to heavier renewals of engines and goods vehicles than anticipated, and to charges connected with the re-construction of the Penner and Chitravati bridges. The saving on the Oudh and Rohilkhund Railway is due to the provision in the Budget Estimate having been too liberal for requirements, while on the South Indian Railway extensive renewals of permanent-way became necessary, and the loss by Exchange was greater than anticipated.

140. The Revised Estimate was not reached in the Bombay, Baroda and Central India owing to smaller payments to the Great Indian Peninsula Railway Company on account of traffic arising from the Carnac Bunder Bridge, to non-arrival of material from England for renewal of Carriage and Wagon stock, and to economy in working. The decrease on the Great Indian Peninsula Railway is due to the charges on account of engine renewals having been considerably less than anticipated.

141. The Gross Receipts, Expenses and Net Receipts of these lines for the past six years are given in the following Statement:—

Guaranteed Railway Companies.	Gross Receipts.						Expenses.						Net Receipts.					
	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.
Bombay, Baroda and Central India	1,075,4	1,211,7	1,221,6	1,318,2	1,343,6	1,227,2	553,8	497,6	550,4	543,5	563,0	520,2	521,6	714,1	671,2	774,7	780,6	707,0
Eastern Bengal	642,3	488,9	82,3	..	...	...	266,4	262,3	85,2	...	...	...	375,9	226,6	—2,9	...	...	...
Great Indian Peninsula	3,508,9	3,342,9	3,514,4	3,654,2	3,971,6	3,984,6	1,737,1	1,751,4	1,779,7	1,850,1	1,857,3	1,842,2	1,771,8	1,591,5	1,734,7	1,804,1	2,114,3	2,142,4
Madras	682,6	691,0	717,0	761,0	794,3	821,5	433,3	404,6	424,1	439,4	504,6	513,9	249,3	286,4	292,9	321,6	289,7	307,6
Oudh and Rohilkund	479,4	578,9	517,6	571,5	658,8	701,7	324,2	303,2	307,8	367,0	362,3	356,1	155,2	275,7	209,8	204,5	296,5	345,6
Sind, Punjab and Delhi	1,048,6	1,122,3	1,130,0	1,054,2	...	...	676,4	675,9	699,7	587,1	...	...	372,2	446,4	430,3	467,1	...	...
South Indian	376,3	400,3	423,8	450,4	512,2	506,4	240,2	252,8	281,5	297,3	346,2	372,4	136,1	147,5	142,3	153,1	166,0	134,0

XXVIII.—Subsidized Companies (Repayment of Advances of Interest).

1886-87. Accounts.		1887-88. Budget.	1887-88. Revised.	1887-88. Accounts.
1,6		58,7	27,3	24,8

142. When the Budget for 1887-88 was under preparation, the system of accounting for the Mysore State Railway was not definitely arranged, and hence, pending a final settlement, it was decided to enter the amount of interest on Capital Expenditure, which it was understood would be recoverable from the Mysore State under this head, and the sum of 58,7 entered above represented the interest charges for the two years 1886-87 and 1887-88. Under later orders from the Secretary of State, the receipts and working expenses as well as the interest charges are now recorded in the accounts under State Railways—gross earnings and working expenses, and only the *net* charge for interest (*i.e.*, interest on Capital Expended *minus* Net Receipts), which is recoverable from the Mysore Durbar, is credited to this head, by transfer debit to the Civil Department for realisation from the Durbar. The transactions for 1886-87 were finally adjusted in the accounts of 1886-87 in accordance with these orders, which have also been carried out in Revised Estimate and Actuals of 1887-88. Hence the difference between the latter and the Budget.

Section H.—RAILWAYS—EXPENSES.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
15,666,4	EXPENDITURE	16,481,9	16,567,1	16,655,7

143. These figures comprise the expenditure under the following heads :—

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
	STATE RAILWAYS—			
5,219,9	Working Expenses	5,831,3	5,460,7	5,594,2
3,202,4	Interest on debt	3,318,4	3,371,2	3,341,9
2,308,6	Annuities	2,308,1	2,390,6	2,390,8
473,2	Interest on Capital Deposits	585,2	666,4	666,4
	GUARANTEED COMPANIES—			
600,8	Surplus Profits, &c.	573,0	721,0	714,0
3,721,9	Interest	3,732,3	3,856,8	3,853,0
	SUBSIDISED COMPANIES—			
45,2	Land, &c.	60,0	47,0	43,6
...	Advances of Interest	...	...	...
94,4	MISCELLANEOUS RAILWAY EXPENDITURE	73,6	53,4	51,8
15,666,4		16,481,9	16,567,1	16,655,7

144. The excess over the Actuals of 1886-87 is 989,3, and is spread over all heads, and more particularly *State Railways*, where it is due chiefly to heavy charges for the maintenance of the new frontier lines opened in 1887-88. The rise in Interest, Annuities, &c., has been caused for the most part by the lower rate of exchange which prevailed in 1887-88, as compared with the previous year, and in the case of Interest on Capital Deposits, by capital deposited with the Secretary of State by the Bengal-Nagpur Railway Company for the first time.

145. The differences between the Actuals and Budget and Revised Estimates of 1887-88 are comparatively small, and are chiefly owing to the fall in exchange.

38.—State Railways—Working Expenses.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
5,219,9	Expenditure	5,831,3	5,460,7	5,594,2

146. Particulars of these charges are given in page 67, and the results as compared with the previous year and the estimates may be summarised as follows :—

	Actuals. More.	Actuals. Less.
Actuals with Actuals of previous year	374,3	...
" Budget Estimate	...	237,1
" Revised Estimate	133,5	...

147. The excess over the Actuals of 1886-87 may be briefly attributed to increased open mileage, to growth of traffic on some lines necessitating larger expenditure, and to the charges connected with the new lines opened on the frontier.

148. The decrease as compared with the Budget is due generally to economies following the decline of traffic on some of the principal lines, to less expenditure on repairs and renewals, and to the special renewals contemplated on the North-Western Railway not having been carried out to the extent provided for.

149. The excess over the Revised Estimate occurred chiefly on the North-Western Railway, where the special renewals mentioned in the preceding paragraph made greater progress than was anticipated, and where the credits for material taken out of the line were not so large as expected. The expenditure on

Section H.—RAILWAYS—EXPENSES—*continued.*

repairs of bridges, flood damages, and on fuel for the Sind-Pishin Section was greater than the Revised allowed. The following paragraphs explain these differences in detail.

East Indian Railway.

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
	WORKING EXPENSES—			
464,5	Maintenance	571,9	460,2	464,0
421,3	Locomotive	425,8	343,0	358,0
126,0	Carriage and Wagon	144,3	127,1	120,7
295,1	Traffic	305,8	299,8	296,6
232,4	General, Miscellaneous and Suspense	202,2	214,9	218,2
1,539,3	TOTAL WORKING EXPENSES	1,650,0	1,445,0	1,457,5
182,5	⅓ Surplus profits paid to the Company and Contribution to Provident Fund of one per cent. on Net Earnings	190,0	205,0	205,1
1,721,8	TOTAL EAST INDIAN RAILWAY	1,840,0	1,650,0	1,662,6

RESULTS.

	Actuals. More.	Less.
Actuals with Actuals of previous year	...	59,2
„ Budget Estimate	...	177,4
„ Revised Estimate	12,6	...

150. The short expenditure in 1887-88, as compared with 1886-87, arose chiefly from less renewals of engines and vehicles in the former, and to the inclusion in the accounts of 1886-87 of the cost of a new steamer.

151. The difference between the Actuals and Budget Estimate is due to 9 engines and 18 tenders not having arrived from England during the year, as expected, and hence the debit to working expenses on account of them was delayed. Some part of the difference is also attributable to less repairs and renewals of vehicles, to steel rails not having been available for renewals of permanent-way, and to savings effected in consequence of a falling off in the traffic generally.

152. The excess over the Revised Estimate is not large, considering the magnitude of the transactions of the East Indian Railway. The Government Examiner of Accounts reports that no specific reason can be assigned for the variations leading up to this excess.

Eastern Bengal Railway.

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
	WORKING EXPENSES—			
157,5	Maintenance	155,1	144,0	144,5
113,5	Locomotive	108,0	102,6	111,6
36,6	Carriage and Wagon	41,3	36,0	34,6
92,5	Traffic	96,4	91,9	97,7
107,7	General, Miscellaneous and Suspense	95,2	90,5	92,7
507,8	TOTAL EASTERN BENGAL RAILWAY	496,0	465,0	481,1

RESULTS.

	Actuals. More.	Less.
Actuals with Actuals of previous year	...	26,7
„ Budget Estimate	...	14,9
„ Revised Estimate	16,1	...

153. As stated in para. 122, the foregoing figures include the charges of the main line and also of its branches. The expenditure in 1887-88 was considerably less than that of the preceding year, when the expenses were exceptionally heavy, owing to the diversion of the line at Goalundo and the removal of the Station from Goalundo to Rajbari, and also to extensive repairs of locomotives and steamers. There were no abnormal charges of this nature in the accounts for 1887-88, besides which there was a large reduction of establishment, owing to the amalgamation of the Northern Bengal, Dacca, Kaunia-Dhurla, and the open portion of the Assam-Behar Section of the Assam-Behar State Railway with the Eastern Bengal Railway. The saving on the Budget is due to reduced establishment caused by the amalgamation just mentioned, and to less expenditure on repairs and renewals than was at first thought necessary. The excess over the Revised Estimate is small, and is the net result of various savings and excesses of which the following are the chief. Under *Locomotive* expenses, there was an excess of 9,0, due chiefly to the cost of two locomotives debited to Revenue. The expen-

Section H.—RAILWAYS—EXPENSES—*continued.*

diture in the *Traffic* department exceeded the provision in the estimate by 5,8 chiefly in handling charges owing to increased traffic which was not fully provided for. Against these excesses there was a saving of 1,4 under *Carriage and Wagon* expenses, owing to less expenditure on renewals of those vehicles.

Rajputana-Malwa Railway.

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
	WORKING EXPENSES—			
193,6	Maintenance	197,0	202,0	199,7
372,2	Locomotive	380,0	316,0	322,4
77,1	Carriage and Wagon	67,0	69,0	69,8
159,8	Traffic	144,0	130,0	131,9
114,4	General, Miscellaneous and Suspense	113,0	133,0	132,8
917,1	TOTAL WORKING EXPENSES	901,0	850,0	856,6
62,8	Share of surplus profits paid to the Bombay, Baroda and Central India Railway Company	51,5	50,0	50,6
979,9	TOTAL RAJPUTANA-MALWA RAILWAY	952,5	900,0	907,2

RESULTS.

	Actuals. More.	Less.
Actuals with Actuals of previous year	...	72,7
„ Budget Estimate	...	45,3
„ Revised Estimate	7,2	...

154. The figures entered above as accounts of 1886-87 do not agree with the corresponding amounts in the report of that year, but the discrepancy is explained above in paragraph 123. The saving, as compared with the Actuals of 1886-87, occurred chiefly in the Locomotive and Traffic Departments owing to the smaller goods traffic noticed in paragraph 123. The saving in the Locomotive Department occurred chiefly in coal and running expenses, and in the Traffic Department to reduction in the cost of handling goods, and to fewer trains run. The discrepancy was further widened by a special debit of 10,9 in the accounts of 1886-87 for stationery and forms. The decrease on the Budget Estimate is due generally to the same causes, while the excess over the Revised Estimate resulted from increased earnings during the closing months of the year, which was not anticipated.

North-Western Railway.

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
	WORKING EXPENSES—			
343,4	Maintenance	580,0	443,0	514,0
464,6	Locomotive	570,0	560,0	584,4
153,6	Carriage and Wagon	160,0	140,0	138,6
208,1	Traffic	230,0	230,0	228,3
147,2	General, Miscellaneous and Suspense	160,0	177,0	168,2
1,316,9	TOTAL NORTH-WESTERN RAILWAY	1,700,0	1,550,0	1,633,5

RESULTS.

	Actuals. More.	Less.
Actuals with Actuals of previous year	316,6	...
„ Budget Estimate	...	66,5
„ Revised Estimate	83,5	...

155. The large increase in expenditure, compared with the previous year, is due to heavy charges connected with the maintenance of the new frontier lines opened in 1887-88, as well as to a re-organization in the establishments employed on the line, and to the transfer to the North-Western Railway of the Port Stores Establishment at Kurrachee. The decrease on the Budget Estimate is due to the special renewals of permanent-way not having been executed to the extent contemplated owing to delay in supplying material from England. The excess over the Revised Estimate is attributed to certain important special renewals of permanent-way being in progress in the closing months of the year, and to credits for material taken out from the line not being as large as expected. Larger expenditure also was incurred on the carriage of Revenue stores in connection with the work of special renewals, repairs of bridges flood damages at Saharanpore and the consumption of fuel on the Pishin Section.

Section H.—RAILWAYS—EXPENSES—*continued.*

Other State Railways—Imperial.

RESULTS.

	Actuals. More.	Actuals. Less.
Actuals with Actuals of previous year	291,3	...
„ Budget Estimate	53,4	...
„ Revised Estimate	13,8	...

156. The large increase over the actuals of the previous year is to a great extent merely nominal, owing to the transfers mentioned in para. 125. Eliminating these transfers, the increase would only amount to 177,7, which occurred principally on the following Railways :—

Wardha Coal	+ 8,4
Katni-Umaria	+ 7,0
Bengal Central	+ 24,2
Indian Midland	+ 12,0
Southern Mahratta	+ 92,8
Bellary-Kistna	+ 8,5
Cuddapah-Nellore	+ 9,2
Mysore	+ 17,4
	179,5
Umaria Colliery	− 5,6
Net Increase	173,9

157. The increase on the Wardha Coal Railway is due to extra cost of cutting coal to meet the increased demand, and to heavy renewals of sleepers and repairs to goods vehicles and machinery. In the case of the Katni-Umaria Railway the increase is due to only five months' transactions appearing in the accounts for 1886-87, the line having been opened for traffic on the 2nd November 1886. The increase on the Bengal Central Railway is due to the accounts for 1886-87 having included the transactions of 9 months only, while the accounts for 1887-88 include the transactions of 15 months, as explained in para. 127. The increase on the Indian Midland and Southern Mahratta Railways is due to additional lengths of line having been opened for traffic as explained under Earnings. The Bellary-Kistna and Cuddapah-Nellore Railways were opened during 1887-88. The increase in the case of the Mysore Railway is due to only 9 months' transactions appearing in the accounts for 1886-87. The decrease on the Umaria Colliery is chiefly due to a write-back to Capital, ordered by the Government of India, of R83,100 being the net loss on the working of the undertaking to the end of 1886-87.

158. The actual working expenses during 1887-88 exceeded the Budget Estimate by 53,4. The principal differences occurred on the following Railways :—

Wardha Coal	+ 10,5
Bengal Central	+ 5,6
Southern Mahratta	+ 38,7
Mysore	+ 37,4
Umaria Colliery	− 18,9
Bellary-Kistna	− 7,5
Cuddapah-Nellore	− 5,8

159. The increase on the Wardha Coal Railway is due to the cost of cutting and raising a larger quantity of coal than it was anticipated would be necessary, to extensive repairs to machinery, to charges incurred in connection with repeated outbreaks of fire in the mines, and to increased outlay on pumping and ventilating arrangements. The increase in the case of the Bengal Central Railway is due to increased earnings, as the line is worked by the Eastern Bengal State Railway for a certain percentage of gross earnings. The increase on the Southern Mahratta Railway is due to increased open mileage. The transactions of the Mysore Railway were not included under State Railways in the Budget Estimate. It was subsequently decided that they should be recorded under this head, and the Actuals have now been so shown. The decrease on the Umaria Colliery is due to the out-put of coal having been less than anticipated and to the write-back to Capital of R83,100, being the net loss on the working of the undertaking to the end of 1886-87. The decrease in the case of the Bellary-Kistna and Cuddapah-Nellore Railways is due to the lines not having been opened as early as was expected when the Budget Estimate was under preparation.

160. As compared with the Revised Estimate, the Actuals show an increase of 13,8 chiefly on the following Railways :—

Bengal-Nagpur	4,3
Wardha Coal	3,0
Bengal Central	3,1
Southern Mahratta	2,4

Section H.—RAILWAYS—EXPENSES—*continued.*

161. The increase on the Bengal-Nagpur Railway is due to a larger consumption of coal owing to improved traffic, to heavier repairs to stock, to increased maintenance charges, and to the employment of additional train staff. The increase in the case of the Wardha Coal Railway is due to extensive renewals of sleepers and to larger outlay than was expected in connection with outbreaks of fire in the mines. The increase on the Bengal Central Railway is due to an increase in the maintenance charges, owing to a re-allocation of the expenditure on flood damage repairs. The increase on the Southern Mahratta Railway is due to increased traffic.

Other State Raliways—Provincial, excluding Eastern Bengal State Railway.

RESULTS.

	Actuals. More.	Actuals. Less.
Actuals with Actuals of previous year	...	164,2
„ Budget Estimate	5,2	...
„ Revised Estimate	7	...

162. As explained in paragraph 130, the large decrease, compared with the Actuals of the previous year, is merely nominal, owing to the transfer of the Nagpur-Chhattisgarh, Patna-Gya, and Dildarnagar-Ghazipur State Railways to *Imperial* during 1887-88. There were also no transactions against the Rajputana-Malwa and Cawnpore-Achnera State Railways in 1887-88, owing to the transfer of the latter line to Imperial. Eliminating the transactions of these lines for 1886-87 for purposes of comparison, the working expenses during 1887-88 exceeded those of 1886-87 by 27,2, of which 2,6, 7,6 and 13,8 relate respectively to the Burma, Tirhoot and Lucknow-Sitapur-Seramau lines. The increase on the Burma Railway is due to the growth of traffic and to greater train mileage, and in the Tirhoot Railway to increased traffic, to large payments to the Bengal and North-Western Railway Company for hire of rolling stock, and to charges for rent of the Sonepore Junction Station. The increase on the Lucknow-Sitapur-Seramau Railway is due to increased mileage, an additional length of 50½ miles having been opened during 1887-88. As regards the Budget the improvement in the actuals has been caused by development of traffic.

38.—State Railways.

Interest on Debt.

1886-87. Accounts.		1887-88. Budget.	1887-88. Revised.	1887-88. Accounts.
	Interest on Capital found by Government—			
223,5	East Indian Railway	2,560,3	2,586,8	228,4
84,4	Eastern Bengal Railway			96,7
2,115,1	Other State Railways			2,232,4
2,423,0	Total	2,560,3	2,586,8	2,557,5
	Interest on other Capital—			
	East Indian Railway Commutation Stock—			
4	Rupee	4	4	4
196,7	Sterling	194,8	195,3	195,3
64,6	East Indian Railway Debenture Stock	64,6	64,6	64,6
87,1	3½ and 3 per cent. East Indian Railway Annuity Redemption Stock	87,4	86,6	86,5
43,4	Eastern Bengal Railway Debenture and Debenture Stock	35,1	35,0	35,0
174,3	3½ per cent. Sind-Punjab and Delhi Railway Redemption Stock	170,6	170,6	17[illegible],6
2,989,5	Total Interest on Capital	3,113,2	3,139,3	3,109,9
212,9	Exchange	205,2	231,9	232,0
3,202,4	Total Interest on Debt	3,318,4	3,371,2	3,341,9

RESULTS.

	Actuals. More.	Actuals. Less.
Interest on Capital—		
Actuals with Actuals of previous year	120,4	...
„ Budget Estimate	...	3,3
„ Revised Estimate	...	29,4
Exchange—		
Actuals with Actuals of previous year	19,1	...
„ Budget Estimate	26,8	...
„ Revised Estimate	1	...

Section H.—RAILWAYS—EXPENSES—*continued.*

Interest on Capital.

163. As explained in former reports, the interest charge for State Railways depends upon the progress of construction during the year, and hence the payments in 1887-88 were greater than in the previous year owing to the larger sum expended upon construction. Considering the nature of the charge, the estimates have been fairly well-maintained. The following statement shews in usual form how the interest charged in the accounts of 1887-88 has been computed. It will be noticed that the amount entered in this statement under the head "Other State Railways" as capital expenditure at the end of 1886-87 is 53,968,0, whereas the corresponding figure in the report for 1886-87 is 55,334,8. The difference of 1,366,8 consists of 1,390,4 on account of the capital expenditure on the Nagpur-Chattisghar, Bilaspur-Etawa and Nagpore-Bengal Railways, removed from this statement because those lines have been made over to the Bengal-Nagpore Railway Company, less 23,6, being the survey charges of the Chaman and Bezwada extensions now brought into the capital account.

Capital Expenditure on which Interest is chargeable.	E. I. Ry.	E. B. Ry.	Other State Railways.	Total.
Capital Expenditure at end of 1886-87	2,095,0	1,689,2	53,968,0	57,752,2
Capital Expenditure during 1887-88	58,3	233,2	3,431,5	3,723,0
Capital Account at end of 1887-88	2,153,3	1,922,4	57,399,5	61,475,2
Debenture and Debenture Stocks discharged	2,950,0	612,4	...	3,562,4
Interest.				
Interest on Capital Account at beginning of the year	94,3	67,6	2,158,7	2,320,6
Interest on Debentures, &c., discharged	132,8	24,5	...	157,3
Half interest on Capital spent during the year	1,3	4,6	68,7	74,6
Total	228,4	96,7	2,227,4	2,552,5
Add—½ per cent. on the Holkar Loan of a crore, which bears 4½ per cent. interest	...	...	5,0	5,0
Total Interest charged	228,4	96,7	2,232,4	2,557,5

Exchange.

164. The increase, compared with the Actuals of the previous year and the Budget Estimate, is due to the fall in exchange noticed in paragraph 145.

Annuities in Purchase of Guaranteed Railways (including Sinking Fund).

1886-87. Accounts.		1887-88. Budget.	1887-88. Revised.	1887-88. Accounts.
	England—			
	E. I. Railway—			
262,0	4 per cent. on deferred annuity	262,0	262,0	262,0
849,4	Annuity of 1,179,0 unredeemed portion	899,3	899,7	849,2
46,9	Investment made in respect of the unredeemed portion			49,1
1,3	Contribution to management			1,4
	E. B. Railway—			
117,0	Annuity not deferred	120,5	120,6	116,8
3,4	Sinking Fund			3,6
1	Contribution to management			1
	Sind, Punjab and Delhi Railway—			
371,4	Annuities	401,2	401,2	371,4
3	Contribution to management			3
25,9	Sinking Fund			29,5
1,677,7	Total England	1,683,0	1,683,5	1,683,4
630,9	Exchange	625,1	707,1	707,4
2,308,6	Grand Total	2,308,1	2,390,6	2,390,8

Section H.—RAILWAYS—EXPENSES—*continued.*

RESULTS.

	Actuals. More.	Actuals. Less.
Annuities and Sinking Fund—		
Actuals with Actuals of previous year	5,7	...
" Budget Estimate	4	...
" Revised Estimate	...	1
Exchange—		
Actuals with Actuals of previous year	76,4	...
" Budget Estimate	82,3	...
" Revised Estimate	3	...

Annuities and Sinking Fund.

165. The differences are trifling, and need no special remark.

Exchange.

166. The differences under this head are due mainly to a fall in the rate of exchange.

38.—State Railways—Interest on Capital deposited by Companies.

1886-87. Accounts.		1887-88. Budget.	1887-88. Revised.	1887-88. Accounts.
	Interest on Subscribed Capital—			
	India—			
3	Southern Mahratta Railway	4	4	4
	England—			
201,9	Southern Mahratta Railway	227,2	235,6	235,6
110,3	Indian Midland Railway	116,5	118,3	118,2
31,5	Bengal Central Railway	27,5	32,5	32,5
...	Bengal Nagpur Railway	55,2	82,6	82,6
344,0		426,8	469,4	469,3
129,2	Exchange	158,4	197,0	197,1
473,2	Total	585,2	666,4	666,4

RESULTS.

	Actuals. More.	Actuals. Less.
Interest—		
Actuals with Actuals of previous year	125,3	...
" Budget Estimate	42,5	...
" Revised Estimate	...	1
Exchange—		
Actuals with Actuals of previous year	67,9	...
" Budget Estimate	38,7	...
" Revised Estimate	1	...

Interest.

167. The increase over the Actuals of the previous year is due principally to the formation of the Bengal-Nagpur Railway Company which did not exist in 1886-87, and to more capital deposited with the Secretary of State for existing lines. The increase over the Budget Estimate is also due to the latter cause.

Exchange.

168. The increased charges for exchange, compared with the Actuals of the previous year and with the Budget Estimate, are due to larger payments of interest on increased deposits of capital, as well as to a further fall in the rate of exchange.

39.—Guaranteed Companies—Surplus Profits, Land and Supervision.

1886-87. Accounts.		1887-88. Budget.	1887-88. Revised.	1887-88. Accounts.
	Moiety of Surplus Profits—			
177,5	Bombay, Baroda and Central India	168,0	170,0	170,0
344,5	Great Indian Peninsula	340,0	493,0	492,6
12,6	Sind-Punjab and Delhi	...	...	...
534,6	Total	508,0	663,0	662,6

Section H.—RAILWAYS—EXPENSES—*continued.*

39.—Guaranteed Companies—Surplus Profits, Land and Supervision—*continued.*

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
	LAND AND SUPERVISION—			
14,8	India	16,2	15,4	15,9
...	Central Provinces	1	7,1	2,0
12,5	Bengal	13,5	12,5	12,6
15,4	North-Western Provinces and Oudh	20,6	8,8	13,6
1	Punjab	...	...	...
22,5	Madras	19,8	23,2	22,4
29,9	Bombay	25,5	27,0	21,4
...	Reserve	5,6	4	...
95,2		101,3	94,4	87,9
	Deduct—Amount recoverable from Companies on account of Government supervision	*36,3*	*36,4*	*36,5*
29,0				
66,2	TOTAL, LAND AND SUPERVISION	65,0	58,0	51,4
600,8	GRAND TOTAL	573,0	721,0	714,0

RESULTS.

	Actuals. More.	Less.
SURPLUS PROFITS—		
Actuals with Actuals of previous year	128,0	...
" Budget Estimate	154,6	...
" Revised Estimate	...	4
LAND AND SUPERVISION—		
Actuals with Actuals of previous year	...	14,8
" Budget Estimate	...	13,6
" Revised Estimate	...	6,6

Surplus Profits.

169. The large increase over the Actuals of the preceding year and the Budget Estimate of 1887-88 occurred on the Great Indian Peninsula Railway, owing to increased earnings.

Land and Supervision.

170. The recoveries from Companies were larger in 1887-88 than in the previous year when they amounted to 29,0 only, which accounts chiefly for the decrease in the total expenditure. The saving on the Budget provision is due chiefly to delay in settling claims for compensation for land in Bombay and Oudh. The saving on the Revised Estimate is attributed to the same cause.

39.—Guaranteed Companies—Interest.

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
	INTEREST—			
10,7	India	29,4	29,9	25,6
2,697,0	England	2,700,0	2,695,0	2,694,9
2,707,7		2,729,4	2,724,9	2,720,5
1,014,2	EXCHANGE	1,002,9	1,131,9	1,132,4
3,721,9	TOTAL	3,732,3	3,856,8	3,852,9

RESULTS.

	Actuals. More.	Less.
INTEREST—		
Actuals with Actuals of previous year	12,8	...
" Budget Estimate	...	8,9
" Revised Estimate	...	4,4
EXCHANGE—		
Actuals with Actuals of previous year	118,2	...
" Budget Estimate	129,5	...
" Revised Estimate	5	...

Section H.—RAILWAYS—EXPENSES—*continued.*

Interest.

171. The increase under this head, as compared with the Actuals of the preceding year, is due principally to larger payments by the Oudh and Rohilkhund and Great Indian Peninsula Railways on account of interest on overdrawn Capital.

172. The decrease between the Actuals and Budget and Revised Estimates of 1887-88 is due to smaller payments in England in consequence of Capital not having been raised to the extent anticipated, besides which the provision for interest on overdrawn Capital in India in the Revised Estimate was overestimated in the case of the South Indian Railway.

Exchange.

173. The excess in all cases is the result of a fall in the rate.

40.—Subsidised Companies—Land, &c.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
	IMPERIAL—			
...	Bengal Central Railway—(Land)	...	...	—3
30,6	Bengal and North-Western Railway—(Land)	39,5	32,5	29, 3
...	Reserve	1,0	...	...
30,6	TOTAL IMPERIAL	40,5	32,5	29,0
	PROVINCIAL—			
1	Tarkessur Railway—(Land)	...	...	...
4,0	Rohilkhund-Kumaon Railway—(Subsidy)	4,0	4,0	4,0
10,5	Dibru-Sadiya Railway—(Subsidy)	10,5	10,5	10,6
...	Nilgiri Railway—(Land)	5,0	...	...
14,6	TOTAL PROVINCIAL	19,5	14,5	14,6
45,2	GRAND TOTAL	60,0	47,0	43,6

RESULTS.

	Actuals. More.	Less.
Actuals with Actuals of previous year	...	1,6
" Budget Estimate	...	16,4
" Revised Estimate	...	3,4

174. The difference between the Actuals of 1886-87 and 1887-88 is very small, and is due to slightly smaller payments for land on the Bengal North-Western Railway during 1887-88, and to a credit of 3 realised by the sale of C Class land and a house at Dum-Dum in connection with the Bengal Central Railway.

175. The saving on the Budget Estimate is due to the above credit, which was not foreseen when the estimate was under preparation, to shorter payments on the Bengal North-Western Railway, and to the provision for land in connection with the proposed Nilgiri Railway not having been utilised.

176. The saving on the Revised Estimate is due to smaller payments for land on the Bengal and North-Western Railway. It may be mentioned that the estimates for land are prepared by the Revenue authorities, and are beyond the control of the Public Works Department.

40.—Subsidised Companies—Advances of Interest.

177. **There were no transactions under this head.**

41.—Miscellaneous Railway Expenditure.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
	IMPERIAL.			
	INDIA—			
2,9	Surplus Establishment and Miscellaneous Charges	5,0	9,5	10,4
14,8	Director-General's Establishment	16,3	15,4	15,9
6,3	Port Store-keepers' "	7,3	5,2	5,0
4	Conversion or doubling of the Rajputana-Malwa Railway	1,0	1,3	1,2
1,8	Ajmere-Bhawalpur Survey	5	5	6
...	Reserve	24,6	1	...
26,2	TOTAL INDIA	54,7	32,0	33,1

Section H.—RAILWAYS—EXPENSES—*continued.*

41.—Miscellaneous Railway Expenditure—*continued.*

1886-87. Accounts.	IMPERIAL.	Budget.	1887-88. Revised.	Accounts.
	CENTRAL PROVINCES—			
...	Raj-Nandgaon-Warangal Survey	...	4	3
...	Nagpur-Chhattisgarh Extension Survey	...	—4,9	—4,8
	TOTAL CENTRAL PROVINCES	...	—4,5	—4,5
	BURMA—			
—1	Tounghoo-Mandalay Survey	...	...	...
	ASSAM—			
11,6	Bengal-Assam Railway Survey	1,0	3	3
	BENGAL—			
...	Chittagong-Comilla Survey	...	1,2	1,2
7,5	Benares-Puri Railway Survey	...	...	...
1	Rungpur-Dhubri Survey	...	9	1,1
...	Budge-Budge Railway Survey	...	1	...
7,6	TOTAL BENGAL	...	2,2	2,3
	PUNJAB—			
...	Bannu Railway Survey	...	6,0	7,1
3,7	Umballa-Kalka-Simla Survey	...	1	...
...	Peshawur Jumrood Survey	...	4	4
2,5	Mianwali-Khusalgarh Survey	2,5	1,3	1,3
12,2	Bolan State Railway, Survey of Permanent Line	2,0	7	—3,0
13,1	Survey for Extension beyond the Khwaja-Amran Mountains	6,8	...	...
1,5	Khattan-Babar-Kach Railway Survey	...	6	8
...	Kach-Quetta Survey	...	1,7	1,6
33,0	TOTAL PUNJAB	11,3	10,8	8,2
	BOMBAY—			
3,0	Godra-Rutlam Survey	3,0	3,2	3,2
81,3	TOTAL IMPERIAL	70,0	44,0	42,6
	PROVINCIAL.			
	BENGAL—			
5,5	Share of P. W. Secretariat Establishment	...	7,0	6,8
	NORTH-WESTERN PROVINCES AND OUDH—			
1,4	Pilibhit-Seramau Survey	...	...	...
6	Hurdwar-Dehra-Rajpur Survey	...	1	1
2,0	TOTAL N.-W. P. AND OUDH	...	1	1
	PUNJAB—			
...	Bhatinda-Minchanabad Survey	...	1,1	5
	MADRAS—			
2,7	Madura-Pamban Survey	...	...	...
1,2	Porto-Novo-Salem Survey	...	...	...
3,9	TOTAL MADRAS	...	...	...

Section H.—RAILWAYS—EXPENSES—*concluded.*

41.—Miscellaneous Railway Expenditure—*concluded.*

1886-87. Accounts.	PROVINCIAL.	Budget.	1887-88. Revised.	Accounts.
	BOMBAY—			
1,7	Provincial Surveys	3,6	1,2	1,8
13,1	TOTAL PROVINCIAL	3,6	9,4	9,2
94,4	TOTAL IMPERIAL AND PROVINCIAL	73,6	53,4	51,8

RESULTS.

	Actuals. More.	Actuals. Less.
IMPERIAL—		
Actuals with Actuals of previous year	...	38,7
" Budget Estimate	...	27,4
" Revised Estimate	...	1,4
PROVINCIAL—		
Actuals with Actuals of previous year	...	3,9
" Budget Estimate	5,6	...
" Revised Estimate	...	2

178. The first difference calling for notice is the rise in *Surplus Establishment and Miscellaneous Charges*, and it is due to this head being now debited with the leave allowances of Government officers lent to Railway Companies. The *reserve* of 24,6 was in excess of the demands which arose during the year and was saved accordingly. The minus figure against the *Nagpur-Chhattisgarh Extension Survey* arises out of the refund received from the Bengal-Nagpur Railway Company on that account. The *Bannu Railway Survey* was ordered after the Budget was passed, and the expenses of the *Survey for Extension beyond the Khwaja-Amran Mountains* are now classified under the head 48—State Railways—Construction. The Budget provision for the *Share of the Public Works Secretariat Establishment* was made under 45—Civil Works, but the Government of Bengal has asked that the charges may be entered under 41—Miscellaneous Railway Expenditure.

Section J.—IRRIGATION.

1886-87 Accounts.		Budget.	1887-88. Revised.	Accounts.
1,656,7	REVENUE	1,688,0	1,706,8	1,714,3

179. These collections exceeded those of 1886-87 by 57,6 and the Budget by 26,3. The increase is in both cases chiefly in the Punjab, and is due to the development and extension of irrigation on almost all the canals in that province.

XXIX and 42.—Major Works.

Direct Receipts and Working Expenses.

Accounts, 1886-87.			Irrigation Works and Canals.	Budget, 1887-88.			Revised, 1887-88.			Accounts, 1887-88.		
Gross Revenue.	Working Expenses.	Net Revenue.		Gross Revenue.	Working Expenses.	Net Revenue.	Gross Revenue.	Working Expenses.	Net Revenue.	Gross Revenue.	Working Expenses.	Net Revenue.
			IMPERIAL.									
			N.-W. Provinces and Oudh—									
2,1	7,0	—4,9	Betwa Canal	6,4	11,3	—4,9	2,9	9,9	—7,0	3,1	8,3	—5,2
...	...	...	Lower Ganges Canal . . .	...	...	...	...	...	...	1	17,2	—17,1
2,1	7,0	—4,9		6,4	11,3	—4,9	2,9	9,9	—7,0	3,2	25,5	—22,3
			Punjab—									
83,9	48,9	35,0	Western Jumna Canal . . .	115,5	50,0	65,5	135,2	54,1	81,1	135,4	55,5	79,9
129,1	55,8	73,3	Bari Doab Canal	118,0	47,0	71,0	123,5	52,2	71,3	126,2	49,7	76,5
...	...	...	Chenab Canal	6	2,8	—2,2	1	6,3	—6,2	...	5,7	—5,7
35,5	23,1	12,4	Sirhind Canal	61,5	32,0	29,5	68,7	33,1	35,6	69,0	34,5	35,4
2,7	5,2	—2,5	Swat River Canal	6,7	4,0	2,7	10,2	8,5	1,7	10,3	8,4	1,9
1,4	2,6	—1,2	Other Projects	7,0	6,2	8	12,6	6,0	6,6	14,3	7,4	6,9
252,6	135,6	117,0		309,3	142,0	167,3	350,3	160,2	190,1	356,1	161,2	194,9
			Madras—									
10,6	48,6	—38,0	Godavari Delta Project . .	10,2	45,0	—34,8	10,2	50,9	—40,7	12,4	51,7	—39,3
3,8	32,5	—28,7	Kistna Delta Project . . .	3,5	30,0	—26,5	3,5	31,1	—27,6	4,4	32,7	—28,3
7,7	23,8	—16,1	Other Projects	10,1	25,0	—14,9	10,3	24,2	—13,9	7,5	22,2	—14,7
22,1	104,9	—82,8		23,8	100,0	—76,2	24,0	106,2	—82,2	24,3	106,6	—82,3
			Bombay—									
3,7	4,1	—4	Desert Canal	3,9	2,9	1,0	4,3	4,0	3	3,7	4,0	—3
4,5	5,3	—8	Begari Canal	3,4	6,4	—3,0	3,4	5,9	—2,5	2,5	6,1	—3,6
1,8	6,4	—4,6	Eastern Nara Works . . .	2,4	6,5	—4,1	2,4	5,7	—3,3	1,6	5,5	—3,9
18,3	6,8	11,5	Mutha Canal	15,3	6,6	8,7	16,2	5,9	10,3	19,0	6,0	13,0
8,3	9,8	—1,5	Other Projects	10,4	16,0	—5,6	9,2	12,9	—3,7	8,1	11,1	—3,0
36,6	32,4	4,2		35,4	38,4	—3,0	35,5	34,4	1,1	34,9	32,7	2,2
313,4	279,9	33,5	TOTAL IMPERIAL .	374,9	291,7	83,2	412,7	310,7	102,0	418,5	326,0	92,5

Section J.—IRRIGATION—RECEIPTS—*continued.*

Accounts, 1886-87.			Irrigation Works and Canals.	Budget, 1887-88.			Revised, 1887-88.			Accounts, 1887-88.		
Gross Revenue.	Working Expenses.	Net Revenue.		Gross Revenue.	Working Expenses.	Net Revenue.	Gross Revenue.	Working Expenses.	Net Revenue.	Gross Revenue.	Working Expenses.	Net Revenue.
			PROVINCIAL.									
			Bengal—									
18,0	50,2	—32,2	Orissa Canals	21,6	48,0	—26,4	21,6	55,2	—33,6	22,3	48,1	—25,8
23,4	22,6	8	Midnapore Canal . . .	24,0	25,0	—1,0	24,0	25,3	—1,3	23,4	24,0	—6
5,4	2,3	3,1	Tidal Canal	4,9	5,0	—1	4,9	5,0	—1	4,2	6,5	—2,3
91,8	58,2	33,6	Sone Canal	85,3	67,0	18,3	85,3	67,0	18,3	60,4	71,8	—11,4
138,6	133,3	5,3		135,8	145,0	—9,2	135,8	152,5	—16,7	110,3	150,4	—40,1
			N.-W. Provinces and Oudh—									
220,9	85,5	135,4	Ganges Canal	202,8	90,3	112,5	199,7	87,9	111,8	197,1	88,3	108,8
105,7	79,2	26,5	Lower Ganges Canal . . .	118,0	73,3	44,7	107,1	86,0	21,1	106,6	69,2	37,4
61,3	28,3	33,0	Agra Canal	54,5	26,1	28,4	50,3	26,1	24,2	48,2	24,5	23,7
69,9	20,6	49,3	Eastern Jumna Canal . . .	73,2	19,5	53,7	68,9	19,5	49,4	70,3	19,2	51,1
457,8	213,6	244,2		448,5	209,2	239,3	426,0	219,5	206,5	422,2	201,2	221,0
596,4	346,9	249,5	TOTAL PROVINCIAL .	584,3	354,2	230,1	561,8	372,0	189,8	532,5	351,6	180,9
909,8	626,8	283,0	GRAND TOTAL .	959,2	645,9	313,3	974,5	682,7	291,8	951,0	677,6	273,4

RESULTS.

	Revenue. Actuals. More.	Revenue. Actuals. Less.	Working Expenses. Actuals. More.	Working Expenses. Actuals. Less.	Net Revenue. Actuals. More.	Net Revenue. Actuals. Less.
Imperial.						
Actuals with Actuals of previous year	105,1	...	46,1	...	59,0	...
" Budget Estimate	43,6	...	34,3	...	9,3	...
" Revised Estimate	5,8	...	15,3	...	...	9,5
Provincial.						
Actuals with Actuals of previous year	...	63,9	4,7	...	...	68,6
" Budget Estimate	...	51,8	...	2,6	...	49,2
" Revised Estimate	...	29,3	...	20,4	...	8,9

Imperial Works.

Gross Revenue.

180. The gross revenue in 1887-88 exceeded that in 1886-87 by 105,1. The excess, it will be observed from the details, occurred chiefly in the Punjab, and was caused by extension and development of almost all the works in that province. In the North-Western Provinces there was a slight increase due to development of irrigation on the Betwa Canal, and in Madras there was also a rise in consequence of improvements made to the Sangam Anicut.

181. The Budget Estimate anticipated to a great extent the increase in revenue in the Punjab, but in preparing the Revised Estimate it was discovered that owing to the rapid advance of irrigation from the Western Jumna Canal it did not go far enough. The Revised Estimate was therefore prepared for a considerably larger income which has been exceeded in the actuals owing to a larger irrigation of *kharif* and

Section J.—IRRIGATION—RECEIPTS—*continued.*

rabi crops on the Sidhnai Canal, the recovery of arrears on the Sirhind Canal and the sale of water and plantation on the Bari Doab Canal.

Working Expenses.

182. With the increase in gross revenue there was also an augmentation of the working expenses, though not nearly to the same extent as in the case of revenue. One of the chief causes of this increase was the transfer to this head from 49—Irrigation, Section N, Expenditure not charged to revenue, of the old expenditure on the Kali Nadi aqueduct on the Lower Ganges Canal. This transfer has become necessary because the cost of the new aqueduct is being treated as capital outlay and is debited to Expenditure not charged to revenue. In the Punjab the increase is caused by maintenance and repairs of the newly opened Chenab Canal, by repairs to damages caused by floods, and by the progress of operations on the Swat river, the Sirhind, and the Western Jumna Canals. The same causes have led to the excess over the Budget and Revised Estimates.

Provincial Works.

Gross Revenue.

183. The falling-off in the revenue of 1887-88 as compared with 1886-87 is due chiefly to the agitation against the irrigation system of the Sone canals. During the sitting of the Commission that was appointed to enquire into their complaints, the rate-payers withheld payment of the sums due from them in the hope of obtaining remissions. In the North-Western Provinces also, there was a decrease in the revenue owing to the abundant rainfall having lessened the demand for artificial irrigation.

184. These causes also operated in diminishing recovery of the amounts entered in the Budget and Revised Estimates.

Working Expenses.

185. Compared with 1886-87, the rise in working expenses during 1887-88 is entirely due to a change of system by which the Irrigation Branch in Bengal has now its own establishment. The Budget provision had to be increased in the Revised, owing to additional charges for repairing the Mahanady weir breached by floods in 1886, and the damages to the Midnapore Canal caused by the cyclone of 1887 as well as to correct a short estimate on account of Establishment in the North-West Provinces and Oudh. The effect of these increases was nullified by the write-back to Imperial of expenditure on the Kali Nadi aqueduct mentioned above in para. 182. This expenditure is first transferred from capital outlay on Irrigation Works to working expenses; but as provincial funds are not able to bear the charge, the Imperial Government removes the burthen by allowing the amount to be charged against itself.

186. The Actuals fell short of the Revised Estimate by 20,4. The falling-off occurs chiefly in the North-West Provinces, and is due to the transfer to Imperial funds mentioned in the preceding paragraph.

XXIX.—Major Works—Indirect Receipts.

Portion of Land Revenue due to Irrigation.

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
87,2	N.-W. Provinces and Oudh	87,2	87,2	87,2
68,2	Punjab	40,1	43,2	45,7
390,2	Madras	377,9	386,8	409,6
51,9	Bombay	71,3	61,2	60,1
597,5	TOTAL	576,5	578,4	602,6

187. The Actuals of 1887-88 exceeded those of the previous year by 5,1. The increase is attributed chiefly to a large collection of water-rates on the Godavari and Kistna Delta systems in Madras, owing to a favourable season and sufficient supply of water in the canals, and partly to an extension of irrigation on some of the canals in Sindh. The decrease in the Punjab is only apparent, and comes from an item of 20,0 on account of arrears of previous years on the Bari Doab canal, having been included in the figures of 1886-87.

188. The Budget and Revised Estimates of 1887-88 were prepared on the basis of the actuals of the previous year exclusive of adjustments. The Actuals, however, show an improvement of 24,2 over the Revised Estimate owing to an increase of revenue in Madras, as explained in the preceding paragraph.

Section J.—IRRIGATION—RECEIPTS—*concluded.*

XXX.—Minor Works and Navigation.

1886-87. Accounts. A	1886-87. Accounts. B		1887-88. Budget. A	Budget. B	Revised. A	Revised. B	Accounts A	Accounts B
1,5	...	India	1,1	...	1,2	...	1,5	...
...	...	Upper Burma	...	...	1	...	...	...
...	2,9	Lower Burma	...	3,4	...	3,4	...	2,7
5	85,2	Bengal	...	94,8	...	92,8	...	96,5
...	16,1	N.-W. Provinces and Oudh	...	13,9	...	13,7	...	14,5
13,2	4,8	Punjab	12,7	4,3	14,5	4,8	15,9	4,9
2,3	7,5	Madras	...	8,2	...	9,0	...	10,0
15,4	...	Bombay	13,9	...	14,4	...	14,7	...
32,9	116,5	TOTAL	27,7	124,6	30,2	123,7	32,1	128,6
149,4			152,3		153,9		160,7	

A. Imperial. B. Provincial and Local.

RESULTS.

	Actuals. More.	Actuals. Less.
Imperial.		
Actuals with Actuals of previous year	...	8
„ Budget Estimate	4,4	...
„ Revised Estimate	1,9	...
Provincial and Local.		
Actuals with Actuals of previous year	12,1	...
„ Budget Estimate	4,0	...
„ Revised Estimate	4,9	...

189. The Actuals of 1887-88 were better by 11,3 than those of 1886-87, and this improvement is the net result of numerous small increases and decreases.

190. The Budget and Revised Estimates were framed for normal earnings, but the Actuals were slightly in excess of the Estimates. This increase is the aggregate of small increases in all the provinces excepting Lower Burma, where there was a falling-off of 7, owing to a considerable area of land on the Pegu and Sittang canal having been allowed to remain fallow on account of the disturbed state of the country.

Section J.—IRRIGATION—EXPENDITURE.

1886-87. Accounts.		1887-88. Budget.	1887-88. Revised.	1887-88. Accounts.
2,310,7	EXPENDITURE.	2,441,3	2,484,4	2,461,6

191. The expenditure of 1887-88, though close to the Budget and Revised Estimates, exceeded that of the previous year by 150,9, the excess being due (1) to larger working expenses consequent on a greater length of canals having been opened for irrigation, (2) to increased charge for interest owing to the additional capital outlay, and (3) to higher rate of expenditure from Provincial funds in Bengal. These differences have been further enlarged by the transfer to this group under *43—Minor Works and Navigation* of the outlay on the Khusdil Khan reservoir which has hitherto been charged under *Capital Expenditure not charged against Revenue.*

42.—Major Works—Working Expenses.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
626,8		645,9	682,7	677,6

192. The particulars of these charges are given in page 84, and the explanation of the more important differences in paragraphs 182 and 185.

42.—Major Works—Interest on Debt.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
	Imperial.			
506,6	India	513,7	514,5	513,6
	Provincial.			
227,3	Bengal	232,6	231,7	231,3
258,7	N.-W. Provinces and Oudh	278,6	273,0	272,6
992,6	TOTAL	1,024,9	1,019,2	1,017,5

RESULTS.

	Actuals. More.	Actuals. Less.
Actuals with Actuals of previous year	24,9	...
„ Budget Estimate	...	7,4
„ Revised Estimate	...	1,7

193. The variations under this head are due to fluctuations in the amount of capital expenditure on the works. This capital expenditure is charged under *35—Construction of Protective Irrigation Works* and *Capital Expenditure not charged against Revenue,* and is explained in paras. 114 and 235. The following statement shows how the interest charged in the accounts of 1887-88 has been calculated:—

CAPITAL EXPENDITURE.	
Capital Expenditure at end of 1886-87	25,128,9
„ „ during 1887-88	619,3
	25,748,2
INTEREST.	
Interest on Capital Account at beginning of the year	1,005,1
Half interest on Capital spent during the year	12,4
	1,017,5

43.—Minor Works and Navigation.

1886-87. Accounts. A	1886-87. Accounts. B		Budget. A	Budget. B	1887-88. Revised. A	1887-88. Revised. B	Accounts. A	Accounts. B
11,2	...	India	24,3	...	25,4	...	56,8	...
13,8	...	Upper Burma	24,0	...	20,0	...	12,6	...
...	23,4	Lower Burma	...	33,6	...	33,1	...	36,3
54,4	69,1	Bengal	...	170,1	...	170,2	...	152,0
6	21,1	N.-W. Provinces and Oudh	6	26,1	6	22,7	3	18,4
61,4	2,2	Punjab	65,1	3,9	66,7	4,9	61,6	4,2
228,4	42,3	Madras	...	265,1	—8,2	271,0	—8,2	262,7
161,5	...	Bombay	157,4	...	176,0	...	169,8	...
1,4	...	England	2	...	1	...	...	...
5	...	Exchange	1	...	...	...	...	...
533,2	158,1	TOTAL	271,7	498,8	280,6	501,9	292,9	473,6
691,3			770,5		782,5		766,5	

A. Imperial. B. Provincial and Local.

Section J.—IRRIGATION—EXPENDITURE—*concluded.*

RESULTS.

	Actuals. More.	Actuals. Less.
Imperial.		
Actuals with Actuals of previous year	...	240,3
„ Budget Estimate	21,2	...
„ Revised Estimate	12,3	...
Provincial and Local.		
Actuals with Actuals of previous year	315,5	...
„ Budget Estimate	...	25,2
„ Revised Estimate	...	28,3

Imperial Works.

194. The decrease as compared with the accounts of the previous year is due to the transfer from *Imperial* to *Provincial* of the outlay on certain works in Bengal and Madras which have been provincialized from the commencement of 1887-88.

195. The Budget was framed for 271,7, which took into account the transfers to Provincial mentioned above and allowed 24,0 for irrigation works in Upper Burma. An additional grant, however, was sanctioned during the course of the year for canal clearances in Sind, and so the Revised Estimate was placed at 280,6, against which the Actuals have amounted to 292,9. The increase in the Actuals is due chiefly to the debit under this head of the outlay on the Khushdil Khan reservoir, for which provision was made under *49—Capital Expenditure not charged against Revenue* in section N of the accounts. The short charge in Bombay, as compared with the revised estimate, occurs under Establishment, and is ascribed to the amalgamation of the Irrigation Executive offices with those of the General Branch.

Provincial and Local Works.

196. The excess of 315,5 over the expenditure of 1886-87 is due chiefly to the works in Bengal and Madras hitherto constructed from Imperial funds, having been provincialized from the commencement of 1887-88 as stated above in para. 194.

197. The Budget and Revised Estimates were framed for 498,8 and 501,9 respectively, whereas the Actuals have amounted to 473,6 only. The decrease is attributed to an over-estimate of the actual requirements of the year in Bengal and to several small savings in Madras.

Section K.—BUILDINGS AND ROADS—RECEIPTS.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
727,6		539,5	566,2	592,3

198. Compared with 1886-87 the receipts under the head Buildings and Roads are short by 135,3, which is chiefly due to the recovery in the previous year of 150,0 from His Highness the Maharajah of Sindia on account of the rendition of the Gwalior Fort and the Morar Cantonment. The excess of Actuals over Estimates is obtained principally by an improvement in the receipts from ferry tolls and the Roorkee workshops, and to unexpected realizations from sales of buildings and old materials. The differences between the Accounts and Estimates of the various Provinces are explained in the following paragraphs :—

XXXI.—Military Works.

1886-87. Accounts.		Budget.	1887-88. Revised.	Accounts.
171,9	India (General and Political)	23,3	21,9	23,6
3	Central Provinces	3	3	2
..	Upper Burma	1	7	6
6	Lower Burma	8	7	7
5	Assam	3	3	6
7	Bengal	7	4	4
1	N.-W. Provinces and Oudh	1	1	1
6	Punjab	7	6	5
2,4	Madras	2,5	2,5	2,7
11,3	Bombay	7,6	10,2	11,0
188,4	TOTAL	36,4	37,7	40,4

RESULTS.

	Actuals. More.	Actuals. Less.
Actuals with Actuals of previous year	...	148,0
" Budget Estimate	4,0	...
" Revised Estimate	2,7	...

199. The decrease of 148,0 in the total revenue compared with that of the previous year is due to the exceptional recovery in 1886-87 of 150,0 on account of the rendition of the Gwalior Fort and the Morar Cantonment to His Highness the Maharajah Sindia.

200. The Actuals are better than the Budget Estimate by 4,0 owing to increased receipts from sale of water at Aden. The improvement of 2,7 over the Revised Estimate is the result of the estimate of the Inspector General, Military Works, having been placed at too low a figure.

XXXII.—Civil Works.

1886-87. Accounts. A Deptl.	B Civil.		Budget. A Deptl.	Budget. B Civil.	1887-88. Revised. A Deptl.	1887-88. Revised. B Civil.	Accounts. A Deptl.	Accounts. B Civil.
		IMPERIAL—						
7,3	...	India (General and Political)	7,6	...	7,7	...	7,8	...
...	2,2	Upper Burma	...	2,0	...	3,7	4	3,7
1	...	Bengal	1	...	1	...	1	...
7,4	2,2	TOTAL	7,7	2,0	7,8	3,7	8,3	3,7
		PROVINCIAL—						
4,8	3,0	Central Provinces	3,0	3,3	5,0	3,1	5,2	2,8
4,4	...	Lower Burma	4,6	1	4,6	1	4,8	1
7	...	Assam	6	...	6	...	1,7	...
38,6	48,1	Bengal	17,5	2	20,0	21,3	17,5	22,8
14,1	76,7	N.-W. Provinces and Oudh	18,6	75,2	18,0	74,6	21,8	73,7
4,1	41,6	Punjab	4,4	36,4	5,5	36,0	4,7	36,1
10,9	4	Madras	9,3	5	9,3	1,4	10,7	2,1
75,5	5	Bombay	71,0	4	72,7	6	77,3	8
153,1	170,3	TOTAL	129,0	116,1	135,7	137,1	143,7	138,4

Section K.—BUILDINGS AND ROADS—RECEIPTS—*continued.*

XXXII.—Civil Works—*continued.*

1886-87. Accounts. A Deptl.	B. Civil.		Budget. A Deptl.	Budget. B Civil.	1887-88. Revised. A Deptl.	1887-88. Revised. B Civil.	Accounts. A	Accounts. B Civil.
		LOCAL—						
...	2,2	India (General and Political)	...	2,1	...	2,2	...	1,9
...	7,2	Central Provinces	...	6,5	...	7,9	...	7,9
...	4,7	Lower Burma	...	5,0	...	4,7	...	4,8
...	12,0	Assam	...	12,5	...	12,3	...	12,1
...	2,2	Bengal	...	51,7	...	30,6	...	45,5
1,6	5,3	N.-W. Provinces and Oudh	1,4	6,4	1,6	5,4	1,2	4,7
...	18,3	Punjab	...	16,5	...	19,0	1	18,7
4	80,0	Madras	6	73,5	6	81,9	5	82,3
...	41,6	Bombay	...	41,0	...	41,8	...	41,8
2,0	173,5	TOTAL	2,0	215,2	2,2	205,8	1,8	219,7
508,5		TOTAL INDIA	472,0		492,3		515,6	
		ENGLAND—						
22,3		Royal Indian Engineering College—Fees from Students, etc.:	22,7		25,5		25,6	
8,4		EXCHANGE	8,4		10,7		10,7	
539,2		GRAND TOTAL	503,1		528,5		551,9	

A.—Public Works in charge of Departmental Officers. B.—Public Works in charge of Civil Officers.

RESULTS.

	Departmental Officers. More.	Departmental Officers. Less.	Civil Officers. More.	Civil Officers. Less.	Total. More.	Total. Less.
Imperial.						
Actuals with Actuals of previous year	9	...	1,5	...	2,4	...
" " Budget Estimate	6	...	1,7	...	2,3	...
" " Revised Estimate	5	...	...	...	5	...
Provincial.						
Actuals with Actuals of previous year	...	9,4	...	31,9	...	41,3
" " Budget Estimate	14,7	...	22,3	...	37,0	...
" " Revised Estimate	8,0	...	1,3	...	9,3	...
Incorporated Local.						
Actuals with Actuals of previous year	...	2	46,2	...	46,0	...
" " Budget Estimate		2	4,5	...	4,3	...
" " Revised Estimate	...	4	13,9	...	13,5	...
Total India.						
Actuals with Actuals of previous year	...	...	...	...	7,1	...
" " Budget Estimate	...	...	...	...	43,6	...
" " Revised Estimate	...	...	...	...	23,3	...
England.						
Actuals with Actuals of previous year	...	...	...	...	3,3	...
" " Budget Estimate	...	...	...	...	2,9	...
" " Revised Estimate	...	...	...	...	1	...
Exchange.						
Actuals with Actuals of previous year	...	...	...	...	2,3	...
" " Budget Estimate	...	...	...	...	2,3	...
" " Revised Estimate	...	...	...	...	...	...

Section K.—BUILDINGS AND ROADS—RECEIPTS—*concluded.*

Imperial.

201. There is little change in the *departmental revenue*, but the collections by *Civil Officers* has improved owing to an extension of ferries in Upper Burma consequent on the pacification of the country.

Provincial.

202. The *departmental revenue* in the Central Provinces is near last year's figure, but the Budget was too low. There is apparently a large decline in Bengal as compared with 1886-87, but the credits in that year included the receipts derived from the Burrakur Iron Works from 1882-83 to 1886-87, these having previously been held in the deposit account. There is a rise in the North-Western Provinces and Oudh, consisting of improved receipts from the Roorkee Workshops and the Printing Press and Book Depôt of the Thomason Engineering College. There is also an increase in Bombay in Public Works tolls and sales of old buildings and materials.

203. As regards the revenue collected by *Civil Officers*, Bengal presents a decline which is due to the transfer of ferries to Local Boards, but these transfers were not made to the extent contemplated in the Budget. The decline in the North-Western Provinces and Oudh is attributed to the opening of the Dufferin bridge over the Ganges at Benares, and in the Punjab to a revision of the conditions under which the ferries in that Province are administered by Local Boards.

Local.

204. The total revenue is greater than that of 1886-87 by 46,0, of which 43,3 represents the increase under Bengal from the transfer of Provincial ferries to District Boards as noticed in the preceding paragraph. In view of these transfers, the Bengal Budget was placed at 51,7, but owing to the transfers not having been carried out to the extent originally contemplated, the Actuals are short by 6,2. The improvement of 13,5 on the Revised Estimate is attributed to high rates having been obtained for the lease of ferries. In Madras, the Actuals are better than the Budget Estimate by 8,7 owing to larger receipts from ferry tolls. This was duly provided for in the Revised Estimate.

Section K.—BUILDINGS AND ROADS—EXPENDITURE.

1886-87. Accounts.		1887-88. Budget.	1887-88. Revised.	1887-88. Accounts.
5,201,7	EXPENDITURE.	5,553,2	5,599,6	5,451,1

205. The total Expenditure under this head exceeds that of the previous year by 249,4, owing chiefly to the provision of buildings and roads in Upper Burmah, and to increased work on the Frontier roads in the Punjab and Beluchistan. The increases in the Expenditure chargeable to Imperial and Local Funds amount to 462,3 and 36,9 respectively, but on the other hand, the Provincial Expenditure has been reduced by 249,8, so that the net increase is only 249,4. The reduction in the Provincial Expenditure is chiefly due to smaller grants having been assigned for expenditure on Public Works in consequence of the revision of the Provincial contracts in 1887-88.

206. The Estimates have been fairly worked up to on the whole. The Budget Estimate of Expenditure from Local Funds was placed too high, particularly under Public Works in charge of Civil Officers.

44.—Military Works.

1886-87. Accounts.		1887-88. Budegt.	1887-88. Revised.	1887-88. Accounts.
686,3	India (General and Political)	742,2	709,4	681,5
14,4	Central Provinces	11,5	8,5	7,7
74,0	Upper Burma	300,0	312,5	314,8
30,9	Lower Burma	25,0	25,4	25,7
17,3	Assam	17,5	17,7	15,2
5,4	Bengal	3,5	2,9	2,4
10,7	N.-W. Provinces and Oudh	11,0	11,3	12,5
23,0	Punjab	22,5	28,1	27,9
56,7	Madras	55,0	57,3	52,8
140,3	Bombay	109,9	99,6	82,3
1,059,0	TOTAL INDIA	1,298,1	1,272,7	1,222,8
1,9	England (Stores)	1,9	6,3	6,5
7	Exchange	7	2,6	2,8
1,061,6	GRAND TOTAL	1,300,7	1,281,6	1,232,1

RESULTS.

	Actuals. More.	Actuals. Less.
INDIA.		
Actuals with Actuals of previous year	163,8	...
" " Budget Estimate	...	75,3
" " Revised Estimate	...	49,9
ENGLAND.		
Actuals with Actuals of previous year	4,6	...
" " Budget Estimate	4,6	...
" " Revised Estimate	2	...
EXCHANGE.		
Actuals with Actuals of previous year	2,1	...
" " Budget Estimate	2,1	...
" " Revised Estimate	2	...

207. In comparing the actuals of the two years it will be convenient to note the differences in each province. As regards *India General and Political* the largest difference is in the accounts of the Inspector General of Military Works, who seems to have spent 11,2 more on new works, but 5,6, and 19,4 less in repairs and establishments. In Central India there was an excess of 25,1 in 1887-88 arising mainly from a grant-in-aid of 30,0 to the Mhow Cantonment Fund on account of the Mhow water-works. There was a similar excess of 8,8 in the Hyderabad circle, owing to the provision of additional accommodation for British cavalry at Trimulgherry. In the *Central Provinces* the expenditure was less, owing to the completion in 1886-87 of the more important military works and to the stock balances having been worked off in 1887-88. The large outlay in *Upper Burma* is due to the necessity of providing accommodation for troops and erecting fortifications in consequence of the recent occupation of the country, while the decrease in *Lower Burma* is mainly in the accommodation of European and Native troops, Commissariat buildings and works of communication. In *Assam* the savings occur mainly in the grants for housing the Native infantry at Shillong and for the fortified post at Kohima. In *Bengal* the works

Section K.—BUILDINGS AND ROADS—EXPENDITURE—*continued*.

required by the Commissariat and Khedda Departments were in an advanced state when the year 1887-88 commenced, and no new works were undertaken. It is also reported that the military buildings at Bhagulpur and Dacca were transferred during the year to Provincial Services. The increase in the *North-West Provinces and Oudh* is due mainly to the works connected with the defences of Jhansi. In the *Punjab* a large expenditure was incurred in 1887-88 on buildings for the Native infantry at Abbottabad and Mardan, the total outlay on this account being 10,4 against 5,5 in 1886-87. The saving in *Madras* is made up of numerous small items, and in *Bombay* is due partly to diminished expenditure and partly to a recovery of 25,8 from Her Majesty's Imperial Government as its share of the cost of the Aden Defences up to 1885-86. This recovery has been deducted from the expenditure.

208. As compared with the budget the accounts of 1887-88 shew a *saving* in India, the Central Provinces, Assam, Bengal, Madras and Bombay. The saving in *India, General and Political*, is mainly in the reserve of 83,9 held in the budget, and which was distributed afterwards in the manner and to the extent found to be necessary. Allowing for this reserve, the accounts show an excess expenditure of 6,6 and 19,1 respectively in the Hyderabad Circle and in the department of the Inspector General of Military Works. The excess in the former was caused mainly by providing additional accommodation for the troops in Trimulgherry and Secundrabad, and in the latter partly by similar expenditure, and partly by the construction of block houses on the railway bridges at Benares and Ferozepore and of the defensive post at Loralai.

209. The saving in the *Central Provinces* is the result of a deduction of 4,1 on account of suspense balances connected with the stock account, and in *Assam* it arises partly from an over-estimate, partly from the drainage of the Silchar Cantonment not having been carried out in the year, and partly from failure of the arrangements for carriage of material for the Golaghat-Nichuguard road. The *Bengal* saving has accrued from the transfer to Provincial Services of all military buildings at Bhaugulpur and Dacca as noticed in the preceding paragraph. In *Madras* the expenditure on original works was curtailed by 1,2, and there were small savings in repairs and establishments. The large abatement in *Bombay* is caused chiefly by the recovery of 25,8 from the Home Government on account of the defences at Aden and in a minor degree to a reduction of 3,6 in the store balances.

210. The accounts also show that the budget has been exceeded in some provinces. The principal *excess* is in *Upper Burma*, where it amounts to 14,8, and consists of charges for the acquisition of land for a cantonment at Mandalay. There was a small excess of 7 in *Lower Burma* in consequence of the construction of temporary barracks for Native troops at Bassein. The increase of 1,5 in the *North-Western Provinces and Oudh* has reference to the defences at Jhansi, and of 5,4 in the *Punjab* to the new barracks at Mardan and Abbottabad.

211. The higher expenditure in *England* as compared with the budget is due to larger indents for stores sent from this country. The larger charge for exchange has followed upon this higher expenditure.

Section K.—BUILDINGS AND ROADS—EXPENDITURE—*continued*.

45.—Civil Works.

		India. (General and Political).	Central Provinces.	Upper Burma.	Lower Burma.	Assam.	Bengal.	P. and Oudh.	[illegible]	Madras	Bombay.	TOTAL.
IMPERIAL.												
Departmental	Accounts . 1886-87 .	247,0	2,1	171,6	...	6,1	51,0	21,7	85,7	4,3	24,7	614,2
	Budget . } 1887-88 .	267,3	1,0	156,0	...	2,0	47,8	15,0	164,6	3,4	34,0	691,1
	Revised . } 1887-88 .	278,8	2,3	320,0	...	2,3	63,9	16,2	178,9	2,9	32,7	898,0
	Accounts . } 1887-88 .	261,0	2,2	340,8	...	1,7	62,2	16,1	176,7	2,2	27,4	890,3
Civil Officers	Accounts . 1886-87 .	5	...	...	...	...	...	...	...	...	...	5
	Budget . } 1887-88	5	...	...	...	...	...	...	...	...	...	5
	Revised . } 1887-88	5	...	...	...	...	...	...	...	...	...	5
	Accounts . } 1887-88	5	...	2,2	...	...	...	...	...	...	...	2,7
Total Imperial	Accounts . 1886-87 .	247,5	2,1	171,6	...	6,1	51,0	21,7	85,7	4,3	24,7	614,7
	Budget . } 1887-88 .	267,8	1,0	156,0	...	2,0	47,8	15,0	164,6	3,4	34,0	691,6
	Revised . } 1887-88 .	279,3	2,3	320,0	...	2,3	63,9	16,2	178,9	2,9	32,7	898,5
	Accounts . } 1887-88 .	261,5	2,2	343,0	...	1,7	62,2	16,1	176,7	2,2	27,4	893,0
PROVINCIAL.												
Departmental	Accounts . 1886-87 .	...	138,4	...	118,6	61,6	388,5	279,4	254,7	217,7	472,1	1,931,0
	Budget . } 1887-88 .	...	180,0	...	114,9	59,9	276,4	285,0	258,8	170,7	438,6	1,784,3
	Revised . } 1887-88 .	..	133,0	...	118,0	56,4	274,0	282,8	252,8	191,2	415,0	1,723,2
	Accounts . } 1887-88 .	...	126,0	...	114,3	55,3	276,1	273,3	231,6	194,3	403,4	1,674,3
Civil Officers	Accounts . 1886-87 .	...	6	...	4,4	7	7,7	6,8	3,4	20,5	7,4	51,5
	Budget . } 1887-88 .	...	7	...	2,9	...	1,0	9,6	3,3	8,6	6,2	32,3
	Revised . } 1887-88 .	...	8	...	3,0	1,1	8,7	18,4	3,4	9,6	5,1	50,1
	Accounts . } 1887-88 .	...	7	...	3,0	1,1	16,6	20,4	3,6	8,5	4,5	58,4
Total Provincial	Accounts . 1886-87	...	139,0	...	123,0	62,3	396,2	286,2	258,1	238,2	479,5	1,982,5
	Budget . } 1887-88 .	..	180,7	...	117,8	59,9	277,4	294,6	262,1	179,3	444,8	1,816,6
	Revised . } 1887-88 .	...	133,8	...	121,0	57,5	282,7	301,2	256,2	200,8	420,1	1,773,3
	Accounts . } 1887-88 .	...	126,7	...	117,3	56,4	292,7	293,7	235,2	202,8	407,9	1,732,7
LOCAL.												
Departmental	Accounts . 1886-87 .	3,6	.4	...	13,3	96,2	1	241,1	82,5	10,4	96,0	543,6
	Budget . } 1887-88 .	4,0	3,3	...	31,1	111,5	...	250,0	111,1	26,8	83,8	[illegible]
	Revised . } 1887-88 .	4,0	1,2	...	29,7	98,0	1,1	244,5	112,0	21,2	97,3	609,0
	Accounts . } 1887-88 .	3,5	...	...	28,0	91,6	1,1	238,6	95,9	21,6	85,1	565,4
Civil Officers	Accounts . 1886-87 .	1,9	20,9	...	5,6	1,7	371,9	17,1	1,1	350,4	110,3	880,9
	Budget . } 1887-88 .	2,3	32,9	...	1	1,8	419,0	22,0	1,1	384,2	141,2	1,004,6
	Revised . } 1887-88 .	2,5	26,0	...	5,0	1,6	361,3	7,6	1,1	366,5	129,7	901,3
	Accounts . } 1887-88 .	1,5	25,1	...	5,0	1,7	351,1	7,5	9	376,0	127,2	896,0
Total Local	Accounts . 1886-87 .	5,5	21,3	...	18,9	97,9	372,0	258,2	83,6	360,8	206,3	1,424,5
	Budget . } 1887-88 .	6,3	36,2	...	31,2	113,3	419,0	272,0	112,2	411,0	225,0	1,626,2
	Revised . } 1887-88 .	6,5	27,2	...	34,7	99,6	362,4	252,1	113,1	387,7	227,0	1,510,3
	Accounts . } 1887-88 .	5,0	25,1	...	33,0	93,3	352,2	246,1	96,8	397,6	212,3	1,461,4
GRAND TOTAL	Accounts . 1886-87 .	253,0	162,4	171,6	141,9	166,3	819,2	566,1	427,4	603,3	710,5	4,021,7
	Budget . } 1887-88 .	274,1	217,9	156,0	149,0	175,2	744,2	581,6	538,9	593,7	703,8	4,134,4
	Revised . } 1887-88 .	285,8	163,3	320,0	155,7	159,4	709,0	569,5	548,2	591,4	679,8	4,182,1
	Accounts . } 1887-88 .	266,5	154,0	343,0	150,3	151,4	707,1	555,9	508,7	602,6	647,6	4,087,1

1886-87. Accounts.		1887-88. Budget.	1887-88. Revised.	1887-88. Accounts
4,021,7	TOTAL INDIA	4,134,4	4,182,1	4,087,1
	ENGLAND—			
54,0	Furlough pay and allowances of officers in P. W. Department . . .	55,0	54,5	52,9
23,0	Royal Indian Engineering College	23,0	26,5	26,7
8,1	Sundry Items	7,0	7,2	7,4
1,0	Stores for India	1,1	7,5	5,9
86,1	TOTAL ENGLAND	86,1	95,7	92,9
32,3	EXCHANGE	32,0	40,2	39,0
4,140,1	GRAND TOTAL .	4,252,5	4,318,0	4,219,0

Section K.—BUILDINGS AND ROADS—EXPENDITURE—*continued.*

RESULTS.

	ACTUALS. Departmental. More.	Departmental. Less.	Civil. More.	Civil. Less.	Total. More.	Total. Less.
Imperial.						
Actuals with Actuals of previous year	276,1	...	2,2	...	278,3	...
„ „ Budget Estimate	199,2	...	2,2	...	201,4	...
„ „ Revised Estimate	...	7,7	2,2	...	...	5,5
Provincial.						
Actuals with Actuals of previous year	...	256,7	6,9	...	...	249,8
„ „ Budget Estimate	...	110,0	26,1	...	...	83,9
„ „ Revised Estimate	...	48,9	8,3	...	...	40,6
Incorporated Local.						
Actuals with Actuals of previous year	21,8	...	15,1	...	36,9	...
„ „ Budget Estimate	...	56,2	...	108,6	...	164,8
„ „ Revised Estimate	...	43,6	...	5,3	...	48,9
Total India.						
Actuals with Actuals of previous year	...	...	...	...	65,4	...
„ „ Budget Estimate	...	...	...	...	...	47,3
„ „ Revised Estimate	...	...	...	...	...	95,0
England.						
Actuals with Actuals of previous year	...	...	...	...	6,8	...
„ „ Budget Estimate	...	...	...	...	6,8	...
„ „ Revised Estimate	...	...	...	...	...	2,8
Exchange.						
Actuals with Actuals of previous year	...	...	...	...	6,7	...
„ „ Budget Estimate	...	...	...	...	7,0	...
„ „ Revised Estimate	...	...	...	...	...	1,2

Imperial.

212. Of the difference of 276,1 between the two years 1886-87 and 1887-88 as noted above, 14,1 relates to *India—General and Political*, and consists of the following items. There was an excess in the last-named year of 3,1 in Central India, owing partly to expenditure on the Political Agent's house at Sirdarpur and to smaller percentage of establishment recoverable from Military and Contribution Works, while from the Mhow Water-works no recovery whatever was made. There was also an increase of 1,4 in Coorg connected with the maintenance of metalled and bridged roads, and of 9 in Hyderabad on account of additional rooms required for the civil offices. In the Military Works Branch additional church accommodation was provided at Ferozepore, Multan and Quetta at an increased cost of 2,3, and in Biluchistan the charges increased by 5,5, chiefly on account of the petroleum experiments. The accounts of the Simla Circle present an excess of 9,5 on account of the new Viceregal Residence on Observatory Hill. There were some counterbalancing decreases, chiefly in Rajputana where most of the major works were completed in the previous year. In addition to these savings the amount deducted from expenditure in 1887-88 is 12,6 against 3,1 added in 1886-87. The other provincial differences between the two years may be summarised as follows: In *Upper Burma* there was an increased expenditure of 171,4 in opening out the country and erecting buildings for the Civil Administration. *Bengal* spent 11,2 more than last year on the buildings for accommodating the Photographic, Lithographic, and Mathematical Instrument Departments of the Surveyor General's Office in Calcutta. The excess in the *Punjab* is 91,0, of which 69,3 was on account of frontier roads, the balance being due to the transfer of the Murree-Kohala road to the Imperial Section of this account. The increase in *Bombay* was caused by extension of the Telegraph Office, Bombay, and by work done for the Salt Department. There were small savings in *Assam* and in the *North-Western Provinces and Oudh*, the saving in the latter being due to a smaller number of buildings required for Postal, Telegraph and Opium purposes.

213. These remarks give the main features of the expenditure in 1887-88. As contrasted with the Budget there was in *India—General and Political*, a saving of 8,9 in the Military Works Division from withdrawal of the grants for the new Protestant Church at Allahabad, and for additional church accommodation at Rawalpindi. On the other hand, there was an excess expenditure in Biluchistan of 33,8 on account of petroleum explorations, frontier roads, and the Political Agent's house at Loralai. There was also an excess of 8,8 in Simla owing to the new Viceregal Residence, the Foreign Office, and various minor works connected with the Secretariat buildings. As regards the other Provinces, the Budget was exceeded in the *Central Provinces* by 1,2 in consequence of coal-boring operations in Rampur, in *Upper Burma* by 187,0 for the

Section K.—BUILDINGS AND ROADS—EXPENDITURE—*continued.*

reason mentioned in the preceding paragraph, and in *Bengal* by 14,4 on account of additions to the Surveyor General's Office in Calcutta and of extensions and improvements to the Viceregal Residences in that City and Barrackpore. The *Punjab* figures show an excess of 12,1 in 1887-88, owing to the construction of the Murree-Kohala and the Dehra-Ghazi-Khan Pishin roads. The saving of 6,6 in *Bombay* arises from inability to utilise the whole of the Budget grant.

214. The excess of 2,2 under civil offices, *Upper Burma* represents the contribution given to the Mandalay Municipality to cover the deficit in its transactions during the year 1887-88.

Provincial.

215. The provincial expenditure was less in 1887-88 than in 1886-87 in all parts of India except in the *North-Western Provinces and Oudh*, where there is an increase owing to the transfer from Local to Provincial of the charges payable from the Tarai and Bhabar Improvement Fund, and to a larger expenditure on account of the Ghazipur Steam Ferry. But for this transfer there would have been a saving of 6,1 owing to the completion in the preceding year of certain important jail works at Benares, Fategarh and Bareilly. The savings in the *Central Provinces*, *Lower Burma* and *Assam* were 12,3; 5,7 and 5,9 and accrued respectively from restricted expenditure on works of communication and on Jails and other district buildings. In *Bengal* the decrease amounted to 92,5 and resulted mainly from the separation of the establishments appertaining to the Buildings and Roads and the Irrigation Branches, whereby a considerable reduction has been effected in the cost of the former. The decrease is also due to smaller suspense balances, especially in the Akra Brick Factory where extensive manufacturing operations are proceeding for the Port Commissioners in Calcutta, as well as to the accounts of 1886-87 having included a special charge in connection with the Burrakur Iron Works. These abatements were partially counterbalanced by the increase of 8,9 under Civil Officers arising from the refund of ferry collections erroneously credited as Provincial Revenue in 1886-87. The decrease of 22,9 in the *Punjab* is the outcome largely of the transfer to Imperial of the Murree-Kohala road as noticed above in paragraph 212. It is also occasioned partly by a reduction under suspense and by a smaller charge for establishments in consequence of a percentage being debited to other funds. In *Madras* the decrease in departmental officers was 23,4, and was mainly the result of a considerable reduction in the cost of the construction establishment of the Province. It was 12,0 in the expenditure by Civil Officers and accrued in Miscellaneous Public Improvements. The fall in *Bombay* is in the expenditure in Civil Buildings many of which were completed in the previous year.

216. The following are the principal variations in the accounts of 1887-88 as contrasted with the budget. In the *Central Provinces* and *Assam* a saving of 54,0 and 3,5 was secured by curtailing expenditure generally, and in the former by postponing till next year the construction of the Chief Commissioner's residence at Nagpur. The saving in the *North-Western Provinces and Oudh* amounted to 7,9 in Original Works, Civil Buildings, and to 1,4 and 2,7 respectively in Civil Buildings and Communications, Repairs. On the other hand Original Works, Communications, cost 3,9 more than the budget which was also exceeded in the expenditure by Civil Officers owing to the transfer from Local to Provincial mentioned in the preceding paragraph. The *Punjab* Budget was apparently too high, while in *Bombay* the grants were reduced during the year, in addition to which certain charges were removed from the Provincial to the Local head. The Provinces which have exceeded their grants are *Bengal* and *Madras*, the former having retained under Provincial Services, certain ferries which it was intended to make over to District Boards. In *Madras* the grants for departmental officers were exceeded by 24,7 and 4,3 as regards original works and repairs, but the charge for establishments was short by 6,7 owing to the amounts recoverable from other funds, &c., having been larger than was anticipated.

Local.

217. The differences in this section of the account are not important and arise from various causes. In the *Central Provinces* the work to be done departmentally was almost wholly postponed to the following year, while the work done by Civil Officers included several undertakings that had lain over from 1886-87. In *Lower Burma* a good deal was done in the way of constructing new roads and markets and in general improvements in various large towns. Owing to the financial exigencies of the year the expenditure in *Assam* was diminished under all the heads and reduced to 4,6 below 1886-87 and 20,0 below the budget. The *Bengal* accounts shew an increased expenditure by departmental officers of 1,1 on the Chandbally and Bhudruck road, and a saving of 67,9 as compared with the budget in the expenditure by Civil Officers owing to the postponement of many works. The *North-Western Provinces and Oudh* exhibit also a large saving, which is partly due to the transfer to Provincial mentioned above in para. 215, and partly to diminished outlay resulting from difficulty in acquiring land and collecting materials, and from delay on the part of contractors. The *Punjab* expenditure was 15,3 below the budget, but the latter was framed too high. The charges by departmental officers in *Madras* were more than double the amount spent in 1886-87, chiefly in the progress made with the Vagai bridge at Madura. The expenditure by Civil Officers was also great as compared with 1886-87, but it was particularly small in that year. The budget proved too high. The departmental charges in *Bombay* were lower than in the previous year, but a little higher than the budget owing to numerous small differences. The expenditure by Civil Officers was enlarged by the transfer to Local noticed in the preceding paragraph.

L.—ARMY SERVICES.

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
985,0	RECEIPTS . . .	897,4	979,9	1,060,8
19,525,0	EXPENDITURE . .	19,197,0	20,459,7	20,417,9
18,540,0	NET .	18,299,6	19,479,8	19,357,1

218. The Indian and English portions of the above figures may be shown as follows :—

RECEIPTS.

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
914,2	India	850,0	920,0	1,001,7
51,5	England	34,5	42,2	41,6
19,3	Exchange	12,9	17,7	17,5
985,0	TOTAL .	897,4	979,9	1,060,8

EXPENDITURE.

14,620,5	India	14,010,0	15,063,0	15,104,9
3,564,2	England	3,782,2	3,800,5	3,741,0
1,340,3	Exchange	1,404,8	1,596,2	1,572,0
19,525,0	TOTAL .	19,197,0	20,459,7	20,417,9

219. The army receipts in India are in some measure dependent upon the number of British troops in the country, and the revised estimate was accordingly fixed at 920,0 as compared with 850,0 in the budget, on account of larger sales of malt liquors to be expected from additions to the British force. The actuals have outstripped the revised, the excess being due chiefly to additional sales of Commissariat stores, cattle and other supplies; to sales of condemned and unserviceable ordnance stores; to additional receipts on account of officers who have served under the Hyderabad Administration, and larger recoveries for Indian military service family pensions. They also include a recovery of 30,0 on account of an advance to the Irrawaddy Flotilla Company in 1886-87. The fluctuations in army receipts in England arise out of the Indian troop service and the stores carried home by troops when transferred from the Indian to the British establishment.

220. As regards army expenditure, the figures at foot of this paragraph show how much of the payments made in India during the two years, 1886-87 and 1887-88, relates severally to operations in Burma, and to what may be regarded as the ordinary requirements of the army. In paragraph 227 are given details of the charges on account of Burma. The budget for these charges was altogether inadequate, but it was not anticipated at the time that the operations in that country would be prolonged. The budget, for what may be considered as the ordinary requirements of the army, has also been exceeded, and this is due to special purchases of transport, of additional horses to raise the reserve, and of clothing for the army, including locally manufactured boots at enhanced rates, as well as to increased expenditure for barrack and medical supplies, the Sikkim Expedition, and compensation for losses.

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
14,620,5	Total Expenditure	14,010,0	15,063,0	15,104,9
1,517,8	*Deduct*—Burma	720,0	1,550,0	1,475,3
13,102,7	Total excluding Burma . . .	13,290,0	13,513,0	13,629,6
	Excess of actuals over Budget and Revised Estimates, excluding Burma	339,6	116,6	.....

221. As regards the charges in England, the principal difference is a sum of 75,0 which was included in the budget on account of deferred pay, but payment was postponed in consequence of Lord Northbrook's Committee not having reported on the subject. The next large difference is in Medical and Commissariat stores, the payments for which were greater by 29,6 than was anticipated in the budget.

222. The following paragraphs supply the particulars usually given with respect to army services.

Section L.—ARMY SERVICES—RECEIPTS.

XXXIII.—Army.

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
	INDIA—			
	EFFECTIVE SERVICES—			
27,7	Regimental Pay, Allowances and Charges . .	27,7	29,4	25,5
576,3	Commissariat Establishments, Supplies and Services	559,0	610,2	653,7
12,0	Remount and Cattle Establishments, Supplies and Services	14,4	17,3	16,9
73,5	Clothing Establishments, Supplies and Services .	73,5	75,6	73,8
2,5	Barrack Establishments, Supplies and Services .	2,5	2,8	2,6
4,6	Administration of Martial Law	4,0	4,2	4,6
16,5	Medical Establishments, Supplies and Services .	12,7	13,2	11,1
93,6	Ordnance Establishments, Stores and Camp Equipage	79,6	90,1	102,8
1,1	Education	1,0	1,3	1,2
8,4	Sea Transport Charges	6,5	8,1	16,1
48,0	Miscellaneous Services	20,0	17,6	22,7
864,2	TOTAL EFFECTIVE SERVICES .	800,9	869,8	931,0
	NON-EFFECTIVE SERVICES—			
7,7	Military Pensions to Europeans	8,9	8,4	27,0
...	Military Pensions to Natives	...	...	1
42,3	Widows' Pensions and Compassionate Allowances	40,2	41,8	43,6
50,0	TOTAL NON-EFFECTIVE SERVICES .	49,1	50,2	70,7
914,2	TOTAL INDIA .	850,0	920,0	1,001,7
	ENGLAND—			
47,2	Effective Services	30,0	37,3	36,7
4,3	Non-Effective Service	4,5	4,9	4,9
19,3	Exchange	12,9	17,7	17,5
985,0	GRAND TOTAL .	897,4	979,9	1,060,8

223. These receipts are all more or less of a fluctuating character and dependent upon circumstances which it is difficult to forecast. The deficiency in *Regimental Pay, &c.*, has occurred almost entirely in Madras in the item of miscellaneous recoveries, counterbalanced in the same presidency by various refunds on account of hutting advances and bounty-money, and by larger receipts than were expected from British soldiers purchasing their discharge. Madras also contributes the largest difference under *Commissariat Establishments, &c.*, the excess being 56,3, of which about 30,0 represents the refund of advances made in the previous year to the Irrawady Flotilla Company. The remainder of the difference under this head is attributed to the following causes. The sale of Commissariat provisions and stores was high in Burma, but in Bengal it diminished owing to the extension of supply by contract of meat to the troops. The augmented strength of the army led to a larger sale of malt liquor, except in Burma, where it declined, and the sale of rum increased. The sale of surplus cattle at the Hoonsoor Depôt was unexpected in the Budget, and so also were the credits taken in Madras for the value of supplies sent to Suakim in 1885 and of the ponies made over to the Military Police in Upper Burma. The head *Clothing Establishments* compares well as regards totals, but there are considerable variations in the figures of each Presidency. The principal facts connected with this group are that the Clothing Agency in Bombay has discontinued the supply of great-coats to native troops on payment, that the issue of clothing to the Hyderabad Contingent, for which payment would have been received in 1887-88, was not made, and that the "sale of necessaries" was large owing to the augmented strength of troops in India. The head *Medical Establishments* is small owing to diminished sales of medical stores on payment and the reduced price of quinine. The excess in *Ordnance Establishments* is mainly the result of credits received for the value of Naval Stores taken over by Her Majesty's Imperial Government, and in a minor degree to larger sales of condemned and unserviceable stores in Bengal, but on the other hand the indents from the Hyderabad Contingent and some other Government Departments were unusually small. The increase in *Sea Transport charges* is composed of large receipts on account of table-money, chiefly in connection with Burma, and also in connection with the Indian Troopships. The estimates for *Military Pensions to Europeans* were also framed too low, in addition to which Berar paid up the arrears due from it on account of officers lent for service in that Province. The recoveries on account of *Military Pensions to Natives* are very small and do not amount even to 1. The accounts of *Widows' Pensions, &c.*, surpassed the budget in consequence partly of the admission of new subscribers and partly by recovery of arrears.

224. The increase in *England* occurs partly under the head of Indian Troop Service and partly in the value of stores in possession of Regiments on their transfer from the Indian to the British Establishment.

Section L.—ARMY SERVICES—EXPENDITURE.

46.—Army.

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
	INDIA—			
	EFFECTIVE CHARGES—			
503,9	Army and Garrison Staff	520,6	503,7	514,2
188,4	Administrative Staff	190,3	192,2	191,1
6,869,7	Regimental Pay, &c.	7,320,8	7,177,6	7,184,2
3,630,5	Commissariat	3,023,4	3,631,2	3,847,0
248,5	Remounts and Cattle	206,5	247,1	233,5
143,0	Clothing	140,1	168,5	179,8
237,9	Barrack Establishment, &c.	197,1	203,7	231,5
27,5	Administration of Martial Law	31,3	27,8	28,4
624,0	Medical	589,7	616,6	639,4
450,1	Ordnance	560,6	486,1	493,1
28,8	Ecclesiastical	28,4	30,1	30,8
36,2	Education	36,8	37,7	37,3
63,7	Sea Transport Charges	56,7	55,5	58,1
620,7	Miscellaneous Services	138,6	712,3	468,3
98,3	Volunteer Corps	102,8	107,8	107,3
13,771,2		13,143,7	14,197,9	14,244,0
	NON-EFFECTIVE CHARGES—			
6,8	Rewards for Military Services	6,7	8,7	7,9
112,5	Military Pensions to Europeans	103,6	114,0	126,6
654,5	Ditto to Natives	679,8	664,2	648,8
21,3	Widows' Pensions and Compassionate Allowances	21,2	23,4	23,1
54,2	Superannuation Pensions and Gratuities	55,0	54,8	54,5
14,620,5	TOTAL INDIA	14,010,0	15,063,0	15,104,9
	ENGLAND—			
	EFFECTIVE—			
785,0	Home Charges of British Forces serving in India	825,0	789,0	734,8
173,6	Furlough Allowances of the Officers of the Indian Service	170,0	190,0	189,9
295,2	Indian Troop Service	231,6	219,5	217,8
6,4	Passage of Officers and Troops otherwise than in Troopship	9,7	11,5	11,7
39,1	Miscellaneous	20,0	31,7	30,3
487,3	Stores for India	629,9	656,6	658,5
1,786,6		1,886,2	1,898,3	1,843,0
	NON-EFFECTIVE—			
136,2	Retired Pay, &c., of British Forces on account of Service in India	196,0	195,0	195,0
1,533,6	Pay and Pensions of Non-Effective and Retired Officers on account of Service in India	1,585,0	1,600,0	1,597,2
99,5	Miscellaneous Pensions	105,0	98,0	96,6
8,3	Indian Service Family Pensions	10,0	9,2	9,2
3,564,2	TOTAL ENGLAND	3,782,2	3,800,5	3,741,0
1,340,3	EXCHANGE	1,404,8	1,596,2	1,572,0
19,525,0	GRAND TOTAL	19,197,0	20,459,7	20,417,9

225. The short expenditure on *Army and Garrison Staff* is obtained mainly by a reduction in the divisional and brigade commands and staff in Upper Burma, although it was attended by a larger number of station commands and station staff officers. Extra contingent and telegram charges were incurred in the Adjutant-General's and Quarter-Master-General's Departments on account of Burma, but on the other hand the cost of telegrams sent by Army Head-Quarter Offices in Bengal without prepayment, have been charged this year under the head Miscellaneous Services. During the year a new appointment was created in connection with Cavalry inspection, but a Brigade Command of about equal emoluments was abolished at the

same time. No changes requiring notice have occurred in connection with the *Administrative Staff*, except that additional establishments have been sanctioned for Burma. Of the large reduction in *Regimental Pay, &c.*, 16,1 falls under European army and 120,5 under Native army. The saving under European army was due to the withdrawal of artillery batteries from Burma, and the diminished strength of that arm for a portion of the year; to a reduced force of British Cavalry; to casualties in the invalid and veteran establishments; to fewer unemployed officers of the Staff Corps; to the retirement of unattached and general officers on the unemployed list, and to less expenditure on account of recruiting rewards and bounty for extension of service. These abatements were partly counteracted by increased charges resulting from the strength of British Infantry battalions having exceeded the budget, and from greater postage and miscellaneous charges of a regimental nature. About two-thirds of the saving under Native army accrued from reductions made in the strength of the infantry regiments. Considerable savings also resulted from a smaller number of men having been transferred to the Reserve force than was contemplated in the budget. The *Commissariat* budget was inadequate in consequence of requirements in Upper Burma, in addition to which the extension of Kheda operations led to larger establishments, and a rise in prices caused an increase in the compensation granted for dearness of provision, and in the cost of forage, &c. On the other hand, various economies were carried out in the Hoonsoor Cattle Depôt, and the grants for contingencies, freight and miscellaneous were not fully used. It may be noted here that owing to the amalgamation of the Supply and Transport Branches of the Commissariat during the year, the comparison between estimates and accounts cannot be thoroughly made. The excess under *Remounts and Cattle* consists of additional horses purchased to raise the strength of the reserve. The budget for *clothing* proved inadequate from large demands against Supplies and Services, Agency, partially counterbalanced by smaller issues under Supplies and Services, Regimental. The increase under "Supplies and Services, Agency," is due to large purchases of locally-manufactured cloth, a portion of which was to meet requirements in Burma; to a large supply of boots for the army at increased contract prices, by Messrs Cooper, Allen and Company, Cawnpore; and to arrear charges in Madras on account of local purchases of khaki drill in 1886-87. In Bombay there was a saving under the above head, owing to the non-supply of helmets to certain British troops. The balance of the increase falls under "Compensation in lieu of clothing," the result of grants to battalions of Native troops newly raised in Bengal, partly counterbalanced by smaller payments of compensation to British troops on the Madras establishment. The chief saving under "Supplies and Services, Regimental," is in the allotment for clothing for reserve forces of the Native army, which was used to a very limited extent in consequence of the small number of soldiers transferred to the reserve. There was also a saving under manufacturing and store establishment, the result of retirements and temporary vacancies; and a general decrease in the total expenditure, owing to recoveries on account of supplies to the Burma Military Police and other departments. As regards *Barrack Establishments, &c.*, there was a saving in Bengal and Bombay on account of punka-pulling and tattie watering, but in Madras additional conservancy establishments were entertained for service in Burma. The estimates for barrack furniture and bedding and for lighting charges and miscellaneous were too low, in addition to which the demands from Burma were greater than expected, and certain arrear charges had to be met on account of water supplied to troops by the Bombay and Kurrachi Municipalities. The abatement under *Administration of Martial Law* is the result mainly of the reduction of one Deputy Judge Advocate on the Madras establishment. The *Medical* expenditure was high owing partly to the necessity of granting extra allowances to officers and others in Burma, and entertaining additional establishments in that country. The principal rise however is in supplies owing to higher prices as well as increased requirements for troops in Burma, to the number of sick, to additional purchases of reserve stock, and to purchases of instruments, drugs, diets and equipment. The value of stores supplied to Civil Departments, which is deducted from the expenditure, was unexpectedly large in Madras in consequence partly of issues to the Burma Military Police. The figures relating to the *Ordnance* Deparment have been largely affected this year by the issues to Civil Departments, including the Burma Military Police and the Hyderabad Contingent, since these have been unusually great. Apart from these issues, the accounts present an increase of about 30,0 over the budget, of which about 25,5 represents credits given to Her Majesty's Government and various Indian Departments for the value of stores returned to the arsenals in India. The balance consists of extra expenditure caused by the condition of Burma, by the fire in the arsenal at Rawal-Pindi, and by the demands on the Harness and Saddlery Factory at Cawnpore. The effect of these increases, however, was partly diminished by closing the gunpowder factory at Madras and by various economies in the matter of establishments, and purchase of timber, &c. The *Ecclesiastical* expenditure includes the pay and allowances of chaplains serving with troops in Burma. With respect to *Miscellaneous Services*, the explanation is that a sum of 300,0 was included in the Revised under this grant, chiefly for Burma and Sikkim, but the expenditure against it has been classified under the various heads with which they were severally concerned. Allowing for this, the excess charge in the accounts was chiefly due to Burma, including the gratuity and cost of medals granted to the troops who took part in the field operations, as well as the heavy charges for field telegraph messages and services. The accounts also include the following special and extra charges, some of which were not provided for in the estimates, viz., Mobilization Committee, Camp of Exercise, Bengal, Committees for purchasing remounts for native (silladar) cavalry, and compensation to contractors for losses or cancellation of contracts. These expenses

Section L.—ARMY SERVICES EXPENDITURE—*continued.*

were partly counterbalanced by savings, chiefly in rewards for passing in the native languages, in personal allowances to officers serving in the police, and in the charges for Sub-Marine Mining. The grant for *Volunteer Corps* was exceeded in extra staff allowances, establishments, and in capitation grants to existing and newly raised corps, that for *Rewards for Military Services*, in an increase to the establishment of the "Order of British India" after the budget was prepared. The *Military Pensions to Europeans* have been high in consequence of new admissions to the pension list and of large payments in India to officers who have capitalized their pensions. The estimates for *Military Pensions to Natives* were framed too high, and there were also numerous casualties among the pensioners. The rise in *Widows' Pensions, &c.*, represents the growth resulting from new admissions.

226. In England the saving in *Home charges* is due to postponement of the payment of 75,0 provided in the budget, on account of arrears of deferred pay, no report having been received from Lord Northbrook's Committee, and to Furlough Allowances of officers of British Regiments serving in India not having been drawn to the extent anticipated. On the other hand, the excess of 19,9 under *Furlough Allowances of Officers of the Indian Service* was caused by a larger number of such officers going to England. The decline under *Indian Troop Service* represents unusually low expenditure for repairs of the Troopships, while the number of officers provided with *passages otherwise than in Troopships* being larger than estimated, produced the excess under that head. Of the increased charge under *Miscellaneous*, 1,7 is on account of the expenses of Native officers attending the Queen's Jubilee, and 1,2 for Burma field allowance to Naval Brigade, the remainder being due to the purchase of stallions and the pay and expenses of Military Officers on special duty or under technical instruction in England. The budget for *Stores* did not provide sufficiently for the requirements of the Medical and Commissariat Departments. The non-effective charges were low for *British forces* in the pay of non-effective Colonels of Royal Artillery and new Line Regiments, and high for the *Indian service*, owing to the large number of retirements. The budget for *"Miscellaneous pensions"* allowed 5,0 on account of the Burma medals, but these were subsequently struck in India.

227. The following statement supplies details of the additional expenditure on account of Burma:—

GRANTS.	Bengal.	Madras.	Bombay.	TOTAL.
	Rx.	*Rx.*	*Rx.*	*Rx.*
1. Army and Garrison Staff	2	25,4	1	25,7
2. Administrative Staff	...	3,3	1	3,4
3. Regimental Pay, Allowances and Charges	18,8	27,2	14,1	60,1
4. Commissariat Establishments, Supplies and Services	42,7	928,9	7,2	978,8
5. Clothing Establishments, Supplies and Services	1	3	...	4
6. Barrack Establishments, Supplies and Services	...	15,2	...	15,2
7. Administration of Martial Law	...	1,4	...	1,4
8. Medical Establishments, Services and Supplies	1,0	49,1	4,9	55,0
9. Ordnance Establishments, Stores and Camp Equipage	2	1,8	1	2,1
10. Ecclesiastical	...	3,1	...	3,1
11. Sea Transport Charges	8,6	9,8	1,4	19,8
13. Miscellaneous Services	87,5	203,2	18,5	309,2
14. Military Pensions, Europeans	2	8	1	1,1
TOTAL	159,3	1,269,5	46,5	1,475,3

Section LL.—SPECIAL DEFENCE WORKS—EXPENDITURE.

47.—Special Defence Works.

1886-87. Accounts.		1887-88. Revised.	1887-88. Accounts.
325,6	EXPENDITURE	568,9	456,0

228. In the Budget of 1887-88 this expenditure was shewn as not chargeable to revenue, but the arrangement was subsequently altered as explained in paragraph 258 of last year's report. For the sake of comparison, however, the Budget figures are placed below in juxtaposition with the revised estimate and the actuals. The increase of 130,4 over the expenditure of the previous year is due to the Frontier and Coast Defences having been pushed on rapidly. The actuals compare on the whole favourably with the Budget Estimate, but the Revised Estimate was fixed too high.

1886-87. Accounts.		1887-88. Budget.	1887-88. Revised.	1887-88. Accounts.
34,9	India (Inspector General, Military Works)	267,7	338,3	292,2
12,5	Lower Burma	20,0	14,9	14,4
75,7	Bombay	96,0	133,9	64,5
123,1	TOTAL INDIA	383,7	487,1	371,1
147,2	England	66,3	57,6	59,8
55,3	Exchange	24,6	24,2	25,1
325,6	GRAND TOTAL	474,6	568,9	456,0

RESULTS.

	ACTUALS. More.	ACTUALS. Less
INDIA.		
Actuals with Actuals of previous year	248,0	...
" " Budget Estimate	...	12,6
" " Revised Estimate	...	116,0
ENGLAND.		
Actuals with Actuals of previous year	...	87,4
" " Budget Estimate	...	6,5
" " Revised Estimate	2,2	...
EXCHANGE.		
Actuals with Actuals of previous year	...	30,2
" " Budget Estimate	5	...
" " Revised Estimate	9	...

229. The expenditure in India shows an increase of 248,0 over that of the previous year, in consequence of larger grants for the construction and improvement of the fortifications and lines of Military communication on the North-Western Frontier. The Budget was framed for 383,7 as entered above, but during the course of the year an additional grant of 260,0 was sanctioned for special expenditure, of which 137,3 was surrendered before the close of the year owing to certain projects not having been matured. In consequence of these modifications and of certain reappropriations which became necessary to provide for additional indents sent forward for English stores, the Revised Estimate for Indian outlay was fixed at 487,1. Of this grant, a sum of 75,7 remained unexpended at the close of the year owing (1) to the establishment charges under India having been over-estimated, (2) to inability to utilise fully the grants sanctioned for the defensible post at Mooltan, the Baleli-Regi-Ghazabund Defensive Works and the Miri fortifications, and (3) to stoppage of work on the Karachi defences by reason of bad weather and the late receipt of plans. To this sum of 75,7 must be added the recovery of 40,3 from the Home Government on account of a moiety of the expenditure incurred during 1886-87 and 1887-88 on the Aden Defence Works. This recovery is in addition to the sum of 25,8 mentioned in section K of this report, and like it has been treated as a reduction of the Indian outlay during the year, and neither the budget nor the revised estimate allowed for it.

230. As regards the charges in England the variations arise from large payments having been made for heavy guns for India which had not been anticipated, while the payments for heavy guns for Aden were much less than the estimate.

Section M.—PROVINCIAL ADJUSTMENT.

Provincial and Local Revenue as by Budget.	Provincial Balances. April 1st, 1887.	Provincial Balances. March 31st, 1888.		1887-88. Budget.	1887-88. Revised.	Accounts.
16,3	11,9	12,6	India	—2	+3,0	+7
782,9	261,7	271,9	Central Provinces	—94,9	—17,6	+10,2
1,382,1	114,6	200,2	Burma	—9,1	+41,2	+85,6
544,7	72,1	78,6	Assam	—51,2	—19,0	+6,5
5,137,9	417,5	553,0	Bengal	—124,1	+165,7	+135,5
3,805,8	450,0	396,9	North-Western Provinces	—170,0	—128,6	—53,1
1,865,8	356,5	376,6	Punjab	—85,6	—12,6	+20,1
3,501,9	969,0	1,117,5	Madras	—40,8	+83,8	+148,5
4,007,2	765,5	782,1	Bombay	—183,7	—88,2	+16,6
21,044,6	3,418,8	3,789,4	Total	—759,6	+27,7	+370,6

231. As explained in former reports, the above figures represent the surplus or deficit of each Provincial Government in respect of the revenues and charges assigned to it, including Incorporated Local Funds. The Budget contemplated a deficit of 759,6 as compared with the revenues of the year, but the actuals show a surplus of 370,6 as compared with the charges. The net improvement therefore is 1,130,2, and it is derived from economy in expenditure to the extent of 442,9 and additional revenues amounting to 687,3. These differences between the Budget and the accounts are explained in the earlier part of this report, and all that is required now is to show how they have affected each Provincial Government. This is done in the following figures which show that the Provincial balances have increased in all the Provinces except the North-Western Provinces and Bombay where they have diminished by 53,1 and 24,6 respectively. It will also be seen from these figures that as regards Provincial Funds the revenue was short in the North-Western Provinces and Oudh by 38,6, but the other Provinces collected more than was expected in their Budgets. Under Expenditure there are savings in all Provinces except Burma, Bengal, and Bombay which have exceeded their Budgets by 22,5, 26,0, and 15,3 respectively. In the local section the revenue was short by 1, 15,1 and 2 in India, Bengal, and the North-Western Provinces and Oudh. The other Provinces received more than was anticipated in the Budget, and all show a saving as regards expenditure:—

Central Provinces.

Revenue 1886-87. Accounts.	Revenue 1887-88. Budget.	Revenue 1887-88. Revised.	Revenue Accounts.		Expenditure 1886-87. Accounts.	Expenditure 1887-88. Budget.	Expenditure 1887-88. Revised.	Expenditure Accounts.
				Provincial—				
469,3	613,9	619,3	630,1	Revenue	120,1	163,9	155,7	152,3
3	4	4	3	Interest	...	...	.	...
...	...	...	6	Post Office, Telegraph and Mint	5,3	5,2	5,4	5,5
68,4	69,2	59,6	60,6	Civil Departments	377,5	381,1	373,2	368,5
5,8	5,6	4,8	6,1	Miscellaneous	32,4	35,8	33,8	34,5
131,8	...	...	...	Railways	123,7	...	...	...
7,8	6,3	8,1	8,0	Buildings and Roads	139,1	180,7	133,8	126,7
...	...	...	...	Transfers to Local	1,0	3,2	6,1	5,2
683,4	695,4	692,2	705,7	Total	799,1	769,9	708,0	692,7
				Local—				
56,6	60,2	60,2	58,5	Revenue	33,5	35,7	33,4	36,6
15,4	15,5	15,7	16,0	Civil Departments	33,3	36,9	34,2	32,4
5,4	5,3	5,1	5,3	Miscellaneous	8	1,3	1,5	1,3
...	...	...	...	Famine	5	1,0	5	3
7,2	6,5	7,9	7,9	Buildings and Roads	21,3	36,2	27,2	25,1
1,0	3,2	6,1	5,2	Transfers from Provincial	...	...	...	...
85,6	90,7	95,0	92,9	Total	89,4	111,1	96,8	95,7
769,0	786,1	787,2	798,6	Total both	888,5	881,0	804,8	788,4
...	...	...	...	Surplus + Deficit—	—119,5	—94,9	—17,6	+10,2

Section M.—PROVINCIAL ADJUSTMENT—*continued.*

Burma.

Revenue 1886-87. Accounts.	Revenue 1887-88. Budget.	Revenue 1887-88. Revised.	Revenue Accounts.		Expenditure 1886-87. Accounts.	Expenditure 1887-88. Budget.	Expenditure 1887-88. Revised.	Expenditure Accounts.
				Provincial—				
944,3	891,6	915,5	938,8	Revenue	201,5	189,8	196,0	189,9
...	...	...	...	Post Office, Telegraph and Mint	5,1	5,1	5,1	5,1
82,1	83,4	93,0	95,5	Civil Departments	587,4	603,7	621,7	623,1
4,1	3,6	4,4	4,6	Miscellaneous	40,7	42,5	46,0	46,6
291,7	290,0	335,0	331,1	Railways	282,6	287,9	291,1	285,3
2,9	3,4	3,4	2,7	Irrigation	19,8	32,6	31,5	34,5
4,4	4,7	4,7	4,8	Buildings and Roads	122,9	117,8	121,0	117,4
...	...	...	..	Transfers to Local	—2,3	—6	—1,1	—1,5
1,329,5	1,276,7	1,356,0	1,377,5	Total	1,257,7	1,278,8	1,311,3	1,300,4
				Local—				
104,5	88,0	87,9	91,8	Revenue	5,4	4,8	4,4	4,6
...	...	...	...	Post Office, Telegraph and Mint	6,7	7,4	7,0	7,0
3,1	3,9	4,0	5,2	Civil Departments	57,9	63,7	58,2	53,2
9,6	8,5	10,2	11,0	Miscellaneous	3,2	3,7	3,3	3,3
...	...	...	...	Irrigation	3,6	1,0	1,6	1,7
4,7	5,0	4,7	4,8	Buildings and Roads	18,9	31,2	34,7	33,0
—2,3	—6	—1,1	—1,5	Transfers from Provincial	...	...	...	...
119,6	104,8	105,7	111,3	Total	95,7	111,8	109,2	102,8
1,449,1	1,361,5	1,461,7	1,488,8	Total both	1,353,4	1,390,6	1,420,5	1,403,2
...	...	...	...	Surplus + Deficit—	+95,7	—9,1	+41,2	+85,6

Assam.

Revenue 1886-87. Accounts.	Revenue 1887-88. Budget.	Revenue 1887-88. Revised.	Revenue Accounts.		Expenditure 1886-87. Accounts.	Expenditure 1887-88. Budget.	Expenditure 1887-88. Revised.	Expenditure Accounts.
				Provincial—				
411,5	431,8	444,9	454,8	Revenue	93,7	117,0	113,1	109,5
1	1	1	1	Interest	...	...	...	...
...	...	...	...	Post Office, Telegraph and Mint	2	4	1	1
29,7	31,1	26,0	26,3	Civil Departments	212,0	224,5	221,4	221,7
3,9	3,3	3,8	8,6	Miscellaneous	13,5	14,9	14,3	15,9
...	...	...	...	Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	21,8	16,0	16,0	15,8
				Railways	18,2	19,5	20,2	20,8
4,1	7,0	6,1	6,2	Buildings and Roads	62,3	59,9	57,5	56,4
7	6	6	1,7	Transfers to Local	56,9	73,1	56,9	49,8
...	...	...	...					
450,0	473,9	481,5	497,7	Total	478,6	525,3	499,5	490,0
				Local—				
51,4	52,1	47,5	50,1	Revenue	6	5	6	6
...	...	...	..	Post Office, Telegraph and Mint	3,2	3,5	3,4	3,3
4,8	4,6	9,9	9,3	Civil Department	23,2	23,7	23,2	23,8
1,8	1,6	1,7	1,5	Miscellaneous	3,2	2,7	2,5	3,0
12,0	12,5	12,3	12,1	Buildings and Roads	97,9	113,3	99,6	93,3
56,9	73,1	56,9	49,8	Transfers from Provincial	...	...	...	...
126,9	143,9	128,3	122,8	Total	128,1	143,7	129,3	124,0
576,9	617,8	609,8	620,5	Total both	606,7	669,0	628,8	614,0
...	...	...	...	Surplus + Deficit—	—29,8	—51,2	—19,0	+6,5

Section M.—PROVINCIAL ADJUSTMENT—*continued.*

Bengal.

Revenue. 1886-87. Accounts.	Revenue. 1887-88. Budget.	Revenue. 1887-88. Revised.	Revenue. 1887-88. Accounts.		Expenditure. 1886-87. Accounts.	Expenditure. 1887-88. Budget.	Expenditure. 1887-88. Revised.	Expenditure. 1887-88. Accounts.
				PROVINCIAL—				
3,068,3	2,890,6	2,967,1	2,970,9	Revenue	515,0	544,5	549,6	567,2
8,3	7,3	7,3	6,7	Interest	...	...	...	...
1	1	1	1	Post Office, Telegraph and Mint	1	1	1	1
387,5	350,9	360,3	369,8	Civil Departments	2,188,2	2,082,5	2,082.8	2,088,7
95,1	89,6	98,7	92,9	Miscellaneous	268,4	267,8	261,8	266,9
...	...	...	...	Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	3	1,0	*—3*	*—2*
527,2	1,026,8	1,126,0	1,127,3	Railways	526,7	910,6	892,2	908,5
222,6	229,2	228,6	206,8	Irrigation	429,7	547,7	554,4	533,7
86,7	17,7	41,3	40,3	Buildings and Roads	396,2	277,4	282,7	292,7
...	...	...	...	Transfers to Local	18,3	52,7	46,1	26,1
4,395,8	4,612,2	4,829,4	4,814,8	TOTAL	4,342,9	4,684,3	4,669,4	4,683,7
				LOCAL—				
404,1	402,4	399,5	382,2	Revenue	19,8	20,9	8,3	2,2
6,1	4,5	4,5	5,0	Interest	...	...	...	...
1,3	1,9	1,4	1,5	Post Office, Telegraph and Mint	34,4	35,6	35,6	35,7
6,6	51,9	38,7	52,7	Civil Departments	19,8	148,2	111,4	133,1
13,1	11,9	8,9	23,8	Miscellaneous	7,5	6,7	6,3	9,1
1,3	1,4	...	...	Irrigation	...	...	...	...
2,2	51,7	30,6	45,4	Buildings and Roads	371,9	419,0	362,4	352,2
18,3	52,7	46,1	26,1	Transfers from Provincial	...	...	...	...
453,0	578,4	529,7	536,7	TOTAL	453,4	630,4	524,0	532,3
4,848,8	5,190,6	5,359,1	5,351,5	TOTAL BOTH	4,796,3	5,314,7	5,193,4	5,216,0
...	...	...	...	SURPLUS + DEFICIT—	+ 52,5	—124,1	+165,7	+135,5

North-Western Provinces and Oudh.

Revenue. Accounts.	Revenue. 1887-88. Budget.	Revenue. 1887-88. Revised.	Revenue. 1887-88. Accounts.		Expenditure. 1886-87. Accounts.	Expenditure. 1887-88. Budget.	Expenditure. 1887-88. Revised.	Expenditure. 1887-88. Accounts.
				PROVINCIAL—				
2,750,9	2,488,4	2,504,4	2,496,9	Revenue	826,3	932,0	911,0	879,4
—258,1	..	...	...	Reduction for Capital Expenditure on Public Works not charged against Revenue	...	...	...	...
2,0	1,9	1,0	1,1	Interest	...	...	...	...
163,9	142,0	128,5	135,3	Civil Departments	1,145,4	1,187,6	1,157,1	1,153,1
34,1	33,4	32,2	28,8	Miscellaneous	215,1	217,5	210,7	203,5
...	...	...	...	Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	160,9	58,0	66,0	65,4
146,6	39,0	27,8	27,9	Railways	115,6	30,5	26,4	25,9
473,9	462,4	439,7	436,7	Irrigation	493,4	513,9	515,2	492,1
90,9	93,8	92,6	95,6	Buildings and Roads	286,2	294 6	301,2	293,7
...	...	...	...	Transfers to Local	173,7	194,1	174,1	162,2
3,404,2	3,260,9	3,226,2	3,222,3	TOTAL	3,416,6	3,428,2	3,361,7	3,275,3

Section M.—PROVINCIAL ADJUSTMENT—*continued.*

North-Western Provinces and Oudh—*continued.*

Revenue. 1886-87. Accounts.	Revenue. 1887-88. Budget.	Revenue. 1887-88. Revised.	Revenue. 1887-88. Accounts.		Expenditure. 1886-87. Accounts.	Expenditure. 1887-88. Budget.	Expenditure. 1887-88. Revised.	Expenditure. 1887-88. Accounts.
				LOCAL—				
500,7	498,2	498,9	498,4	Revenue	2,2	2,4	2.5	2,5
2,6	2,6	2,2	2,3	Interest	...	...	...	...
...	...	...	...	Post Office, Telegraph and Mint	19,2	19,6	18,5	18,0
20,9	22,6	24,4	22,9	Civil Departments	436,1	446,7	438,2	437,5
13,8	13,7	14,2	15,2	Miscellaneous	7	1,0	2,6	2,9
6,9	7,8	7,0	5,9	Buildings and Roads	258,2	272,0	252,1	246,1
173,7	194,1	174,1	162,2	Transfers from Provincial	...	...	...	...
718,6	739,0	720,8	706,9	TOTAL	716,4	741,7	713,9	707,0
4,122,8	3,999,9	3,947,0	3,929,2	TOTAL BOTH	4,133,0	4,169,9	4,075,6	3,982,3
...	...	...	...	SURPLUS + DEFICIT—	*—10,2*	*—170,0*	*—128,6*	*—53,1*

Punjab.

Revenue. 1886-87. Accounts.	Revenue. Bugdet.	Revenue. 1887-88. Revised.	Revenue. 1887-88. Accounts.		Expenditure. 1886-87. Accounts.	Expenditure. 1887-88. Budget.	Expenditure. 1887-88. Revised.	Expenditure. 1887-88. Accounts.
				PROVINCIAL—				
1,331,9	1,302,2	1,331,6	1,321,2	Revenue	277,8	282,9	274,7	277,8
7	8	8	7	Interest	...	...	...	...
2,2	2,2	1,3	1,5	Post Office, Telegraph and Mint	7,4	7,2	11,3	11,4
141,4	135,4	144,0	143,9	Civil Departments	905,4	912,2	905,5	903,9
27,0	22,6	22,5	22,8	Miscellaneous	114,4	127,1	119,7	116,9
7,3	7,0	7,3	7,3	Railways	17,6	20,0	20,9	20,3
4,6	4,3	4,4	4,7	Irrigation	2,1	3,9	4,9	4,2
45,7	40,8	41,5	40,8	Buildings and Roads	258,1	262,1	256,2	235,3
...	...	...	...	Transfers to Local	*—25,1*	*—31,1*	*—36,6*	*—39,3*
1,560,8	1,515,3	1,553,4	1,542,9	TOTAL	1,557,7	1,584,3	1,556,6	1,530,5
				LOCAL—				
311,2	312,5	311,4	315,2	Revenue	103,4	107,1	105,1	106,5
1,1	1,1	1,3	1,1	Post Office, Telegraph and Mint	6,9	6,8	2,0	1,3
11,2	7,9	16,5	17,8	Civil Departments	112,4	105,1	102,8	101,6
16,0	12,5	10,0	8,7	Miscellaneous	5,8	4,8	8,4	8,5
1	...	4	2	Irrigation	...	...	...	...
18,3	16,5	19,0	18,7	Buildings and Roads	83,6	112,2	113,1	96,8
—25,1	*—31,1*	*—36,6*	*—39,3*	Transfers from Provincial	...	...	...	...
332,8	319,4	322,0	322,4	TOTAL	312,1	336,0	331,4	314,7
1,893,6	1,834,7	1,875,4	1,865,3	TOTAL BOTH	1,869,8	1,920,3	1,888,0	1,845,2
...	...	...	...	SURPLUS + DEFICIT—	+23,8	*—85,6*	*—12,6*	+20,1

Madras.

Revenue. 1886-87. Accounts.	Revenue. Budget.	Revenue. 1887-88. Revised.	Revenue. 1887-88. Accounts.		Expenditure. 1886-87. Accounts.	Expenditure. Budget.	Expenditure. 1887-88. Revised.	Expenditure. 1887-88. Accounts.
				PROVINCIAL—				
2,312,2	2,426,8	2,492,9	2,525,5	Revenue	649,4	694,7	660,8	655,4
2	3	2	2	Interest	...	...	...	...
...	...	...	...	Post Office, Telegraph and Mint	10,6	10,7	10,7	10,6
136,8	142,6	136,2	135,1	Civil Departments	1,261,2	1,254,2	1,251,4	1,248,2
17,3	17,7	24,3	24,6	Miscellaneous	190,3	209,8	206,1	213,8
...	...	...	...	Famine Relief	5	1,0	3	1
...	...	...	...	Railways	3,9	5,0	...	...
7,5	8,2	9,0	10,0	Irrigation	42,3	265,1	271,0	262,7
11,2	9,8	10,7	12,8	Buildings and Roads	238,2	179,3	200,8	202,8
...	...	...	...	Transfers to Local	10,1	*—1,7*	13,7	9,2
2,485,2	2,605,4	2,673,3	2,708,2	TOTAL	2,406,5	2,618,1	2,614,8	2,602,8

Section M.—PROVINCIAL ADJUSTMENT—*continued.*

Madras—*continued.*

Revenue. 1886-87. Accounts.	Revenue. 1887-88. Budget.	Revenue. 1887-88. Revised.	Revenue. Accounts.		Expenditure. 1886-87. Accounts.	Expenditure. 1887-88. Budget.	Expenditure. 1887-88. Revised.	Expenditure. Accounts.
				LOCAL—				
764,3	753,2	760,2	795,2	Revenue . . .	319,7	321,0	321,6	324,2
8,0	7,6	8,7	8,3	Interest	1,0	1,1	1,0	9
13,1	12,8	14,9	16,6	Civil Departments . .	129,5	140,6	138,4	138,1
50,0	48,8	49,3	47,8	Miscellaneous . . .	49,5	49,2	55,3	56,0
80,4	74,1	82,5	82,8	Buildings and Roads .	360,8	411,0	387,7	397,6
10,1	—1,7	13,7	9,2	Transfers from Provincial .	...	...	...	...
925,9	894,8	929,3	959,9	TOTAL .	860,5	922,9	904,0	916,8
3,411,1	3,500,2	3,602,6	3,668,1	TOTAL BOTH .	3,267,0	3,541,0	3,518,8	3,519,6
...	...	...	...	SURPLUS + DEFICIT — .	+144,1	—40,8	+83,8	+148,5

Bombay.

Revenue. 1886-87. Accounts.	Revenue. 1887-88. Budget.	Revenue. 1887-88. Revised.	Revenue. Accounts.		Expenditure. 1886-87. Accounts.	Expenditure. 1887-88. Budget.	Expenditure. 1887-88. Revised.	Expenditure. Accounts.
				PROVINCIAL—				
3,650,4	3,389,0	3,524,3	3,544,1	Revenue . . .	1,857,0	1,635,1	1,722,1	1,704,4
5,3	5,4	5,3	5,2	Interest	...	...	...	...
4	4	6	6	Post Office, Telegraph, and Mint	11,2	11,1	12,1	12,1
132,9	126,5	128,9	131,0	Civil Departments . .	1,429,0	1,430,6	1,437,3	1,416,1
27,8	29,2	29,7	31,1	Miscellaneous . .	220,5	215,3	214,9	213,4
...	...	...	...	Railways	1,7	3,6	1,2	1,9
76,0	71,4	73,3	78,1	Buildings and Roads .	479,5	444,8	420,1	407,9
...	...	...	...	Transfers to Local . .	55,3	50,9	59,6	58,8
3,892,8	3,621,9	3,762,1	3,790,1	TOTAL .	4,054,2	3,791,4	3,867,3	3,814,6
				LOCAL—				
280,4	273,5	282,5	292,3	Revenue . . .	5,8	5,8	7,3	6,5
1,2	1,0	1,1	1,0	Interest	1,7	1,5	1,5	1,7
61,7	61,2	63,4	67,2	Civil Departments . .	192,5	210,4	201,8	205,3
14,4	8,6	13,0	13,0	Miscellaneous . .	8,3	7,7	6,8	7,2
41,6	41,0	41,8	41,8	Buildings and Roads .	206,3	225,0	227,0	212,3
55,3	50,9	59,6	58,8	Transfers from Provincial	...	...	...	...
454,6	436,2	461,4	474,1	TOTAL .	414,6	450,4	444,4	433,0
4,347,4	4,058,1	4,223,5	4,264,2	TOTAL BOTH .	4,468,8	4,241,8	4,311,7	4,247,6
...	...	...	...	SURPLUS + DEFICIT — .	—121,4	—183,7	—88,2	+16,6

EXTRAORDINARY RECEIPTS.

232. The amount taken under this head during 1887-88 is 63,7, and it was obtained by the cancellation of certain Government Promissory Notes belonging to the North-Western Provinces Educational Funds. As these Promissory Notes appear to have been purchased originally from Government money, they were cancelled and their value credited to Government as an extraordinary receipt.

Section N.—EXPENDITURE NOT CHARGED TO REVENUE.

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
10,585,0	EXPENDITURE	4,994,2	2,976,8	2,784,8

233. The Expenditure is less than the Actuals of the previous year by 7,800,2, and the Budget by 2,209,4, and particulars of these deviations are given at foot of this paragraph, + meaning better and — worse. In the case of the capital outlay on railways, the differences are due to two main causes, namely, the practical completion in 1886-87 of certain lines and the sale of certain other lines to the Bengal-Nagpur Railway Company. The deviations have also resulted, but in a minor degree, from postponement of works and reduced expenditure on stores. The capital outlay on Irrigation works was in some instances over-estimated, but in other respects there is nothing special to record. No capital charges were incurred during 1887-88 in the redemption of liabilities.

	Accounts, 1886-87.	Budget, 1887-88.
CAPITAL OUTLAY ON RAILWAYS AND IRRIGATION WORKS—		
48. State Railways	+2,871,3	+2,042,4
49. Irrigation works	+14,4	+167,0
50. CAPITAL CHARGES INVOLVED IN REDEMPTION OF LIABILITIES	+4,914,5	...

CAPITAL OUTLAY ON RAILWAYS AND IRRIGATION WORKS.

48.—State Railways.

1886-87. Accounts.			1887-88. Budget.	Revised.	Accounts.
158,9	I.—INDIA	East Indian	105,0	70,0	58,3
52,3		Rajputana-Malwa	77,5	170,9	126,5
—4,6		Holkar	3,0	1,2	9
6		Scindia	...	4	2
-311,6		Stores	—63,7	—351,8	—312,5
...		Reserve	72,9	8	...
-104,4			194,7	—108,5	—126,6
27,3	II.—CENTRAL PROVINCES	Wardha-Coal	5,1	—13,9	—14,2
67,6		Nagpur-Chhattisgarh	...	—1,210,3	—1,210,3
—1		Bilaspur-Etawah Survey	...	—10,4	—10,4
85,3		Katni-Umaria	—1,0	11,0	11,1
33,3		Umaria-Colliery	22,1	17,6	15,4
6,6		Nagpur-Bengal	...	—169,7	—169,7
220,0			26,2	—1,375,7	—1,378,1
15,0	III.—BURMA	Burma	21,3	18,9	22,8
225,6		Tounghoo-Mandalay Extension	1,095,0	1,053,8	1,056,9
240,6			1,116,3	1,072,7	1,079,7
175,6	IV.—BENGAL	Eastern Bengal	197,4	243,5	233,2
1,8		Northern Bengal	40,3	—23,2	—17,4
27,1		Tirhoot	21,4	38,4	34,6
5,9		Patna-Gya	10,0	3,5	2,4
—1,1		Nalhati	—3	...	...
29,2		Dacca	2,5	—7,4	—8,9
8		Ranaghat-Bhagwangola	...	...	...
77,5		Assam-Behar: Tirhoot Section	26,3	50,0	41,0
165,5		Assam-Behar: Assam-Behar Section	166,4	179,8	172,5
482,3			464,0	484,6	457,4
—26,9	V.—NORTH-WESTERN PROVINCES AND OUDH.	Cawnpore-Achnera	5,0	—2,7	—9,9
1,1		Bareilly-Pilibhit	2,0	2,0	1,8
—25,8			7,0	—7	—8,1

Section N.—EXPENDITURE NOT CHARGED TO REVENUE—*continued.*

48.—State Railways—*continued.*

1886-87. Accounts.			1887-88. Budget.	Revised.	Accounts.
466,1	VI.—PANJAB	North-Western	528,8	780,5	806,8
1		Amritsar-Pathankot	...	...	—1,1
5,2		Rewari-Ferozepur	7,5	—9,4	—14,3
1,413,8		Sind-Pishin, Sibi-Quetta Section	397,7	182,3	142,5
38,0		„ Killa-Abdulla „	13,4	13,8	7,6
375,9		„ Bostan-Gulistan „	84,4	35,0	14,0
193,1		„ Durwaza-Quetta „	40,3	32,2	12,9
...		„ Chaman Extension	...	138,8	166,6
1,029,1		Sind-Sagar—Western Section	377,8	237,0	230,8
42,6		„ Eastern „	31,1	46,7	44,0
270,9		Sutlej Bridge	100,5	77,2	77,8
6,4		Bolan, Temporary Line	8,1	8,1	10,7
...		„ High Level Line	20,0	94,7	77,3
99,1		Kandahar Reserve	55,7	42,6	48,0
...		Reserve for Frontier Lines	150,0	...	...
...		Chenab Bridge	...	10,6	9,2
3,940,3			1,815,3	1,690,1	1,632,8
204,4	VII.—MADRAS	Cuddapah-Nellore	53,0	85,7	85,8
355,8		Bellary-Kistna	472,0	405,0	421,2
2,7		Dharmaveram Extension	7	1,2	7
5,1		Pakal-Villupuram	5	1,6	7
...		Bezvada Extension	140,4	115,4	85,0
...		Hindupur Extension	1	6	1
568,0			666,7	609,5	593,5
2,1	VIII.—BOMBAY	Dhond and Manmad	4,0	2,0	1,2
5,323,1		GRAND TOTAL	4,294,2	2,374,0	2,251,8
200,0		*Deduct*—Famine Relief and Insurance—Protective Railways	...	...	...
...		*Deduct*—Frontier Railways	...	...	...
5,123,1		NET CHARGE AGAINST STATE RAILWAYS— CONSTRUCTION, NOT CHARGED TO REVENUE	4,294,2	2,374,0	2,251,8
		DISTRIBUTED AS UNDER—			
3,305,2		India	2,435,9	755,2	676,8
1,321,1		England	1,355,0	1,140,0	1,109,0
496,8		Exchange	503,3	478,8	466,0
5,123,1		TOTAL, AS ABOVE	4,294,2	2,374,0	2,251,8

RESULTS.

	Actuals. More.	Less.
OUTLAY IN INDIA, INCLUDING EXCHANGE—		
Actuals with Actuals of previous year	...	2,659,2
„ Budget Estimate	...	1,796,4
„ Revised Estimate	...	91,2
OUTLAY IN ENGLAND—		
Actuals with Actuals of previous year	...	212,1
„ Budget Estimate	...	246,0
„ Revised Estimate	...	31,0

234. It will be convenient to arrange the following explanatory remarks separately for each province and in the order in which the lines have been placed in the foregoing statement.

India, General and Political.—The comparatively small expenditure on the East Indian Railway is due in a great measure to the completion in 1886-87 of the "Jubilee" Bridge over the Hughli, and to the postponement of a number of works, chiefly the Mogul Serai junction arrangements and additional sidings at certain stations. The sum of 126,5, entered against the Rajputana-Malwa line, is the net outlay after deducting 9,2 as gain by exchange on English stores in stock on the 1st January 1885, and sold between that date and the 31st December 1887. There was a large excess over 1886-87 and also over the budget caused in both instances by the purchase of land for the Colaba-Basin, and by increased supplies of stores from England. The actuals of 1886-87 in the case of the Holkar Railway included credits on account of stores transferred to the Rajputana-Malwa Railway from the Choral Bridge and the workshop buildings at Khandwa. The expenditure in 1887-88 fell below the budget, as the provision made in the latter for 14A class traffic quarters and for the water-supply at Khandwa, was not required, the Rameshwar Nulla in the last-named case having been found sufficient for all necessary requirements. The head Stores represents

Section N.—EXPENDITURE NOT CHARGED TO REVENUE—*continued.*

48.—State Railways—*continued.*

on one side the value of stores purchased during 1887-88, plus the balance brought over from the previous year, and on the other the value of stores issued during 1887-88. The value issued in 1887-88 exceeded the purchases, and produced 97,0 in the Indian account, and 215,5 in the English account, or a total of −312,5. This result is very near the figure of 1886-87, but differs from the budget. The principal cause of this difference is a short expenditure of 225,1 in England, the indents having been less than was anticipated.

Central Provinces.—The large difference apparent in the expenditure of the Wardha-Coal line between 1886-87 and 1887-88 is attributed principally to credit taken in the latter year for one hundred ten-ton coal wagons transferred to the Bilaspur-Etawa Railway, as well as to heavy outlay in 1886-87 for tools and machinery required for the Colliery. The transfer of the wagons was not contemplated in the budget. The credits on account of the Nagpur-Chattisgarh, Bilaspur-Etawah, and Nagpur-Bengal Railways comprise the recovery from the Bengal-Nagpur Railway Company of the capital outlay on those lines. The expenditure was small on the Katni-Umaria Railway, as the construction work was practically complete in 1886-87. In fact the budget was framed for a credit on account of sales to the Umaria Colliery, but it became necessary during the year to purchase coal wagons, the cost of which exceeded the anticipated receipts. The amount entered against the Umaria Colliery includes a write-back of 8,3 from the revenue account of the line, being the loss incurred in working the Colliery to 31st March 1887. Allowing for this special item the real difference between the two years is an excess expenditure of 26,2 in 1886-87, owing to the completion of the works in that year. The budget appears to have been framed too high.

Burma.—The outlay on the Burma open line has followed the budget closely, but has exceeded the expenditure of 1886-87 by 7,7. This result, however, is due to a large credit taken in 1886-87 under the head Ballast Permanent-way, whereby the outlay appeared to be less than it really was. As regards the Tounghoo-Mandalay extension, work was only commenced in December 1886 and was carried on vigorously throughout 1887-88. Hence the large difference between the payments of the two years. The budget allotment was not reached partly in consequence of some rolling-stock not having been received from England within the year, and partly owing to an overestimate on account of land, permanent-way, buildings, and other charges.

Bengal.—The increase in the Eastern Bengal Railway, as compared with 1886-87, is caused by the transfer to this line of the suspense balances of the Dacca and Northern Bengal Railways, and as compared with the budget by additional expenditure for rolling stock and for the land required at Chitpur to double the line to Calcutta. The credits entered against the Northern Bengal and Dacca lines have resulted from the transfer just mentioned. Increased expenditure was incurred in the Tirhoot line for fencing, for the new temporary Mothurapur ghât line, and for the staff quarters at Mozufferpur and Somastipur, which explains the excess over 1886-87 and the budget. The diminished charges of the Patna-Gya line ensue from completion of the works, which were agreed upon with the East Indian Railway Company as necessary to bring the line up to the required standard of efficiency. The saving is chiefly in ballasting and in the postponement of other work. The transaction relating to the Nalhati consist principally of two locomotive engines taken over from the Akhra brick-fields for a sum of 4 not contemplated in the budget. This charge was covered by the value of stores issued from stock. There were practically no transactions during 1887-88 in connection with the Ranaghat-Bhagwangola Railway project. The expenditure in 1886-87 on the Tirhoot section of the Assam-Behar Railway included the outlay on the Gunduck Bridge, which was practically completed in that year. During 1887-88 the Kosi extension involved considerable outlay, and additional grants in excess of the budget were granted for it, but the effect of these charges was practically counterbalanced by credits obtained for plant and material sold or transferred. The charges relating to the Assam-Behar section of this line are also connected with the extension west of the Kosi.

North-Western Provinces and Oudh.—There was a large credit in 1886-87 on account of the Cawnpore-Achnera Railway owing to the transfer of large quantities of stock to the Lucknow-Sitapur-Seeramau Line, and of stores to the Rajputana-Malwa Railway. The difference between the budget and accounts of 1887-88 arises partly from postponement of expenditure, and partly from credits realised from sale of land at Muttra, from transfer to working charges of the interchange sidings at Hattras and from large quantities of machinery and stores returned to stock on the abolition of the workshops at Fatehgurh. The Bareilly-Pilibhit Railway is 36 miles long, and has been constructed from contributions made by the Government of the North-Western Provinces and Oudh from provincial revenues. There is nothing special to note respecting it.

Punjab.—The large expenditure on the North-Western Railway as compared with 1886-87 is connected with the Sukkur Bridge and gradient improvements carried out during the present year, and with a large quantity of permanent-way material purchased in 1887-88 but not used till the following year. The excess over the budget is caused (1) by the transfer to this line of the reserve stores at Kurrachi, and of certain other stores which were imported for the Sind-Pishin Railway and (2) by stores which arrived too

Section N.—EXPENDITURE NOT CHARGED TO REVENUE—*continued.*

48.—State Railways—*concluded.*

late to be used in the year and so remained in balance. With two very trifling exceptions the transactions relating to the Amritsar-Pathankot Railway consisted of stores issued to the North-Western Line and which produced the credit noted in the foregoing statement. The large difference under Rewari-Ferozepur is the result of various writesback in 1887-88 on account of ballasting, permanent-way materials and rolling-stock, which were also not foreseen in the budget. The short outlay on the four sections of the Sind-Pishin Railway as compared with 1886-87 is due to the approaching completion of the line. The budget of the Sibi-Quetta Section was high, in addition to which some parts of the work were put off till the following year. A quantity of permanent-way material was returned to the Kandahar Reserve Stores, and the line having been opened earlier than was expected, the cost of maintenance became a charge on revenue instead of on capital. The outlay on the Killa-Abdulla section was also reduced by credits taken for permanent-way materials returned to stock, while the saving in the Bostan-Gulistân Section accrued (1) from the impossibility of completing certain works owing to their not having been sanctioned in time, and (2) to economies resulting from alterations in designs. The short payments on account of the Durwaza-Quetta section were caused by the temporary suspension of work pending settlement of the question whether Quetta or Bostan should be an engine changing station. The excess in the Chaman Extension occurs in the stores used. The western section of the Sind-Sagar line was nearly complete in 1886-87, and hence the outlay was small during the present year. As compared with the budget the chief saving is in the charges for the Victoria Bridge over the Jhelum and partly also in the expenditure for level crossings and fencing. The charges on account of the Eastern section of the line relate to the conversion from metre to the standard gauge of the two divisions from Lalla-Musa to Malikwal and from Malikwal to Bhera. The increase in 1887-88 as compared with the previous year is due to larger outlay on rolling-stock and stations and buildings. The budget was exceeded chiefly because it did not provide sufficiently for loss by exchange. As regards the Sutlej Bridge less work was required in 1887-88 than in the previous year, and this accounts for the fall in expenditure. The whole of the budget grant could not be utilised in 1887-88. The Bolan temporary line is a surface one and was laid down in the Bolan Pass to meet the requirements of the Military Department. There is nothing special to record here about it. The head Kandahar Reserve represents a net charge and is dependent upon the amount of stores purchased and issued during the year. The fluctuations are unavoidable. The Chenab Bridge was sanctioned and commenced during 1887-88.

Madras.—The bulk of the work on the Cuddapah-Nellore Railway under construction of line, ballast and permanent-way and rolling stock was finished in 1886-87. The budget for 1887-88 was exceeded in consequence of new work sanctioned after it was framed. As regards the Bellary-Kistna Railway the accounts of 1887-88 include the expenditure up to 31st December 1887, when it was made over to the Southern Mahratta Railway Company. This expenditure must be borne by Government according to the terms of the agreement with the Company. The Bezwada extension is being constructed on behalf of the Government of India by His Highness the Nizam's Guaranteed State Railway Company. Work was commenced in January 1887, but under an agreement with the Government, the payments in 1886-87 were made from the funds of the Company. Those payments with interest at 4 per cent. have been refunded to the Company and included in the accounts of 1887-88. The full amount sanctioned in the budget has not been spent owing to reduced outlay in England accompanied by smaller loss by exchange and reduced freight and landing charges, &c.

49.—Irrigation Works.

1886-87. Accounts.		1887-88. Budget.	1887-88. Revised.	1887-88. Accounts.
	BILUCHISTAN—			
7,0	Khushdil Khan Reservoir	30,0	26,3	...
	BENGAL—			
43,5	Orissa Canals	65,0	57,5	40,6
5	Midnapore Canal	1,2	1,4	2
13,6	Sone Canals	16,5	17,1	13,8
	N.-W. PROVINCES AND OUDH—			
3,6	Ganges Canal	16,3	13,6	8,9
157,4	Lower Ganges Canal	224,5	134,5	136,4
8,7	Agra Canal	5,3	7,0	4,8
1,1	Eastern Jumna Canal	3,9	2,9	1,7

Section N.—EXPENDITURE NOT CHARGED TO REVENUE—*concluded.*

49.—Irrigation Works—*concluded.*

1886-87. Accounts.		1887-88. Budget.	Revised.	Accounts.
	PANJAB—			
25,1	Western Jumna Canal	42,0	28,2	27,9
6,3	Bari-Doab Canal	9,0	2,0	1,7
94,5	Sirhind Canal	74,0	*83,9	75,1
37,0	Chenab Canal	63,0	74,4	77,3
27,2	Other Works	17,2	16,7	14,0
	MADRAS—			
15,1	Godavari Delta	24,5	18,4	19,4
35,7	Kistna	57,7	47,6	41,3
26,0	Sangam Anicut System	6,1	12,8	13,1
—4	Kurnool Canal	...	...	—1,1
...	Periyar Project	...	25,7	27,1
21,9	Other Projects	9,7	10,9	11,9
	BOMBAY—			
3,4	Desert Canal	8,9	8,6	5,7
1,9	Begari Canal	...	6	6
15,6	Eastern Nara Works	18,4	11,3	11,4
2,7	Other Projects	1,0	1,4	1,2
...	RESERVE	5,8	...	...
547,4	TOTAL OUTLAY	700,0	602,8	533,0
	This includes—			
2,0	Outlay in England	...	7,0	6,9
8	Exchange	...	2,9	2,9

RESULTS.	ACTUALS. More.	Less.
Actuals with Actuals of previous year		14,4
" Budget Estimate	...	167,0
" Revised Estimate	...	69,8

235. The following are the principal points in this group.

Biluchistan.—The charges on account of the Khushdil Khan Reservoir have been removed from this group to 43—Minor Works and Irrigation.

Bengal.—The short payments in this province occur chiefly in connection with the Orissa Canals for which the budget was too high, and where the rapid percolation of water retarded the progress of some works. Work was also delayed partly from scarcity of labour and partly from sanctions having been received late.

The *North-Western Provinces and Oudh.*—Here the decrease is in the Ganges Canals and is also attributed mainly to an overestimate, and in a minor degree to the stoppage of the Myapur regulator and to payment not having been made during the year for lands that were purchased.

Punjab.—As compared with 1886-87 the Sirhind Canal shews a decrease as it is nearing completion, the Chenab Canal an increase on account of additional work done.

Madras.—The charges of the Kistna Canal were apparently over-estimated.

50.—Capital Charge involved in Redemption of Liabilities.

1886-87. Accounts.	Budget.	1887-88. Revised.	Accounts.
4,914,5	...	...	...

236. There were no transactions under this head in 1887-88.

Section O.—PERMANENT DEBT.

	Budget.	1887-88. Revised.	Account.
INDIA—			
Incurred	2,001,5	5,501,9	5,505,3
Discharged	1,0	67,9	69,5
NET INDIA	+2,000,5	+5,434,0	+5,435,8
ENGLAND—			
Redemption of East Indian Railway Annuity	...	...	...
Redemption of Sind, Punjab and Delhi Railway annuity	...	...	...
India 3 per cent.: Money raised by the issue	...	...	...
Total incurred	...	...	...
Discharged	...	...	...
NET ENGLAND	...	...	...
NET BOTH	+2,000,5	+5,434,0	+5,435,8

237. These figures have already been explained in paragraph 45. Of the sum of 5,505,3 mentioned above 2,000,0 comprised the loan from the public and 3,500,0 the loan from the Gwalior Durbar. Of the latter loan, 315,6 was received in Government rupees and 3,183,8 in Gwalior and Chandori coins, making a total of 3,499,4. These coins were melted by the mint and credit given at one rupee for each 165 grains of pure silver, and the balance of 6 was received by deduction from the accruing interest.

Section P.—UNFUNDED DEBT.

	Budget.	1887-88. Revised.	Accounts.
Special Loans	+3,499,8	— 2	— 5
Treasury Notes and Service Funds, India	+ 53,1	+ 46,9	+ 42,3
Savings Bank Deposits	+ 660,2	+875,4	+884,7
TOTAL	+4,213,1	+922,1	+926,5

238. As already stated in paragraph 45, the Gwalior loan was provided for in the Budget under *Special Loans*, but classified as Permanent Debt in the Revised Estimate and Accounts. The —5 entered under Special Loans in the accounts represents the commuted value of certain pensions chargeable against the 1st Oudh Loan. These commutations are compulsory when the monthly stipends fall below four annas, and they are also allowed on the application of the pensioners if the pension is below one rupee per mensem. The Budget for *Service funds* was too high as regards the Bengal Uncovenanted Service Family Pension Fund.

239. Details of the *Savings Bank Deposits* are given below. The budget for Presidency Savings Banks contemplated a large excess of withdrawals over deposits at the mofussil stations in the Madras and Bombay Presidencies where those Banks received deposits through the treasuries, in consequence of the transfer of district accounts to the Post Office Banks, but the deposits at the Presidency towns were unexpectedly great and covered these special withdrawals. The increase in the Civil Engineer's Provident Fund is due to the extension of its benefits to the superior Civil Officers of the Telegraph Department and to the pensionable employés of the Revenue Establishments of State Railways.

	Budget.	Revised.	Accounts.
Presidency Savings Banks	—88,0	5,0	—1
District Savings Bank	...	...	1
Post Office Savings Banks	700,0	800,0	800,7
State Railway Provident Institutions	38,0	38,8	42,5
Civil Engineer's Provident Fund	6,6	18,8	30,6
Regimental Savings Banks	...	7,0	6,5
Special accounts	3,6	5,8	4,4
TOTAL	660,2	875,4	884,7

Section Q.—DEPOSITS AND ADVANCES.

	Budget.			1887-88. Revised.			Accounts.		
INDIA—									
Provincial Balances (net)			—759,6			+ 27,7			+ 370,6
Excluded Local Funds	632,5	—613,8=	+ 18,7	635,9	—620,3=	+ 15,6	720,7	—708,9=	+ 11,8
Political, Railway and Military Prize Funds	37,2	—49,6=	— 12,4	309,3	—318,6=	— 9,3	309,1	—262,4=	+ 46,7
Departmental and Judicial Deposits	14,241,3	—14,210,2=	+ 31,1	13,699,0	—13,733,7=	— 34,7	14,255,2	—14,188,3=	+ 66,9
Advances	6,252,5	—6,366,8=	—114,3	9,910,0	—9,987,4=	— 77,4	10,126,5	—10,322,2=	— 195,7
Suspense Accounts	9,3	—59,8=	— 50,5	12,0	—42,7=	— 30,7	84,0	—212,2=	— 128,2
Exchange on Remittance Accounts			—276,5			—121,9			—489,5
Miscellaneous	39,1	—42,3=	— 3,2	338,8	—30,8=	+ 308,0	368,6	—45,0=	+ 323,6
ENGLAND	70,9	—65,0=	+ 5,9	9,1	—10,0=	— 9	9,1	—10,5=	— 1,4
TOTAL			—1,160,8			+76,4			+4,8

240. In the foregoing statement the third line of figures in each column shows net transactions. The gross receipts and payments are entered in the first and second lines, except for the head *Provincial Balances* as they are already given in Section M of this report. The gross receipts and payments relating to Exchange on Remittance Accounts are entered at foot of this paragraph. The first head, *Provincial Balances*, has already been explained in para. 231. The net result under *Excluded Local Funds* is very nearly what the estimates contemplated, considering that they represent purely Banking accounts. The gross transactions were large, as the Gujarat Police Fund was provincialised during the year, and its receipts and payments were written back from this group to Revenue and Service expenditure. The head *Political and other Funds* now includes the Bahu Begum's Stipend Fund and the various funds belonging to the Guaranteed Railway Companies. The large credit in 1887-88 has accrued from increased receipts in the Fire Insurance and Provident Funds of the Bombay, Baroda and Central India Railway. The fluctuations under *Departmental and Judicial Deposits* are unavoidable considering the character and magnitude of the transactions. During the last three years the net result has been +67,0+44,6 and +66,9. The head *Advances* shows larger payments than were contemplated in the Budget, and the excess occurs chiefly in "Mint Certificates and Bullion Advances," the silver coinage being about double the amounts contemplated in the Budget and larger receipts occurring towards the close of the year. The large sum standing against *Suspense Account* is made up largely of the balances in the hands of Opium Agents in Bengal on 31st March 1888, and which were higher than usual. The amount entered under *Exchange on Remittance Accounts* may be analysed as follows. The difference between Budget and Accounts is connected with the operations of the Railway Companies as stated in para. 245:—

Sterling liabilities increased.	Budget, 1887-88. Sterling amount.	Exchange. Cr.	Exchange. Dr.	Accounts, 1887-88. Sterling amount.	Exchange. Cr.	Exchange. Dr.
Permanent debt	...	...	...	*Nil*	*Nil*	
Other debt heads	5,9	2,2	...	—1,4	...	6
Receipts from Railway Companies to be repaid hereafter.						
Guaranteed Railways	1,532,0	569,0	...	+14,3	6,1	...
Subsidized Railways	241,1	89,5	...	781,4	341,2	...
Payments to Railway Companies for recovery hereafter.						
Guaranteed Railways	—148,4	...	55,1	—14,7	...	6,2
Subsidized Railways	—587,3	...	218,1	...	...	...
Payments to Railway Companies against Receipts from them in previous years.						
Guaranteed Railways	—21,8	...	8,1	—308,2	...	129,6
Subsidized Railways	—1,671,8	...	620,9	—1,046,9	...	439,9
Increase in the English cash balance	—94,2	...	35,0	—619,9	...	260,5
TOTAL		660,7	937,2	...	347,3	836,8
NET		...	276,5	...	...	489,5

241. Of the sum of 323,6 under *Miscellaneous*, 318,7 is credited to the head "London Bills Payable Exchange," and represents the difference between the Exchange on Council Bills drawn in the year and the Exchange on the bills discharged. The amount is comparatively large, as the drawings of the Secretary of State in March 1888 were almost entirely in the form of bills which could not be presented until after March 1888.

242. The —1,4 in *England* is made up as follows:—

Repayment by the Imperial Government of expenses in England in connection with the employment of Native troops in Soudan and Nubia	+1
Net amount recovered from the Imperial Exchequer in repayment of expenditure on account of Defence Works at Aden	+5
Portion of the outstanding interest repaid by the Sindh, Punjab and Delhi Railway Company on the purchase of their undertaking by the State claimed during the year	—2,0
TOTAL	—1,4

Section R.—LOANS TO MUNICIPALITIES, NATIVE STATES, &c.

	1887-88. Budget.		1887-88. Revised.		1887-88. Accounts.	
India	162,6	—839,8	267,3	—689,8	271,2	—668,2
		—677,2		—422,5		—397,0

243. The details of these amounts are given in the following figures, which for the first time shew the Budget Estimate, as well as the account entries. This addition admits of a more minute examination of the amounts than has been made hitherto :—

1887-88. Budget. Amount advanced.	1887-88. Budget. Amount repaid.		1887-88. Accounts. Amount advanced.	1887-88. Accounts. Amount repaid.
...	14,6	Loans to Native States	7,1	42,7
...	1,8	Advances for Ceylon Cable	...	1,8
716,3	57,3	Loans to Presidency Corporations and Port Trusts	600,5	126,0
2,5	17,3	Do. Mofussil Municipalities	4,0	17,3
100,0	...	Do. Port Fund	48,5	...
...	3,0	Do. District and other Local Committees	...	5,2
21,0	68,6	Do. Landholders and other Notabilities	8,1	78,2
839,8	162,6	TOTAL	668,2	271,2

244. The 7,1 advanced to *Native States* comprises 3,1 taken by the Jaora State and 4,0 by the Nawab of Cambay for which no provision was made in the Budget. On the other hand, the Maisur State repaid in the year 28,0 more than was expected from it. The loans contemplated in the Budget to *Presidency Corporations, &c.*, were 386,3 and 250,0 respectively to the Calcutta and Bombay Port Trusts for the new Docks, and 80,0 for Madras Harbour Works, but the actual amounts drawn were 300,2, 256,6, and 43,7. The repayments by these Corporations and Trusts were unusually large in Calcutta where those on account of the Hugli Bridge, the Calcutta Municipality and the Port Trust loans amounted to 83,4 against an estimate of 37,8 only. The 2,5 provided in the Budget for advance to *Moffusil Municipalities* referred to the Simla Town Hall, but the actual amount taken was 2,8, in addition to which an unexpected advance of 1,0 was granted to the Cawnpore Municipality for drainage improvement. The sum of 48,5 entered against *Port Funds* includes 45,3 advanced to the Kurrachee Harbour Board and 3,2 to the Moulmein Port Fund, the provision of 100,0 in the Budget being for the former alone. The excess recovery from *District and Local Committees* occurs in Madras and Bombay and is distributed among a number of funds. As regards loans to *Landholders and other Notabilities*, Bombay provided for a payment of 20,0 to the Manager, Sindh Encumbered Estates, but only 5 was taken. The saving of 19,5, however, was counterbalanced to some extent by new loans of 2,5 and 4,0 respectively to the Talukdaree Settlement Officer, Broach, and to Rajah Feroze Khan of Khairpore, which were not anticipated at the time the Budget was prepared. The excess recovery of 9,6 from *Landholders, &c.*, includes 5 from the Rajah of Hindole in Bengal, 5 from the Dholepore State in the North-West Provinces, 2,5 from Ramnad Zemindary in Madras, and the rest chiefly from the Manager, Sindh Encumbered Estates, Bombay.

Section S.—CAPITAL OF RAILWAY COMPANIES.

	India, 1887-88. Budget.	India, 1887-88. Revised.	India, 1887-88. Accounts.	England, 1887-88. Budget.	England, 1887-88. Revised.	England, 1887-88. Accounts.	Total, 1887-88. Budget.	Total, 1887-88. Revised.	Total, 1887-88. Accounts.
Guaranteed Companies.									
B. B. & C. I.	+36,6	+77,9	+89,4	—185,0	—107,7	—104,1	—148,4	—29,8	—14,7
G. I. P.	+192,5	+256,7	+228,5	+549,8	—400,2	—398,4	+742,3	—143,5	—169,9
M.	+9,2	—4,6	+4,7	—31,0	+3,8	+9,6	—21,8	—8	+14,3
O. & R.	—160,0	—60,0	—53,1	+940,5	—85,4	—84,2	+780,5	—145,4	—137,3
S. I.	+19,2	+64,2	+73,9	—10,0	—76,8	—74,9	+9,2	—12,6	—1,0
	+97,5	+334,2	+343,4	+1,264,3	—666,3	—652,0	+1,361,8	—332,1	—308,6
Subsidized Companies.									
S. M.	—529,8	—675,2	—629,9	—60,0	+930,1	+930,4	—589,8	+254,9	+300,5
I. M.	—882,0	—1,249,6	—1,227,0	—785,8	+195,1	+180,1	—1,667,8	—1,054,5	—1,046,9
B. Central	...	—13,6	—3,4	—1,5	+243,8	+243,8	—1,5	+230,2	+240,4
B. Nagpur	—358,9	—1,560,8	—1,514,7	+600,0	+1,745,4	+1,755,2	+241,1	+184,6	+240,5
	—1,770,7	—3,499,2	—3,375,0	—247,3	+3,114,4	+3,109,5	—2,018,0	—384,8	—265,5
TOTAL	—1,673,2	—3,165,0	—3,031,6	+1,017,0	+2,448,1	+2,457,5	—656,2	—716,9	—574,1

245. As explained in former reports these are all net sums. The Indian figures represent the difference between the advances taken by the Railway Companies and the credits given to them chiefly on account of stores used. The English figures represent the capital deposited by the Companies with the Secretary of State, less payments made therefrom. These figures are necessarily exposed to great fluctuations. During the present year, in the Indian account the advances to Guaranteed Companies were less than the Budget Estimate by 253,9 of which 106,3 was short drawn by the Oudh and Rohilkund Company. The credits were very near the Budget, the actual difference being 8,1 only. In the case of the Subsidized Companies the advances exceeded the Budget by 1,604,9, the Southern Mahratta, the Indian Midland and the Bengal-Nagpur having drawn respectively 100,8, 345,0 and 1,155,8 more than was provided in the Budget.

246. In England, the amount received on account of the subscribed capital was 226,0 less than the Budget. This sum represents three short receipts, one of 1,591,3 owing to debentures having been renewed instead of being replaced by fresh capital, another of 2,000,0 owing to capital having been subscribed in March 1887, which was not expected until 1887-88, and the third of 127,8 owing to that sum not having been required. On the other hand, the receipts from several Companies exceeded the Budget by 3,493,1. There was a short receipt in England of 29,7 on account of transfer fees and miscellaneous refunds, which are at all times difficult to estimate. On the payment side the expenditure was less by the sum of 1,591,3 mentioned above, the discharge of debentures having been below the Budget to that extent. The payments on account of stores and establishment charges, &c., were also short by 45,4.

Section T.—REMITTANCES.

	Budget.	1887-88. Revised.	Accounts.
Money Order (net)	...	...	5,0
Other Local Remittances (net)	8,5	1,6	—20,9
Other Departmental Accounts (net)	—2	395,2	6,9
Accounts between Civil and other Departments (net)—			
Post Office	...	...	—6,8
Telegraph	..	...	1
Marine	...	...	—5,3
Military	...	...	—63,2
Public Works	...	570,0	29,8
Remittance Account between England and India (net)	—93,3	—18,2	40,1
TOTAL	—85,0	948,6	—14,3

247. The 5,0 against the first item here represents money orders issued but not paid on 31st March 1888. From the following figures it will be seen that this method of remitting small sums is still in great favour and has made important strides during the present year. The other figures entered in this group are the net result of very large transactions and there is nothing special to record in respect of them.

		Issued.	Paid.
1884-85	Money order transactions	8,192,8	8,197,0
1885-86		9,312,4	9,298,4
1886-87		10,538,9	10,519,1
1887-88		11,665,7	11,660,7

Section U.—SECRETARY OF STATE'S BILLS.

	Budget.	1887-88. Revised.	Accounts.
Drawings	16,250,0	15,250,0	15,358,5
Payments	16,250,0	14,691,1	14,682,5

248. The following bills were drawn during the year by the Secretary of State :—

	£	Rx.	Rate in Pence.
On account of allotments in April 1887	1,773,4	2,498,6	17·03
" " May "	1,527,8	2,182,0	16·80
" " June "	1,452,8	2,070,7	16·83
" " July "	1,339,8	1,902,6	16·90
" " August "	874,4	1,231,0	17·04
" " September "	710,7	998,5	17·08
" " October "	475,8	675,5	16·90
" " November "	1,062,1	1,521,3	16·75
" " December "	1,470,0	2,076,6	16·02
" " January 1888	1,557,0	2,194,4	17·02
" " February "	1,411,7	2,002,5	16·91
" " March "	1,703,0	2,458,7	16·62
	15,358,5	21,812,4	16·89

249. The receipts, in England, of capital subscribed by the Railway Companies being much in excess of the Budget as explained in paragraph 245, the original estimate of drawings by the Secretary of State on India was reduced by 1,000,0 in the Revised Estimate which was closely followed by the actual allotments.

250. The payment account of the year may be stated as follows :—

	£	Rx.
Bills of 1886-87 outstanding on 1st April 1887	271,3	380,0
Bills drawn in 1887-88 as entered above	15,358,5	21,812,4
Total bills for payment	15,629,8	22,192,4
Bills paid in 1887-88	14,682,5	20,817,7
Bills outstanding on 1st April 1888	947,3	1,374,7

Section V.—CASH BALANCE.

	Budget.	1887-88. Revised.	Accounts.
Balance on 1st April 1887	15,093,7	18,476,6	18,476,6
Balance on 31st March 1888	13,276,0	19,347,4	19,784,4
Increase (+) or decrease (—) of balance on 31st March 1888	—1,817,7	+870,8	+1,307,8

251. This difference between the estimate and the accounts is distributed between India and England in the following proportions :—

	Budget.	1887-88. Revised.	Accounts.
India	—1,911,9	+537,3	+687,9
England	+94,2	+333,5	+619,9
TOTAL	—1,817,7	+870,8	+1,307,8

Budget Estimates . . . . . 1887-88.

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General Statement of Accounts and Estimates.

[Rx. 1 is recorded for every 10 Rupees in respect of transactions *in India*, including those of "Exchange."]

	For details, *vide* Abstract.	RECEIPTS. Accounts, 1886-87.	Budget Estimate, 1887-88.	Revised Estimate, 1887-88.	Accounts, 1887-88.
		Rx.	*Rx.*	*Rx.*	*Rx.*
Revenue—					
Principal Heads of Revenue—					
Land Revenue	...	23,055,724	22,937,600	22,982,900	23,189,292
Opium	...	8,942,976	8,893,300	8,544,200	8,515,462
Salt	...	6,657,644	6,604,600	6,723,100	6,670,728
Stamps	...	3,751,280	3,716,200	3,848,100	3,876,298
Excise	...	4,375,174	4,225,400	4,503,100	4,534,655
Other Heads	A	7,699,333	7,751,600	7,954,300	7 994,571
TOTAL, PRINCIPAL HEADS	"	54,482,131	54,128,700	54,555,700	54,781,006
Interest	"	670,548	686,500	749,200	746,555
Post Office, Telegraph, and Mint	"	2,027,482	2,025,300	2,186,600	2,229,546
Receipts by Civil Departments	"	1,461,658	1,425,300	1,419,500	1,495,742
Miscellaneous	"	848,274	1,177,000	1,349,900	1,606,108
Railways	"	14,477,759	14,892,500	14,412,800	14,533,360
Irrigation	"	1,656,705	1,688,000	1,706,800	1,714,274
Buildings and Roads	"	727,574	539,500	566,200	592,338
Receipts by Military Departments	"	985,003	897,400	979,900	1,060,815
TOTAL REVENUE	...	77,337,134	77,460,200	77,926,600	78,759,744
Extraordinary Receipts—					
N.-W. Provinces Educational Fund	...	...	...	63,700	63,690
Debt, Deposits, and Advances—					
Permanent Debt (net Incurred)	C	9,727,538	2,000,500	5,434,000	5,435,799
Unfunded Debt (net Incurred)	"	775,845	4,213,100	922,100	926,491
Deposits and Advances (net)	"	1,305,177	...	76,400	4,827
Loans to Municipalities, Native States, &c. (net Recoveries)	"	82,826	...	...	...
Remittances (net)	"	236,551	...	948,600	...
Secretary of State's Bills drawn	"	12,136,279	16,250,000	15,250,000	15,358,377
TOTAL RECEIPTS	...	101,601,350	99,923,800	100,621,400	100,549,128
Balance on 1st April—India	...	12,754,478	13,016,578	13,195,785	13,195,785
England £	...	4,726,585	2,077,085	5,280,829	5,280,829
GRAND TOTAL	...	119,082,413	115,017,463	119,098,014	119,025,742

	For details, *vide* Abstract.	DISBURSEMENTS. Accounts, 1886-87.	Budget Estimate, 1887-88.	Revised Estimate, 1887-88.	Accounts, 1887-88.
		Rx.	*Rx.*	*Rx.*	*Rx.*
Expenditure—					
Direct Demands on the Revenues	B	9,746,191	9,650,600	9,611,500	9,438,163
Interest	"	4,310,403	4,412,200	5,518,700	5,441,754
Post Office, Telegraph, and Mint	"	2,145,262	2,261,500	2,256,200	2,255,829
Salaries and Expenses of Civil Departments	"	12,698,516	13,179,700	12,897,300	12,906,364
Miscellaneous Civil Charges	"	4,701,057	4,856,200	4,777,200	4,761,130
Famine Relief and Insurance	"	309,020	94,500	93,300	91,408
Construction of Railways (Charged against Revenue in addition to that under Famine Insurance)	"	183,077	75,000	81,700	80,945
Railway Revenue Account	"	15,666,427	16,481,900	16,567,100	16,655,746
Irrigation	"	2,310,654	2,441,300	2,484,400	2,461,646
Buildings and Roads	"	5,201,767	5,553,200	5,599,600	5,451,049
Army Services	"	19,525,042	19,197,000	20,459,700	20,417,934
Special Defence Works	"	325,626	...	568,900	456,017
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL	...	77,123,042	78,203,100	80,915,600	80,417,985
Add—Provincial Surpluses: that is, portion of Allotments to Provincial Governments not spent by them in the year	End of B	359,147	200	+321,100	+452,438
Deduct—Provincial Deficits: that is, portion of Provincial Expenditure defrayed from Provincial balances	"	—323,482	—759,800	—293,400	—81,847
TOTAL EXPENDITURE CHARGED AGAINST REVENUE	...	77,158,707	77,443,500	80,943,300	80,788,576
Expenditure not charged to Revenue—					
Capital outlay on Railways and Irrigation Works	End of B	5,670,484	4,994,200	2,976,800	2,784,884
Special Defence Works	...	...	474,600	...	...
Capital charge involved in Redemption of Liabilities	End of B	4,914,546	...	...	...
Debt, Deposits, and Advances—					
Deposits and Advances (net)	C	...	1,160,800	...	...
Loans to Municipalities, Native States, &c. (net Payments)	"	...	677,200	422,500	[illegible]
Capital of Railway Companies (net Payments)	"	684,373	656,200	716,900	574,127
Remittances (net)	"	...	85,000	...	14,333
Secretary of State's Bills paid	"	12,177,689	16,250,000	14,691,100	14,682,540
TOTAL DISBURSEMENTS	...	100,605,799	101,741,500	99,750,600	99,241,344
Balance on 31st March—India	...	13,195,785	11,104,678	13,733,085	13,883,701
England £	...	5,280,829	2,171,285	5,614,329	5,900,697
GRAND TOTAL	...	119,082,413	115,017,463	119,098,014	119,025,742
Revenue		77,337,134	77,460,200	77,926,600	78,759,744
Expenditure chargeable thereon		77,158,707	77,443,500	80,943,300	80,788,576
Surplus (+) or Deficit (—)		+178,427	+16,700	—3,016,700	—2,028,832

Abstract A.—*Details of Revenue.*

[Rx. 1 is recorded for every 10 Rupees in respect of transactions in India, including those of "Exchange."]
The figures in thick type are those which appear in the General Account.

HEADS OF REVENUE.	Budget Estimate, 1887-88.						Revised Estimate, 1887-88.						Accounts, 1887-88.					
	India.			England.	Exchange.*	Total.	India.			England.	Exchange.*	Total.	India.			England.	Exchange.*	Total.
	Imperial.	Provincial.	Local.				Imperial.	Provincial.	Local.				Imperial.	Provincial.	Local.			
	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.
A.—Principal Heads of Revenue—																		
I.—Land Revenue	14,156,000	8,655,600	126,000	...	...	22,937,600	14,048,100	8,810,600	124,200	...	...	22,982,900	14,214,844	8,845,965	128,483	...	...	23,189,292
II.—Opium	8,893,300	...	...	...	...	8,893,300	8,544,200	...	...	...	...	8,544,200	8,515,462	...	...	...	...	8,515,462
III.—Salt	6,577,800	26,800	...	...	...	6,604,600	6,696,200	26,900	...	...	...	6,723,100	6,643,454	27,274	...	...	...	6,670,728
IV.—Stamps	1,074,200	2,642,000	...	...	...	3,716,200	1,116,500	2,731,600	...	...	...	3,848,100	1,127,166	2,749,132	...	...	...	3,876,298
V.—Excise	3,096,000	1,125,800	3,600	...	...	4,225,400	3,302,700	1,197,300	3,100	...	...	4,503,100	3,325,752	1,205,394	3,509	...	...	4,534,655
VI.—Provincial Rates	800	637,200	2,319,500	...	...	2,957,500	900	667,700	2,330,100	...	...	2,998,700	850	673,991	2,360,482	...	...	3,033,323
VII.—Customs	1,217,600	15,100	...	...	...	1,232,700	1,331,900	14,700	...	...	...	1,346,600	1,333,401	15,436	...	...	...	1,348,837
VIII.—Assessed Taxes	833,700	572,300	...	...	...	1,406,000	839,500	577,600	...	...	...	1,417,100	823,667	607,769	...	...	...	1,431,436
IX.—Forest	521,800	608,900	...	...	...	1,130,700	522,000	619,700	...	...	...	1,141,700	521,415	602,710	...	...	...	1,124,125
X.—Registration	152,100	150,600	...	...	...	302,700	156,300	153,900	...	...	...	310,200	156,710	154,543	...	...	...	311,253
XI.—Tributes from Native States	722,000	...	...	...	...	722,000	740,000	...	...	...	...	740,000	743,597	...	...	...	...	743,597
TOTAL	37,245,300	14,434,300	2,449,100	...	...	**54,128,700**	37,298,300	14,800,000	2,457,400	...	...	**54,555,700**	37,406,318	14,882,214	2,492,474	...	...	**54,781,006**
B.—XII.—Interest	640,900	16,200	15,700	10,000	3,700	**686,500**	623,900	15,100	16,500	66,000	27,700	**749,200**	621,664	14,462	16,727	65,978	27,724	**746,555**
C.—Post Office, Telegraph and Mint—																		
XIII.—Post Office	1,210,900	2,400	3,000	...	...	1,216,300	1,196,600	1,500	2,700	...	...	1,200,800	1,209,329	2,256	2,611	...	...	1,214,196
XIV.—Telegraph	628,700	300	...	7,000	2,600	638,600	753,500	500	...	11,100	4,700	769,800	747,466	505	...	11,206	4,709	763,886
XV.—Mint	170,400	...	...	...	...	170,400	216,000	...	...	...	...	216,000	251,437	...	...	19	8	251,464
TOTAL	2,010,000	2,700	3,000	7,000	2,600	**2,025,300**	2,166,100	2,000	2,700	11,100	4,700	**2,186,600**	2,208,232	2,761	2,611	11,225	4,717	**2,229,546**
D.—Receipts by Civil Departments—																		
XVI.—Law and Justice: Courts of Law	22,200	275,600	100	...	...	297,900	19,600	291,200	...	...	...	310,800	23,547	298,930	485	...	...	322,962
XVI.—Law and Justice: Jails	40,500	253,000	...	...	...	293,500	19,200	215,600	...	...	...	234,800	30,071	218,817	...	...	...	248,888
XVII.—Police	11,900	222,100	89,900	...	...	323,900	16,600	229,700	84,200	...	...	330,500	25,711	227,247	97,335	...	...	350,293
XVIII.—Marine	57,700	115,000	600	...	...	173,300	73,800	122,700	...	...	...	196,500	73,254	121,675	98	...	...	195,027
XIX.—Education	1,300	127,400	70,000	...	...	198,700	1,300	138,200	73,800	...	...	213,300	1,410	145,506	78,289	...	...	225,205
XX.—Medical	...	42,000	11,500	2,200	800	56,500	...	40,700	15,200	2,500	1,000	59,400	120	39,335	16,572	2,764	1,161	59,952
XXI.—Scientific and other Minor Departments	23,100	46,000	10,600	1,300	500	81,500	18,600	38,400	16,200	700	300	74,200	29,775	45,964	16,804	614	258	93,413
TOTAL	156,700	1,081,100	182,700	3,500	1,300	**1,425,300**	149,100	1,076,500	189,400	3,200	1,300	**1,419,500**	183,888	1,097,474	209,583	3,378	1,419	**1,495,742**
E.—Miscellaneous—																		
XXII.—Receipts in aid of Superannuation, &c.	228,500	31,600	100	96,400	35,800	392,400	216,200	35,300	100	104,600	43,900	400,100	218,692	37,080	104	104,118	43,751	403,745
XXIII.—Stationery and Printing	54,600	42,600	...	...	...	97,200	32,300	41,800	...	...	...	74,100	34,031	46,251	...	...	...	80,282
XXIV.—Exchange	365,400	...	...	...	...	365,400	518,900	...	...	...	...	518,900	744,471	...	...	...	...	744,471
XXV.—Miscellaneous	74,100	130,800	113,700	2,500	900	322,000	90,200	143,300	115,600	5,400	2,300	356,800	99,371	136,080	129,529	8,893	3,737	377,610
TOTAL	722,600	205,000	113,800	98,900	36,700	**1,177,000**	857,600	220,400	115,700	110,000	46,200	**1,349,900**	1,096,565	219,411	129,633	113,011	47,488	**1,606,108**
H.—Railways—																		
XXVI.—State Railways (gross Earnings)	9,948,700	1,369,800	...	200	100	11,318,800	9,349,000	1,502,200	...	200	100	10,851,500	9,371,808	1,499,791	...	230	97	10,871,926
XXVII.—Guaranteed Companies (net Traffic Receipts)	3,515,000	...	...	...	...	3,515,000	3,534,000	...	...	...	...	3,534,000	3,636,670	...	...	...	...	3,636,670
XXVIII.—Subsidized Companies (Repayment of Advances of Interest)	58,700	...	...	...	...	58,700	27,300	...	...	...	...	27,300	24,764	...	...	...	...	24,764
TOTAL	13,522,400	1,369,800	...	200	100	**14,892,500**	12,910,300	1,502,200	...	200	100	**14,412,800**	13,033,242	1,499,791	...	230	97	**14,533,360**
J.—Irrigation—																		
XXIX.—Major Works: Direct Receipts	374,900	584,300	...	...	...	959,200	412,700	561,800	...	...	...	974,500	418,453	532,568	...	...	...	951,021
Portion of Land Revenue due to Irrigation	576,500	...	...	...	...	576,500	578,400	...	...	...	...	578,400	602,555	...	...	...	...	[illegible]
XXX.—Minor Works and Navigation	27,700	123,200	1,400	...	...	152,300	30,200	123,300	400	...	...	153,900	32,139	128,361	258	...	...	160,758
TOTAL	979,100	707,500	1,400	...	...	**1,688,000**	1,021,300	685,100	400	...	...	**1,706,800**	1,053,147	660,869	258	...	...	**1,714,274**
K.—Buildings and Roads—																		
XXXI.—Military Works	36,400	...	...	...	...	36,400	37,700	...	...	...	...	37,700	40,413	...	...	...	...	40,413
XXXII.—Civil Works	9,700	245,100	217,200	22,700	8,400	503,100	11,500	272,800	208,000	25,500	10,700	528,500	11,972	282,119	221,475	25,601	10,758	551,925
TOTAL	46,100	245,100	217,200	22,700	8,400	**539,500**	49,200	272,800	208,000	25,500	10,700	**566,200**	52,385	282,119	221,475	25,601	10,758	**502,338**
L.—Receipts by Military Departments—																		
XXXIII.—Army: Effective	800,900	...	...	30,000	11,200	842,100	869,800	...	...	37,300	15,700	922,800	931,027	...	...	36,752	15,444	983,223
Non-Effective	49,100	...	...	4,500	1,700	55,300	50,200	...	...	4,900	2,000	57,100	70,673	...	...	4,872	2,047	77,592
TOTAL	850,000	...	...	34,500	12,900	**897,400**	920,000	...	...	42,200	17,700	**979,900**	1,001,700	...	...	41,624	17,491	**1,060,815**
TOTAL REVENUES	56,173,100	18,061,700	2,982,900	176,800	65,700	**77,460,200**	56,657,141	18,659,101	3,072,761	261,047	109,694	**78,750,744**	[illegible]	18,574,100	2,990,100	258,200	108,400	**77,926,600**

* The columns headed "Exchange" show, under the several heads of Revenue and Expenditure which include transactions in England, the Exchange thereon calculated in accordance with the average rate obtained, or estimated to be obtained, for Bills and Telegraphic Transfers sold during the year.

Abstract B.—*Details of Expenditure.*

[Rx. 1 is recorded for every 10 Rupees in respect of transactions in *India*, including those of "Exchange."]

The figures in thick type are those which appear in the General Account.

	Budget Estimate, 1887-88.						Revised Estimate, 1887-88.						Accounts, 1887-88.					
	India.			England.	Exchange.†	Total.	India.			England.	Exchange.†	Total.	India.			England.	Exchange.†	Total.
	Imperial.	Provincial.	Local.				Imperial.	Provincial.	Local.				Imperial.	Provincial.	Local.			
	Rx.	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	£	*Rx*	*Rx.*
A.—Direct Demands on the Revenues—																		
1.—Refunds and Drawbacks	135,300	63,200	3,700	...	...	202,200	141,900	64,600	5,200	...	...	211,700	150,468	67,602	5,912	...	...	223,982
2.—Assignments and Compensations	552,500	815,100	...	...	...	1,367,600	542,900	926,200	...	...	...	1,469,100	541,538	927,425	...	...	...	1,468,963
Charges in respect of Collection, *viz.*:—																		
3.—Land Revenue	265,300	2,937,700	464,800	700	300	3,668,800	251,900	2,805,900	461,000	200	100	3,519,100	241,393	2,774,337	470,766	133	56	3,486,685
4.—Opium (including cost of Production)	2,504,000	...	...	1,500	600	2,506,100	2,510,400	...	...	1,200	500	2,512,100	2,423,238	...	...	941	396	2,424,575
5.—Salt (including cost of Production)	467,500	1,500	...	100	...	469,100	427,800	1,500	...	100	...	429,400	409,191	1,435	...	55	23	410,704
6.—Stamps	—6,600	91,600	...	67,700	25,100	177,800	—7,100	91,800	...	55,700	23,400	163,800	—5,750	91,993	...	54,338	22,833	163,414
7.—Excise	86,600	31,200	800	200	100	118,900	89,500	32,200	700	100	...	122,500	93,059	33,434	578	5	2	127,078
8.—Provincial Rates	...	17,500	29,700	...	...	47,200	...	47,000	17,000	...	...	64,000	...	52,195	9,943	...	...	62,138
9.—Customs	49,800	85,300	...	...	...	135,100	49,400	87,500	...	100	...	137,000	48,679	86,184	...	20	8	134,891
10.—Assessed Taxes	18,600	15,000	...	...	...	33,600	16,100	14,500	...	...	...	30,600	15,019	13,660	...	...	...	28,679
11.—Forest	326,000	409,000	...	1,900	700	737,600	342,800	417,800	...	1,900	800	763,300	322,955	394,342	...	1,758	739	719,794
12.—Registration	93,800	92,800	...	...	...	186,600	94,900	94,000	...	...	...	188,900	93,981	93,279	...	...	...	187,260
Total	4,492,800	4,559,900	499,000	72,100	26,800	9,650,600	4,460,500	4,583,000	483,900	59,300	24,800	9,611,500	4,333,771	4,535,886	487,199	57,250	24,057	9,438,163
B.—Interest—																		
13.—Interest on Debt* other than that charged to Railways and Irrigation Works	418,100	...	...	2,630,100	976,900	4,025,100	342,000	...	...	3,365,700	1,413,600	5,121,300	275,441	...	...	3,365,222	1,414,099	5,054,762
14.—Interest on other Obligations	383,800	...	2,600	500	200	387,100	394,500	...	2,500	300	100	397,400	384,045	...	2,539	287	121	386,992
Total	801,900	...	2,600	2,630,600	977,100	4,412,200	736,500	...	2,500	3,366,000	1,413,700	5,518,700	659,486	...	2,539	3,365,509	1,414,220	5,441,754
C.—Post Office, Telegraph and Mint—																		
15.—Post Office	1,100,200	39,300	73,000	110,800	41,200	1,364,500	1,101,100	44,300	66,600	116,300	48,900	1,377,200	1,102,304	44,322	65,336	114,940	48,299	1,375,201
16.—Telegraph	622,900	500	...	136,700	50,800	810,900	590,500	500	...	133,400	56,000	780,400	604,849	473	...	127,661	53,644	786,627
17.—Mint	79,000	...	...	5,200	1,900	86,100	91,000	...	...	5,300	2,300	98,600	87,339	...	...	4,691	1,971	94,001
Total	1,802,100	39,800	73,000	252,700	93,900	2,261,500	1,782,600	44,800	66,600	255,000	107,200	2,256,200	1,794,492	44,795	65,336	247,292	103,914	2,255,829
D.—Salaries and Expenses of Civil Departments—																		
18.—General Administration	604,000	697,400	70,600	246,700	91,600	1,710,300	[illegible]	703,100	70,000	268,900	112,900	1,775,700	612,381	703,541	73,599	267,858	112,556	1,769,935
19.—Law and Justice { Courts of Law	88,300	2,608,400	100	2,000	700	2,699,500	[illegible]	2,581,400	...	500	200	2,655,500	75,868	2,574,402	138	433	190	[illegible]
19.—Law and Justice { Jails	158,200	657,400	...	...	...	815,600	[illegible]	616,500	100	...	...	748,700	152,145	619,621	106	...	...	[illegible]
20.—Police	833,900	2,554,100	327,300	...	...	3,715,300	807,600	2,597,400	321,900	...	...	3,726,900	795,005	2,579,904	318,712	...	...	[illegible]
21.—Marine (including River Navigation)	278,500	135,800	2,200	326,700	121,300	864,500	308,400	130,800	1,900	148,300	62,300	651,700	333,427	133,625	1,493	142,448	59,858	670,848
22.—Education	14,800	704,700	598,600	900	300	1,319,300	16,100	725,300	539,600	700	300	1,282,000	16,894	718,107	555,924	624	262	1,291,811
23.—Ecclesiastical	171,500	...	...	300	100	171,900	159,600	...	...	500	200	160,300	158,341	...	...	550	231	159,122
24.—Medical	44,700	589,000	159,300	7,400	2,800	803,200	59,500	560,800	154,300	7,000	2,900	764,500	40,211	560,597	154,411	6,848	2,878	764,945
25.—Political	592,800	300	100	27,300	10,100	630,600	630,000	16,500	200	30,500	12,800	690,900	626,085	14,914	197	30,604	12,860	684,660
26.—Scientific and other Minor Departments	268,200	129,300	25,200	19,500	7,300	449,500	266,500	118,600	25,500	21,500	9,000	441,100	277,030	118,749	26,279	18,620	7,824	448,502
Total	3,054,900	8,076,400	1,183,400	630,800	234,200	13,179,700	3,054,900	8,050,400	1,113,500	477,900	200,600	12,897,300	3,087,381	8,023,460	1,130,859	468,005	196,659	12,906,364
E.—Miscellaneous Civil Charges—																		
27.—Territorial and Political Pensions	638,200	...	...	27,200	10,100	675,500	586,500	...	...	15,900	6,700	609,100	572,846	...	...	15,749	6,618	595,213
28.—Civil Furlough and Absentee Allowances	5,400	...	...	217,000	80,600	303,000	3,200	...	...	216,000	90,700	309,900	2,597	...	...	215,560	90,580	308,737
29.—Superannuation Allowances and Pensions	93,400	617,600	2,000	1,608,000	597,300	2,918,300	87,900	624,400	2,400	1,603,000	673,300	2,991,000	88,263	626,717	2,727	1,597,940	671,470	2,987,117
30.—Stationery and Printing	51,200	387,200	4,300	109,700	40,700	593,100	60,600	382,000	3,800	87,500	36,800	570,700	60,903	384,129	5,290	89,317	37,532	577,171
31.—Miscellaneous	129,300	125,900	72,000	28,500	10,600	366,300	65,700	100,900	81,600	34,000	14,300	296,500	61,065	100,898	84,294	32,837	13,798	292,892
Total	917,500	1,130,700	78,300	1,990,400	739,300	4,856,200	803,900	1,107,300	87,800	1,956,400	821,800	4,777,200	785,674	1,111,744	92,311	1,951,403	819,998	4,761,130
F.—Famine Relief and Insurance—																		
33.—Famine Relief	...	1,000	1,000	...	...	2,000	...	300	500	...	...	800	...	67	335	...	...	[illegible]
35.—Construction of Protective Irrigation Works	92,500	...	...	...	...	92,500	92,500	...	...	...	...	92,500	91,006	...	...	...	...	91,006
Total	92,500	1,000	1,000	...	...	94,500	92,500	300	500	...	...	93,300	91,006	67	335	...	...	91,408
Carried over	11,161,700	13,807,800	1,837,300	5,576,600	2,071,300	34,454,700	[illegible]	13,785,800	1,754,800	6,114,600	2,568,100	35,154,200	10,751,810	13,715,952	1,778,579	6,089,459	2,558,848	34,894,648

	Budget Estimate, 1887-88.				Revised Estimate, 1887-88.				Accounts, 1887-88.			
	India.	England.	Exchange.	Total.	India.	England.	Exchange.	Total.	India.	England.	Exchange.	Total.
	Rx.	£	Rx.	Rx.	*Rx.*	£	*Rx.*	*Rx.*	*Rx.*	£	*Rx.*	*Rx.*
The "Interest on Debt" is distributed as follows:—												
Interest on Debt (other than that charged to Railways and Irrigation Works) as above	418,100	2,630,100	976,900	4,025,100	342,000	3,365,700	1,413,600	5,121,300	275,441	3,365,222	1,414,099	5,054,762
Under Railway Revenue Account	2,560,700	552,500	205,200	3,318,400	[illegible]	552,100	231,900	3,371,200	2,557,786	552,080	231,990	3,341,856
Under Irrigation	1,024,900	...	...	1,024,900	[illegible]	...	...	1,019,200	1,017,542	...	...	1,017,542
Total	4,003,700	3,182,600	1,182,100	[illegible]	[illegible]	3,917,800	1,645,500	9,511,700	3,850,769	3,917,302	1,646,089	9,414,160

† See Statements to Abstract A., p. 415.

Abstract B.—*Details of Expenditure*—continued.

[Rx. 1 is recorded for every 10 Rupees in respect of transactions in *India*, including those of "Exchange."]

Heads of Expenditure.	Budget Estimate, 1887-88. India. Imperial.	Budget Estimate, 1887-88. India. Provincial.	Budget Estimate, 1887-88. India. Local.	Budget Estimate, 1887-88. England.	Budget Estimate, 1887-88. Exchange.*	Budget Estimate, 1887-88. Total.	Revised Estimate, 1887-88. India. Imperial.	Revised Estimate, 1887-88. India. Provincial.	Revised Estimate, 1887-88. India. Local.	Revised Estimate, 1887-88. England.	Revised Estimate, 1887-88. Exchange.*	Revised Estimate, 1887-88. Total.	Accounts, 1887-88. India. Imperial.	Accounts, 1887-88. India. Provincial.	Accounts, 1887-88. India. Local.	Accounts, 1887-88. England.	Accounts, 1887-88. Exchange.*	Accounts, 1887-88. Total.
	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.
Brought forward	11,161,700	13,807,800	1,837,300	5,576,600	2,071,300	34,454,700	10,930,900	13,785,800	1,754,800	6,114,600	2,568,100	35,154,200	10,751,810	13,715,952	1,778,579	6,089,459	2,558,848	34,894,648
G.—37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	...	75,000	...	...	...	75,000	...	81,700	...	...	...	81,700	...	80,945	...	...	...	80,945
H.—Railway Revenue Account—																		
38.—State Railways: Working Expenses	5,020,300	811,000	...	...	...	5,831,300	4,676,200	784,500	...	...	...	5,460,700	4,792,939	801,248	...	...	...	5,594,187
Interest on Debt	2,117,700	443,000	...	552,500	205,200	3,318,400	2,143,600	443,600	...	552,100	231,900	3,371,200	2,120,328	437,458	...	552,080	231,990	3,341,856
Annuities in purchase of Railways	...	...	...	1,683,000	625,100	2,308,100	...	...	...	1,683,500	707,100	2,390,600	...	...	...	1,683,456	707,405	2,390,861
Interest on Capital deposited by Companies	400	...	...	426,400	158,400	585,200	400	...	...	469,000	197,000	666,400	378	...	...	468,936	197,051	666,365
39.—Guaranteed Companies: Surplus Profits, Land and Supervision	573,000	...	...	...	...	573,000	721,000	...	...	...	...	721,000	714,057	...	...	...	...	714,057
Interest	29,400	...	...	2,700,000	1,002,900	3,732,300	29,900	...	...	2,695,000	1,131,900	3,856,800	25,595	...	...	2,694,920	1,132,431	3,852,946
40.—Subsidized Companies: Land, &c.	40,500	19,500	...	...	...	60,000	32,500	14,500	...	...	...	47,000	29,011	14,616	...	...	...	43,627
41.—Miscellaneous Railway Expenditure	70,000	3,600	...	...	...	73,600	44,000	9,400	...	...	...	53,400	42,598	9,249	...	...	...	51,847
Total	7,851,300	1,277,100	...	5,361,900	1,991,600	16,481,900	7,647,600	1,252,000	...	5,399,600	2,267,900	16,567,100	7,724,906	1,262,571	...	5,399,392	2,268,877	16,655,746
J.—Irrigation—																		
42.—Major Works: Working Expenses	291,700	354,200	...	...	...	645,900	310,700	372,000	...	...	...	682,700	326,043	351,564	...	...	...	677,607
Interest on Debt	513,700	511,200	...	...	...	1,024,900	514,500	504,700	...	...	...	1,019,200	513,608	503,934	...	...	...	1,017,542
43.—Minor Works and Navigation	271,400	497,800	1,000	200	100	770,500	280,500	500,300	1,600	100	...	782,500	292,815	471,861	1,788	23	10	766,497
Total	1,076,800	1,363,200	1,000	200	100	2,441,300	1,105,700	1,377,000	1,600	100	...	2,484,400	1,132,466	1,327,359	1,788	23	10	2,461,646
K.—Buildings and Roads—																		
44.—Military Works	1,298,100	...	...	1,900	700	1,300,700	1,272,700	...	...	6,300	2,600	1,281,600	1,222,763	...	...	6,546	2,751	1,232,060
45.—Civil Works	691,600	1,816,600	1,626,200	86,100	32,000	4,252,500	898,500	1,773,300	1,510,300	95,700	40,200	4,318,000	893,026	1,732,667	1,461,410	92,864	39,022	4,218,989
Total	1,989,700	1,816,600	1,626,200	88,000	32,700	5,553,200	2,171,200	1,773,300	1,510,300	102,000	42,800	5,599,600	2,115,789	1,732,667	1,461,410	99,410	41,773	5,451,049
L.—Army Services—																		
46.—Army: Effective	13,143,700	...	...	1,886,200	700,600	15,730,500	14,197,900	...	...	1,898,300	797,300	16,893,500	14,243,976	...	...	1,843,046	774,466	16,861,488
Non-Effective	866,300	...	...	1,896,000	704,200	3,466,500	865,100	...	...	1,902,200	798,900	3,566,200	860,932	...	...	1,897,969	797,545	3,556,446
Total	14,010,000	...	...	3,782,200	1,404,800	19,197,000	15,063,000	...	...	3,800,500	1,596,200	20,459,700	15,104,908	...	...	3,741,015	1,572,011	20,417,934
LL.—Special Defence Works—																		
47.—Special Defence Works	...	...	...	...	...	...	487,100	...	...	57,600	24,200	568,900	371,137	...	...	59,766	25,114	456,017
Total Expenditure, Imperial and Provincial	36,089,500	18,339,700	3,464,500	14,808,900	5,500,500	78,203,100	37,405,500	18,269,800	3,266,700	15,474,400	6,499,200	80,915,600	37,201,016	18,119,494	3,241,777	15,389,065	6,466,633	80,417,985
Transfers between Provincial and Local	...	+340,600	−340,600	...	...	...	...	+318,800	−318,800	...	...	...	...	+270,520	−270,520	...	...	...
M.—*Add*—Portion of Allotments to Provincial Governments not spent by them in the year	...	...	+200	...	...	−759,600	...	+263,200	+57,900	...	...	+27,700	...	+346,751	+105,687	...	...	+370,592
Deduct—Portion of Provincial Expenditure defrayed from Provincial balances	...	−618,600	−141,200				...	−277,700	−15,700				...	−77,664	−4,183			
Total Expenditure charged against Revenue	36,089,500	18,061,700	2,982,900	14,808,900	5,500,500	77,443,500	37,405,500	18,574,100	2,990,100	15,474,400	6,499,200	80,943,300	37,201,016	18,659,101	3,072,761	15,389,065	6,466,633	80,788,576

	Budget Estimate, 1887-88. India.	Budget Estimate, 1887-88. England.	Budget Estimate, 1887-88. Exchange.	Budget Estimate, 1887-88. Total.	Revised Estimate, 1887-88. India.	Revised Estimate, 1887-88. England.	Revised Estimate, 1887-88. Exchange.	Revised Estimate, 1887-88. Total.	Accounts, 1887-88. India.	Accounts, 1887-88. England.	Accounts, 1887-88. Exchange.	Accounts, 1887-88. Total.
	Rx.	£	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	£	Rx.	Rx.
N.—Expenditure not charged to Revenue—												
Capital Expenditure on Railways and Irrigation Works—												
48.—State Railways	2,435,900	1,355,000	503,300	4,294,200	755,200	1,140,000	478,800	2,374,000	676,725	1,109,027	466,024	2,251,776
49.—Irrigation Works	700,000	...	...	700,000	392,900	7,000	2,900	602,800	523,222	6,919	2,907	533,048
Total	3,135,900	1,355,000	503,300	4,994,200	1,148,100	1,147,000	481,700	2,976,800	1,199,947	1,115,946	468,931	2,784,824
Special Defence Works	383,700	66,300	24,600	474,600	...	...	...	...	...	...	...	...

* See foot-note to Abstract A, p. 414.

Abstract C.—*Details of Receipts and Disbursements*

[Rx. 1 is recorded for every 10 Rupees in respec
The figures in thick type are those

	Budget Estimate, 1887-88.			Revised Estimate, 1887-88.			Accounts, 1887-88.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	Rx.	Rx.	£	Rx.	Rx.	£	Rx.
Revenue (from Abstract A)	77,217,700	176,800	77,394,500	77,560,000	258,200	77,818,200	78,389,003	261,047	78,650,050
Exchange added to Revenue	65,700	...	65,700	108,400	...	108,400	109,694	..	109,694
Extraordinary Receipts	...	...	...	63,700	...	63,700	63,690	...	63,690
TOTAL	77,283,400	176,800	77,460,200	77,732,100	258,200	77,990,300	78,562,387	261,047	78,823,434
O.—Permanent Debt incurred—									
Rupee Debt—									
4 p. c. Rupee Loan	...	...	...	2,000,000	...	...	5,500,009	...	
Gwalior Loan	...	...	...	3,500,000	...	...	...	...	
Stock Notes	1,500	...	...	1,900	...	...	5,264	...	
Proposed Loan	2,000,000	...	...	...	..	...	...	...	
TOTAL	2,001,500	...	2,001,500	5,501,900	...	5,501,900	5,505,273	...	
NET	...	...	2,000,500	...	...	5,434,000	...	...	
P.—Unfunded Debt—									
Special Loan	3,500,000	...	...	...	...	...	...	...	
Treasury Notes	...	...	...	} 128,200	...	...	100	...	
Deposits of Service Funds	123,800	...	...				123,322	...	
Savings Bank Deposits	3,953,300	...	...	4,465,200	...	...	4,679,185	...	
TOTAL	7,577,100	...	7,577,100	4,593,400	...	4,593,400	4,802,607	...	
NET	...	...	4,213,100	...	...	922,100		...	
Q.—Deposits and Advances—									
Balances of Provincial Allotments	200	...	...	321,100	...	...	423,685	...	
Excluded Local Funds	632,500	...	...	635,900	...	...	720,734	...	
Political and Railway Funds	37,200	...	...	309,300	...	...	309,115	...	
Departmental and Judicial Deposits	14,241,300	...	...	13,699,000	...	...	14,255,238	...	
Advances	6,252,500	70,900	...	9,910,000	9,100	...	10,126,503	9,090	
Suspense Accounts	9,300	...	...	12,000	...	...	83,972	...	
Miscellaneous	39,100	...	...	338,800	...	...	368,642	...	
TOTAL	21,212,100	70,900	21,283,000	25,226,100	9,100	25,235,200	26,287,889	9,090	
NET	...	...	0	...	...	76,400	...	...	
Carried over	108,074,100	247,700	...	113,053,500	267,300		115,158,156	270,137	

other than Revenue and Expenditure.

of transactions *in India*, including those of "Exchange,"]
which appear in the General Account.

	Budget Estimate, 1887-88.			Revised Estimate, 1887-88.			Accounts, 1887-88.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	Rx.	Rx.	£	Rx.	Rx.	£	
Expenditure, Imperial and Provincial (from Abstract B)	57,893,700	14,808,900	72,702,600	58,942,000	15,474,400	74,416,400	58,562,287	15,389,065	73,951,352
Exchange, charged as Expenditure	5,500,500	...	5,500,500	6,499,200	...	6,499,200	6,466,633		6,466,633
Add—Provincial Surpluses, transferred to "Deposits"	200	...	200	321,100	...	321,100	423,685		423,685
Deduct—Provincial Deficits, charged against "Deposits"	—759,800		—759,800	—293,400		—293,400	—53,094		—53,094
TOTAL	62,634,600	14,808,900	77,443,500	65,468,900	15,474,400	80,943,300	65,399,511	15,389,065	80,788,576
Expenditure not charged to Revenue—									
Capital Expenditure on Public Works not charged against Revenue	3,135,900	1,355,000		1,348,100	1,147,000		1,199,947	1,115,946	
Special Defence Works	383,700	66,300		...	...		...	...	
Add—Exchange on Expenditure not charged to Revenue	527,900	...		481,700	...		468,931		
TOTAL	4,047,500	1,421,300	5,468,800	1,829,800	1,147,000	2,976,800	1,668,878	1,115,946	2,784,824
O—Permanent Debt discharged—									
Rupee Debt—									
5½ p. c. Loan	...	...		...	...		670	...	
5 p. c. Loan	...	...		...	...		50	...	
4½ p. c. Loan	...	...		...	...		1,540	...	
4 p. c. Loans	...	...		63,700	...		66,701	...	
Loans under discharge	1,000	...		1,600	...		...	...	
Provincial Debentures	...	...		2,600	...		...	...	
Stock Notes	...	...		...	...		513	...	
TOTAL	1,000	...	1,000	67,900	...	67,900	69,474	...	69,474
NET	...	...	0	...	...	0	...	...	0
P.—Unfunded Debt—									
Special Loans	200	...		200	...		524	...	
Treasury Notes	...	...		} 81,300	...		...	...	
Deposits of Service Funds	70,700	...					81,122	...	
Savings Bank Deposits	3,293,100	...		3,589,800	...		3,794,470	...	
TOTAL	3,364,000	...	3,364,000	3,671,300	..	3,671,300	3,876,116	...	[illegible]
NET	...	...	0	...	...	0	...	...	[illegible]
Q.—Deposits and Advances—									
Balances of Provincial Allotments	759,800			293,400	...		53,094	...	
Excluded Local Funds	613,800			620,300	...		708,969	...	
Political and Railway Funds	49,600			318,600	...		262,387	...	
Departmental and Judicial Deposits	14,210,200			13,733,700	...		14,188,352	...	
Advances	6,366,800	65,000		9,987,400	8,000		10,322,203	8,439	
Suspense Accounts	59,800	...		42,700	...		212,169	...	
Exchange on Remittance Accounts net)	276,500	...		121,900	...		489,482	...	
Miscellaneous	42,300			30,800	2,000		45,035	2,022	
TOTAL	22,378,800	5,000 6	22,443,800	25,148,800	10,000	25,158,800	26,281,691	10,461	26,292,152
NET	...	...	1,160,800	...	...	0	...	...	
Carried over	92,425,900	16,295,200		96,186,700	16,631,400		97,295,670	16,515,472	

Abstract C.—*Details of Receipts and Disbursements other than Revenue and Expenditure*—continued.

	Budget Estimate, 1887-88.			Revised Estimate, 1887-88.			Accounts, 1887-88.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	*£*	*Rx.*	*Rx.*	*£*	*Rx.*	*Rx.*	*£*	*Rx.*
Brought forward	108,074,100	247,700		113,053,500	267,300		115,158,156	270,137	
R. Loans to Municipalities, Native States, &c.—	162,600	...	162,600	267,300	...	267,300	271,197	...	271,197
Net	...	...	0	...	...	0	...	...	0
S. Capital Receipts from Railway Companies—									
On Account of Subscribed Capital	...	5,790,100		...	5,563,000		594	5,564,153	
Repayments	1,396,100	...		1,389,700	29,700		1,388,007	29,715	
Total	1,396,100	5,790,100	7,186,200	1,389,700	5,592,700	6,982,400	1,388,601	5,593,868	6,982,469
Net	...	...	0	...	...	0	...	...	0
T. Remittances—									
Inland Money Orders	11,200,000	...		11,646,300	...		11,665,664		
Other Local Remittances (net)	8,500	...		1,600	...		...		
Other Departmental Accounts	778,000	...		686,800	...		274,527		
Net Receipts by Civil Treasuries from—									
Post Office	844,400	...		934,300	...		921,993		
Guaranteed Railways	3,663,500	...		3,400,200	...		3,272,499		
Net Receipts from Civil Treasuries by—									
Telegraph	127,100	...		56,200	...		77,388		
Marine	265,200	...		273,500	...		299,263		
Military	12,769,300	...		13,702,900	...		13,682,427		
Public Works	5,167,200	...		4,715,800	...		3,934,992		
Remittance Account between England and India	1,193,700	153,500		1,097,500	182,500		1,192,092	205,994	
Total	36,016,900	153,500	36,170,400	36,515,100	182,500	36,697,600	35,320,845	205,994	35,526,839
Net	...	...	0	...	...	948,600	...	...	0
U. Secy. of State's Bills drawn	...	16,250,000	16,250,000	...	15,250,000	15,250,000	...	15,358,577	15,358,577
Total Receipts	145,649,700	22,441,300		151,225,600	21,292,500		152,138,799	21,428,576	
V. Opening Balance	13,016,578	2,077,085		13,195,785	5,280,829		13,195,785	5,280,829	
Grand Total	158,666,278	24,518,385		164,421,385	26,573,329		165,334,584	26,709,405	

	Budget Estimate, 1887-88.			Revised Estimate, 1887-88.			Accounts, 1887-88.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	*£*	*Rx.*	*Rx.*	*£*	*Rx.*	*Rx.*	*£*	*Rx.*
Brought forward	92,425,900	16,295,200		96,186,700	16,631,400		97,295,670	16,515,472	
R.—Loans to Municipalities, Native States, &c.	839,800	...	839,800	689,800	...	689,800	668,141	...	668,141
Net	...	...	677,200	..	...	422,500	...	...	396,944
S.—Payments to Railway Companies on Capital Account—									
For discharge of Debenture	...	2,017,300		...	426,000		...	426,000	
For Expenditure	3,069,300	2,755,800		4,554,700	2,718,600		4,420,287	2,710,309	
Total	3,069,300	4,773,100	7,842,400	4,554,700	3,144,600	7,699,300	4,420,287	3,136,309	7,556,596
Net	...	...	656,200	...	...	716,900	...	...	574,127
T.—Remittances—									
Inland Money Orders	11,200,000	...		11,646,300	...		11,660,656		
Other Local Remittances (net)	...	...		...	...		20,947		
Other Departmental Accounts	778,200	...		291,600	...		267,640		
Net payments into Civil Treasuries by—									
Post Office	844,400	...		934,300	...		928,788		
Guaranteed Railways	3,663,500	...		3,400,200	...		3,272,499		
Net Issues from Civil Treasuries to—									
Telegraph	127,100	...		56,200	...		77,271		
Marine	265,200	...		273,500	...		304,532		
Military	12,769,300	...		13,702,900	...		13,745,552		
Public Works	5,167,200	...		4,145,800	...		3,905,236		
Remittance Account between England and India	161,700	1,278,800		115,200	1,183,000		201,124	1,156,927	
Total	34,976,600	1,278,800	36,255,400	34,566,000	1,183,000	35,749,000	34,384,245	1,156,927	35,541,172
Net	...	...	85,000	...	...		...	...	14,333
U.—Secy. of State's Bills paid	16,250,000	...	16,250,000	14,691,100	...	14,691,100	14,682,540	...	14,682,540
Total Disbursements	147,561,600	22,347,100		150,688,300	20,959,000		151,450,883	20,808,708	
V.—Closing Balance	11,104,678	2,171,285		13,733,085	5,614,329		13,883,701	5,900,697	
Grand Total	158,666,278	24,518,385		164,421,385	26,573,329		165,334,584	26,709,405	

Abstract D.—*Account of Provincial and Local Savings charged to Revenue and held at the disposal of Provincial Governments under their Provincial Contracts.*

A.—Provincial Balances.

	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. & Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Budget Estimate, 1887-88.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Balance at end of 1886-87 (by Revised Estimates, 1886-87)	...	164,515	...	59,883	111,881	296,414	143,063	387,716	502,447	1,665,919
Added in 1887-88	...	...	...	...	...	...	...	...	...	...
Spent in 1887-88	...	74,500	2,100	51,400	72,100	167,300	69,000	12,700	169,500	618,600
Balance at end of 1887-88	...	90,015	— 2,100	8,483	39,781	129,114	74,063	375,016	332,947	1,047,319
Revised Estimate, 1887-88.										
Balance at end of 1886-87 (by Accounts)	...	196,059	71,743	68,407	199,892	433,806	173,569	433,705	548,978	2,126,159
Added in 1887-88	...	...	44,700	...	160,000	...	...	58,500	...	263,200
Spent in 1887-88	...	15,800	...	18,000	...	135,500	3,200	...	105,200	277,700
Balance at end of 1887-88	...	180,259	116,443	50,407	359,892	298,306	170,369	492,205	443,778	2,111,659
Accounts, 1887-88.										
Balance at end of 1886-1887	...	196,059	71,743	68,407	199,892	433,806	173,569	433,705	548,978	2,126,159
Added in 1887-88	...	13,148	77,028	7,751	131,007	...	12,446	105,371	...	346,751
Spent in 1887-88	...	...	...	...	...	53,090	...	...	24,574	77,664
Balance at end of 1887-88	...	209,207	148,771	76,158	330,899	380,716	186,015	539,076	524,404	2,395,246

B.—LOCAL BALANCES.

NOTE.—These balances do not include the Balances of Deposits and Advances upon Local Fund Accounts.

	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. & Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Budget Estimate, 1887-88.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Balance at end of 1886-87 (by Revised Estimates, 1886-87)	10,571	57,251	20,965	5,291	170,971	23,793	167,232	489,853	193,945	1,139,872
Added in 1887-88	...	...	...	200	...	...	...	...	...	200
Spent in 1887-88	200	20,400	7,000	...	52,000	2,700	16,600	28,100	14,200	141,200
Balance at end of 1887-88	10,371	36,851	13,965	5,491	118,971	21,093	150,632	461,753	179,745	998,872
Revised Estimate, 1887-88.										
Balance at end of 1886-87 (by Accounts)	11,854	65,671	42,848	3,722	217,648	16,182	182,947	535,226	216,500	1,292,598
Added in 1887-88	3,000	...	...	...	5,700	6,900	...	25,300	17,000	57,900
Spent in 1887-88	...	1,800	3,500	1,000	...	...	9,400	...	...	15,700
Balance at end of 1887-88	14,854	63,871	39,348	2,722	223,348	23,082	173,547	560,526	233,500	1,334,798
Accounts, 1887-88.										
Balance at end of 1886-87	(a) 11,853	65,671	42,848	3,722	(a) 217,649	(a) 16,181	(a) 182,948	535,226	(a) 216,501	(a) 1,292,599
Added in 1887-88	691	...	8,568	...	4,486	...	7,654	43,160	41,128	105,687
Spent in 1887-88	...	2,922	...	1,257	...	4	...	...	...	4,183
Balance at end of 1887-88	12,544	62,749	51,416	2,465	222,135	16,177	190,602	578,386	257,629	1,394,103

(a) The differences from last year's closing balance allowing to conversion of rupees into Rx.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

EXECUTION OF DEEDS, CONTRACTS, &c., ON BEHALF OF THE SECRETARY OF STATE.

No. 311-312.

Extract from the Proceedings of the Government of India in the Home Department (Judicial),—under date Calcutta, the 12th March 1889.

READ again :—

Home Department Resolution, No. 613, dated 11th May 1878, relative to the execution of deeds, contracts, &c., on behalf of the Secretary of State.

Read also the under-mentioned papers :—

Letter from the Government of the Punjab, No. 1727½, dated 15th December 1888.

Letter to the Solicitor to Government, No. 149, dated 8th February 1889.

Letter from Solicitor to Government, No. 184, dated 15th February 1889.

RESOLUTION.

IN exercise of the power conferred by the thirty-third and thirty-fourth of Victoria, Cap. fifty-nine, section two, the Governor General in Council is pleased to declare, in supersession of the orders contained in the Resolution dated 11th May 1878 cited in the preamble, that the under-mentioned classes of the deeds, contracts and other instruments referred to in the twenty-second and twenty-third of Victoria, Cap. forty-one, section two, may be executed as follows in the territories under the administration of the Government of the Punjab :—

By the Chief Engineer and Secretary to Government in the Public Works Department.	Contracts and other instruments for the supply of building materials, stores, machinery, &c., for public works; contracts and other instruments for the conveyance or carriage of such materials, stores, machinery, &c., and for the execution and maintenance of public works generally.

ORDER.—Ordered, that this Resolution be communicated to the Government of the Punjab, and be published in the Supplement to the *Gazette of India*.

(True Extract.)

A. P. MACDONNELL,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 1st HALF OF JANUARY 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu. (*Pennisetum typhcideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus.*)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	11 1	11 8	12 14	14 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	14 9	14 9
Tavoy	...	...	...	...	10 5	8 13	12 9	10 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	24 2	24 2
Moulmein and Amherst	9 0	9 0	...	...	7 14	7 14	8 11	8 11	...	...	...	...	...	...	...	...	9 5	9 5	12 2	12 2	...	...	220 0	220 0	20 15	20 15
Pegu (deltaic)—																										
Pegu	...	...	...	...	8 4	8 4	12 0	12 4	...	...	...	...	...	...	...	...	11 14	12 2	20 0	22 0	...	...	160 0	160 0	17 0	17 0
Rangoon	11 2	11 2	...	...	10 6	10 6	11 2	11 2	...	...	...	...	...	...	...	...	16 0	16 0	*	...	...	...	250 0	250 0	14 9	19 7
Thongwa	...	...	...	...	10 0	9 12	11 1	11 1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	22 6	17 13
Bassein	...	...	...	...	11 13	10 3	15 14	13 6	...	...	...	...	...	...	...	...	9 7	9 5	...	...	...	...	180 0	216 14	16 11	16 11
Pegu (inland)—																										
Shwaygyin	...	...	...	...	8 8	9 1	9 9	9 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharawadi	...	...	...	...	12 0	10 0	14 0	13 5	...	...	...	...	...	...	...	...	9 0	9 0	...	...	8 2	8 2	450 0	450 0	14 0	11 8
Henzada	...	...	...	...	10 4	10 4	15 10	15 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	183 8	183 8	39 7	39 7
Prome	9 2	8 2	...	...	12 0	8 6	16 0	9 13	...	...	...	...	...	...	...	...	8 14	8 14	22 5	44 9	9 5	9 5	160 to 180	160 to 180	12 0	12 0
Toungoo	...	...	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	..	200 0	200 0	14 1	14 1
Thayetmyo	8 6	7 7	...	...	11 11	11 11	13 13	12 9	...	...	...	...	...	...	...	...	10 11	10 11	37 8	37 8	...	...	245 0	245 0	11 3	11 3
Upper Burma—																										
Mandalay	10 1	9 2	...	...	11 1	10 7	12 0	11 10	...	...	...	...	...	...	...	...	7 1	8 9	14 8	12 7	...	8 2	120 0	140 0	16 0	17 12
Arakan—																										
Sandoway	...	...	...	...	16 0	17 4	18 0	19 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	12 10	12 1	14 0	13 4	...	...	...	...	...	...	...	...	...	...	**	...	...	...	333 0	333 0	24 0	24 0
Akyab	...	...	...	...	14 0	14 0	16 0	16 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	8 0	8 0	180 0	180 0	20 0	20 0
Assam—																										
Surma—																										
Sylhet	11 0	10 0	...	...	17 8	17 8	22 12	22 12	...	...	...	...	...	...	...	...	12 0	11 8	...	...	22 0	22 0	108 0	108 0	9 11	9 11
Cachar	7 12	7 10	...	...	13 0	13 0	20 0	18 13½	...	...	...	...	...	...	...	...	11 4	16 0	...	...	...	...	80 0	80 0	9 0	10 0
Khási and Jaintiá Hills	...	...	...	...	7 8	8 0	10 0	11 0	...	...	...	...	...	...	...	...	11 0	11 0	16 0	16 0	...	10 0	100 0	100 0	8 0	8 0
Gáro Hills	...	...	...	...	6 0	6 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	16 0	16 0	...	...	8 0	8 0	16 0	13 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	16 0	...	80 0	80 0	9 8	9 8
Kámrúp	10 0	10 0	...	...	8 0	8 0	20 0	20 0	...	...	...	...	...	...	...	...	11 6	11 4	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	6 8	6 8	...	...	14 0	14 0	18 0	16 0	...	...	...	...	...	...	...	...	12 0	11 0	...	...	...	...	150 0	150 0	9 0	8 0
Nowgong	8 0	8 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	6 8	6 0	16 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	160 0	200 0	8 0	8 0
Lakhimpur	8 0	8 0	...	...	7 0	7 0	14 0	12 0	...	...	...	...	...	...	...	...	11 0	10 0	10 0	10 0	...	...	160 0	160 0	8 0	9 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	11 6¼	11 6¼	14 8½	13 5¼	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	9 0	9 0	18 0	20 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	...	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	80 0	100 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	13 5	13 5	15 9	16 13	...	...	...	...	...	...	...	...	12 13	13 5	...	...	...	13 5	120 0	120 0	10 10*a*	10 10
Noakholly	...	...	...	...	18 0	18 0	20 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	8 0*b*	8 0
Chittagong	11 0	11 0	...	...	12 0	14 0	16 3	17 5	...	...	...	...	...	...	...	...	11 10	11 8	...	...	...	§	108 0	110 0	9 0	9 0
Tipperah	12 8	12 8	...	...	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	8 0	8 0	...	...	8 0	8 0
Dacca	15 0	15 0	20 0	20 0	16 0	14 0	18 0	16 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	16 0	16 0	120 0	120 0	9 2*c*	9 2
Mymensingh	8 12	9 0	...	...	12 0	12 0	20 0	20 0	...	...	...	...	...	...	...	...	12 4	12 0	...	...	13 0	13 0	...	...	9 10*d*	9 10
Deltaic—																										
Koolna	...	...	...	...	16 0	14 0	18 0	18 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	10 0*e*	10 0
24-Pergunnahs	12 8	12 8	16 0	16 0	8 0	8 0	16 0	16 0	...	...	...	...	...	...	12 8	12 8	15 0	16 0	...	...	18 0	17 0	100 0	100 0	10 0*f*	10 4
Midnapore	13 5	13 5	40 0	40 0	14 0	13 0	20 0	17 8	...	...	...	...	...	...	...	...	14 0	14 0	...	...	20 0	20 0	120 0	120 0	10 4*g*	10 4
Howrah	‡	¶	...	...	12 0	12 8	17 12	17 12	...	...	...	...	...	...	...	...	15 8	15 0	...	...	14 8	13 8	100 0	100 0	10 8	10 8
Calcutta	12 13	12 9	16 0	16 13	9 13	10 3	14 11	15 3	17 12	17 12	13 5	11 14	...	...	14 3	17 12	14 15	15 3	17 12	16 13	16 4	16 10	95 0	95 0	10 5	10 5
Hooghly	13 0	13 0	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	13 0	13 0	120 0	120 0	9 0*h*	9 0
Nuddea (Kishnaghur)	14 0	14 0	22 14	22 14	12 5	12 5	17 10	17 10	...	...	...	...	...	...	...	...	15 4	16 0	...	...	17 12	17 12	...	...	9 2*i*	9 2
Jessore	11 12	11 0	...	...	13 4	11 0	17 0	17 0	...	...	...	...	...	...	...	...	15 0	16 0	...	...	16 0	16 0	160 0‖	100 0	10 0*j*	10 0
Furreedpore	8 0	11 0	18 0	...	10 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	11 0	...	...	12 0	10 0	120 0	120 0	10 0	9 0
Central—																										
Bankoora	12 4	12 4	14 8	14 8	16 4	16 4	20 8	21 0	...	...	...	...	...	...	...	...	14 8	14 8	19 0	19 0	18 12	18 12	320 0	320 0	10 0	10 0
Burdwan	13 4	12 4	§	§	16 8	13 8	18 12	18 12	...	...	...	...	...	...	...	...	17 0	16 8	§	§	18 0	16 0	107 0	107 0	10 7½*k*	10 7
Beerbhoom	11 0	11 4	...	...	12 0	12 0	16 0	16 8	...	...	...	...	...	...	...	...	14 4	14 4	...	...	20 0	16 12	160 0	160 0	10 0*l*	10 0
Moorshedabad	13 8	13 8	...	...	13 8	13 4	18 0	18 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	200 0	200 0	10 8*m*	10 10
Sonthal Pergunnahs	11 8	13 0	...	...	12 8	12 8	18 0	19 0	...	...	...	...	...	...	...	...	14 0	14 0	20 0	19 8	24 0	23 0	200 0	200 0	9 0	9 0
Pubna	15 0	17 0	...	...	8 0	8 0	17 4	17 4	...	...	...	...	...	...	...	...	12 0	18 0	...	...	21 0	18 12	200 0	200 0	10 0*n*	10 0
Bogra	9 15	9 12¾	...	...	13 8	12 0	18 12	18 12	...	...	...	...	...	...	...	...	10 14	9 12	...	...	...	...	90 0	90 0	9 0	8 4
Rajshahye	16 8	15 12	26 4	24 0	15 0	12 0	16 8	16 8	...	...	...	...	...	...	...	...	15 0	13 8	...	...	19 1	18 3	240 0	240 0	9 9*o*	9 9
Maldah	13 8	14 0	...	...	12 8	12 0	17 5	17 0	...	...	...	...	...	...	...	...	13 8	12 0	...	...	...	...	120 0	120 0	9 8	9 0
Northern—																										
Rungpore	12 4	14 3	...	...	10 8	12 4	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 5	...	...	10 0	10 0†	120 0	120 0	10 0*p*	9 6
Dinagepore	12 0	12 0	12 0	12 0	16 0	15 8	19 3	19 9	...	...	...	...	...	...	...	...	11 0	12 0	...	...	...	9 8	160 0	160 0	9 8	10 0
Jalpáiguri	10 0	11 0	16 0	16 0	8 0	9 8	19 0	16 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	9 0	9 8	128 0	128 0	9 0*q*	9 0
Darjeeling	10 0	10 0	10 0	10 0	5 0	5 0	12 0	12 0	...	...	...	...	14 0	14 0	...	...	10 0	10 0	20 0	20 0	8 0	8 0	120 0	120 0	8 0	...
Orissa—																										
Pooree	11 13	11 13	...	...	13 2	11 13	21 0	17 1	...	...	...	...	...	...	...	...	13 2	13 2	...	...	13 2	13 2	80 0	80 0	11 13	11 13
Cuttack	11 13	13 2	...	...	11 13	11 13	19 11	19 11	...	...	...	...	...	...	...	...	18 6	18 6	...	...	18 6	17 1	80 0	80 0	11 0	11 0
Balasore	12 0	12 0	15 0	13 0	12 0	12 0	22 0	22 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	160 0	160 0	9 12*r*	9 12
Chota-Nagpur—																										
Singbhoom	10 0	10 0	14 0	20 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	15 0	15 0	200 0	200 0	7 0	7 0
Manbhoom	11 14	11 8	...	...	12 8	13 0	21 0	22 0	...	...	...	...	...	...	...	...	13 5	13 5	26 0	26 0	18 0	16 0	200 0	280 0	9 0*s*	8 8
Lohardugga	10 8	11 0	‡	§	12 0	14 8	16 0	19 0	...	...	...	...	27 0	29 0	...	...	14 0	15 8	18 0	18 0	16 8	18 8	140 0	140 0	8 8	8 6
Hazáribágh	12 0	12 0	9 0	11 0	8 0	8 0	15 0	17 0	¶	¶	¶	¶	20 0	20 0	¶	...	15 0	14 0	18 0	20 0	16 0	16 0	320 0	320 0	8 0	8 0

* None in market. † Unhusked. ‡ Not available. ‖ The firewood entered in the present return is *mango* wood, while that entered in previous returns was *sundri* wood which is no longer available. § No sale. ¶ Not procurable. ** Re 1-4 per 100 cobs.

a In sub-divisions retail prices of salt per rupee are :—Patuakhali and Bhola 8 sers, and Perozepore 9 sers.
b At Panchgachia in Feny sub-division retail price of salt 8 sers per rupee.
c In sub-divisions retail prices of salt per rupee are :—Manickgunge 9 sers, Moonshigunge 8-14 sers, and Naraingunge 10 sers.
d In sub-divisions retail prices of salt per rupee are :—Kishoregunge and Netrokona 8 sers.
e In sub-divisions retail prices of salt per rupee are :—Sátkhira 9-13 sers and Bagirhat 8-8 seers.
f In sub-divisions retail prices of salt per rupee are :—Baraset and Bassirhat 9 sers, Diamond Harbour (Kalpihat) 8 sers, Barrackpore 9-2 seers and Dum-Dum 10 sers.
g In sub-divisions retail prices of salt per rupee are :—Ghattal 11 sers, Contai 10 sers, and Tumlook 8 sers.
h At Serampore retail price of salt 10 sers per rupee.
i In sub-divisions retail prices of salt per rupee are :—Kooshtea, Chooadanga and Ranaghat 10 sers, and Meherpore 10-8 sers.
j In sub-divisions retail prices of salt per rupee are :—Jhenidah 9 sers, Magoora and Bongong 10 sers, and Narail 7½ sers.
k In sub-divisions retail prices of salt per rupee are :—Culna 10 sers, Cutwa 9-15 sers, and Raneegunge 10 sers.
l At Rampore Haut retail price of salt 10-8 sers per rupee.
m In sub-divisions retail prices of salt per rupee are :—Lalbagh 9 sers, Kandi 9-2 sers, and Jungipore 10 sers.
n At Serajgunge retail price of salt 10 sers per rupee.
o In sub-divisions retail prices of salt per rupee are :—Natore 9-12 sers and Nowgong 8-11 sers.
p In sub-divisions retail prices of salt per rupee are :—Nilphamari 10 sers, Kurigram 9 sers.
q At Fallacotta in the Alipore sub-division retail price of salt 8 sers per rupee.
r At Bhudruck retail price of salt 8 sers per rupee
s At Govindpore retail price of salt 9 sers per rupee.

RETAIL PRICES FOR THE 1st HALF OF JANUARY 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum. Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu. Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi. Past fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	14 11	15 12	...	21 0	12 9	14 11	15 4	17 13	...	21 0	...	...	...	16 13	10 8	10 8	17 13	19 2	17 13	18 10	18 10	18 14	147 0	168 0	9 8t	9 8
Gya	13 8	13 8	16 0	16 0	9 8	9 8	15 8	15 8	...	...	...	...	...	...	15 0	14 4	17 0	17 0	...	...	18 0	18 0	200 0	200 0	9 8	9 0
Patna	16 0	16 4	20 8	20 0	11 0	11 0	15 8	16 0	...	...	...	...	...	...	16 0	15 8	19 0	19 0	20 8	20 0	22 0	22 0	130 0	130 0	10 0	10 0
Shahabad	14 8	15 8	18 0	18 4	10 0	10 0	15 4	15 8	18 8	18 4	...	...	...	...	...	...	18 0	18 0	...	...	13 4	14 0	160 0	160 0	10 0u	10 0
Behar, north—																										
Purneah	13 0	14 0	...	...	16 0	14 0	17 0	16 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	16 0	16 0	200 0	200 0	9 0	9 0
Bhágalpur	15 2	15 2	12 10	12 10	11 0	11 0 to 15 2	15 2 to 16 6	15 2 to 16 6	...	...	...	...	...	...	...	...	16 6	16 11	17 10	18 4	17 10	17 10	175 8	189 0	10 1	10 1
Durbhunga	15 4	12 9½	17 8	20 15½	10 8	10 2	13 12	14 5	...	...	...	...	19 12	19 12	17 8	...	17 8	17 0	18 0	18 11	20 12	20 15½	200 0	157 0	11 0v	...
Mozufferpore	12 0	12 0	18 0	...	9 0	9 0	12 0	12 0	...	...	...	...	...	..	...	..	16 0	16 0	17 0	17 0	20 0	20 0	160 0	160 0	10 0w	10 0
Sarun	15 0	15 0	20 8	21 8	8 8	8 8	13 10	13 8	...	...	...	...	20 0	20 0	15 0	15 0	17 8	17 8	19 4	20 0	20 8	20 8	160 0	160 0	10 0	10 0
Chumparun	13 0	13 0	20 0	21 0	7 8	9 0	13 0	13 8	...	...	...	...	20 0	23 0	...	...	14 0	15 0	17 8	19 0	22 0	21 0	160 0	160 0	9 0x	8 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	17 0	18 0	8 0	8 0	12 0	12 0	17 0	17 0	15 0	15 0	16 0	16 0	11 0	11 0	15 0	15 0	17 0	17 0	17 0	17 0	100 0	100 0	10 0	10 0
Benares	13 13	13 15	16 0	16 2	10 5	9 12	14 10	14 10	15 7	16 4	15 11½	15 11½	17 14	17 9½	13 12	13 12	16 0	16 13	17 14	17 14	17 5½	16 13	120 0	120 0	10 11	10 11
Ghazipur	14 3	14 3	18 0	18 0	7 2	7 2	11 9	11 9	18 10	11 9	15 6	21 14	20 10	20 9	15 6	15 7	17 6	17 6	18 0	18 0	16 12	17 6	154 8	154 8	9 10	9 10
Jaunpur	14 8	14 0	17 0	17 0	7 0	7 0	14 0	14 0	18 0	...	16 0	...	...	...	...	...	18 8	20 0	...	...	19 0	19 0	140 0	140 0	8 8	8 0
Allahabad	12 4	12 8	17 0	17 0	8 0	8 0	12 0	13 0	17 8	19 0	16 0	16 8	...	...	...	...	16 0	16 0	16 0	16 0	17 0	14 0	160 0	160 0	9 8	10 0
Central—																										
Bánda	14 8	14 8	15 0	15 12	8 0	8 0	12 0	12 8	16 0	17 0	15 0	15 8	...	...	12 0	12 0	16 0	16 0	...	...	12 0	13 0	160 0	160 0	10 0	10 0
Fatehpur	13 0	13 0	15 0	15 0	11 8	11 8	12 4	12 4	15 0	15 0	14 0	14 0	...	...	...	...	14 8	14 8	...	...	19 0	19 0	160 0	160 0	10 0	10 0
Hamirpur	15 12	14 14	16 8	16 4	9 0	9 0	12 0	12 0	16 8	16 0	16 8	15 7	...	...	...	...	17 4	16 0	...	...	20 1	18 6	140 0	140 0	10 13	10 13
Jalaun	14 0	14 0	17 0	17 0	9 0	9 0	10 0	10 0	16 0	18 0	15 0	16 0	...	...	16 0	16 0	16 0	16 0	18 0	18 0	17 0	17 0	140 0	140 0	11 0	11 0
Cawnpore	14 12	14 4	17 8	17 0	9 0	9 0	13 0	13 0	18 4	18 0	17 4	17 0	...	*	18 0	18 0	17 12	17 8	20 0	19 8	20 0	20 8	140 0	160 0	12 0	12 0
Etáwah	14 8	15 4	16 8	17 8	6 0	6 0	12 0	12 8	16 8	18 12	17 0	18 4	14 0	15 0	14 0	14 0	18 0	18 12	16 0	16 0	20 0	20 0	120 0	120 0	11 0	11 0
Farukhabad	14 4	13 8	18 0	17 0	6 8	6 8	11 0	10 0	18 0	17 4	15 8	15 4	...	...	...	21 0	18 8	17 0	18 4	17 8	19 0	19 8	150 0	150 0	11 8	11 4
Mainpuri	14 6	14 6	16 11	17 6	5 0	4 8	14 0	14 0	16 8	15 8	15 15	15 6	...	...	...	...	14 0	14 0	19 3	19 6	15 0	16 0	160 0	160 0	10 10	10 10
Etah	15 4	14 12	20 0	19 0	7 8	8 8	13 0	12 8	17 0	16 0	16 12	16 0	...	...	16 0	15 0	24 0	22 0	22 4	20 0	14 12	13 12	160 0	120 0	11 4	11 4
Western—																										
Lalitpur	14 0	13 4	17 0	17 0	9 8	9 8	11 8	12 0	16 0	15 0	12 0	12 0	20 0	20 0	15 0	15 0	15 8	15 0	17 0	16 0	11 8	11 8	160 0	160 0	9 4	10 0
Jhánsi	14 4	14 4	19 0	19 0	7 8	7 8	11 8	11 8	16 8	17 0	15 4	15 4	...	...	..	...	16 4	16 6	20 4	20 4	...	...	180 0	180 0	10 8	10 8
Agra	13 8	13 8	18 8	18 8	5 0	5 0	9 0	9 0	17 0	16 8	15 0	15 0	...	...	17 0	17 0	21 0	21 0	20 0	20 0	15 0	14 0	100 0	100 0	12 0	12 0
Muttra	13 8	13 8	19 0	19 0	7 8	7 8	12 0	11 8	17 0	19 0	16 0	16 0	...	...	12 0	12 0	21 8	21 8	19 0	19 8	22 0	24 0	120 0	120 0	11 8	11 8
Aligarh	14 8	14 8	19 8	19 10	5 8	5 10	10 8	11 12	19 0	19 2	16 8	19 6	...	...	15 0	15 0	21 8	21 8	21 8	21 12	25 0	25 0	140 0	130 0	12 0	12 0
Bulandshahr	15 0	14 12	20 0	20 0	7 0	7 0	11 0	11 0	20 0	19 0	16 8	16 8	...	...	16 0	16 0	21 8	21 8	20 0	20 0	17 0	16 0	125 0	130 0	11 4	11 0
Meerut	14 8	14 8	19 8	20 0	6 0	6 0	13 0	13 0	19 0	19 0	17 0	16 0	14 0	14 0	14 0	14 0	20 8	21 0	19 8	19 0	21 0	21 0	95 0	95 0	11 8	11 8
Sub-montane—																										
Ballia	14 8	14 8	18 0	19 4	10 4	9 5	15 8	15 8	19 4	18 0	...	...	...	...	...	13 0	18 0	18 0	18 0	19 4	19 4	19 4	100 0	100 0	10 8	10 6
Azamgarh	13 4	13 4	15 8	15 8	10 5	10 5	13 4	13 4	...	...	...	...	20 10	20 10	11 13	13 4	15 14	16 4	19 3	18 8	13 4	13 4	177 8	177 8	9 13	9 12
Gorakhpur	13 8	13 8	18 0	18 0	9 6½	9 7	13 3½	14 6½	18 0	18 0	15 5	...	19 13	19 13	17 1½	17 1½	18 0	18 0	18 0	18 14½	21 9½	21 9½	140 0	140 0	10 10	10 3
Basti	16 [illegible]	16 12	21 0	21 0	...	...	28 0	28 0	...	...	...	...	...	...	...	...	18 0	18 0	20 0	20 0	21 0	21 0	140 0	140 0	10 0	10 0
Sháhjahánpur	15 [illegible]	15 0	19 0	20 0	8 8	8 8	14 0	15 8	19 0	19 0	17 8	17 0	...	26 0	22 0	22 0	17 8	17 8	21 0	20 0	20 0	[illegible] 8	160 0	160 0	11 0	11 0
Budaun	14 4	14 0	18 0	17 2	6 0	6 0	13 0	13 3	18 0	16 12	16 4	15 4	...	...	...	...	18 0	16 8	17 8	18 0	18 0	18 0	192 0	192 0	11 4	11 4
Pilibhít	13 8	14 4	17 8	20 0	11 4	12 8	14 0	15 0	20 0	20 0	16 4	17 0	...	...	...	...	15 8	16 12	20 4	21 4	21 4	21 4	200 0	200 0	10 8	10 8
Bareilly	13 2	13 2	18 12	17 8	6 4	6 4	13 2	12 13	17 8	16 4	16 9	15 10	...	23 2	15 10	17 8	18 2	16 14	18 12	18 2	17 8	[illegible] 8	150 0	150 0	10 10	10 10
Moradabad	15 [illegible]	16 0	21 8	23 0	10 8	10 8	13 12	14 8	22 0	24 8	18 12	18 4	...	...	15 8	16 4	19 4	20 0	21 8	21 8	23 0	[illegible] 8	165 0	165 0	11 8	11 8
Tarai	16 [illegible]	16 14	25 0	27 8	8 12	10 0	14 6	14 6	23 2	22 8	16 6	19 6	...	...	25 0	27 8	18 2	19 6	23 0	25 0	21 4	22 8	100 0	100 0	10 8	10 0
Bijnor	14 4	14 10	20 4	21 15	8 7	8 2	12 6	12 6	...	...	17 7	17 2	...	...	...	...	20 8	20 0	21 10	21 15	...	...	135 0	135 0	11 0	10 11
Muzaffarnagar	15 6	15 6	23 2	23 2	6 9	6 9	12 11	12 10	22 0	22 0	19 4	18 11	17 10	17 10	16 8	16 8	22 0	22 0	22 0	22 0	13 4	14 5	132 0	132 0	11 9	11 9
Saháranpur	16 2	15 9½	20 7	22 9	8 9½	8 9½	11 13	11 13	26 14	23 10½	20 7	18 4½	21 8	21 8	21 8	21 8	21 8†	21 8†	21 8	21 8	16 2†	15 1†	129 0	129 0	11 4½	11 0
Dehra Dún	14 8	14 4	20 0	20 8	6 8	6 8	11 0	11 0	19 0	18 0	18 0	16 0	21 0	20 0	...	...	20 0	19 8	18 8	19 0	18 0	16 0	160 0	160 0	10 8	10 0
Kumaun	14 0	14 0	16 0	16 0	12 0	12 0	13 0	13 0	...	...	...	...	20 0	18 0	24 0	20 0	12 0	12 0†	16 0	16 0	10 0	8 0‡	160 0	160 0	8 0	8 0
Garhwal	10 12	12 8	12 8	13 8	7 8	7 12	11 8	11 12	...	21 0	...	8 8	21 0	8 8	...	...	8 8	8 0	...	...	8 8	...	180 0	...	8 0	...
Oudh—																										
Southern—																										
Partabgarh	14 0	14 8	17 7	17 0	12 13	13 0	14 4	17 0	16 7	16 0	15 0	...	20 0	...	...	18 0	18 12	...	16 0	13 0	13 0	5 0	180 0	360 0	9 8	14 0
Sultánpur	14 8	14 8	19 0	19 0	9 0	9 0	15 8	15 8	19 0	19 0	16 0	16 0	24 0	24 0	20 0	20 0	20 0	20 0	16 0	16 0	20 8	20 0	160 0	160 0	10 8	10 8
Rae-Bareli	14 8	14 4	18 0	18 0	7 0	7 0	14 0	14 0	17 12	19 0	16 8	17 0	20 0	20 0	16 0	16 0	17 0	18 8	16 0	16 0	22 0	22 0	180 0	160 0	10 0	10 0
Unao	14 8	14 8	16 8	16 0	9 0	9 0	13 0	13 8	17 0	16 0	17 0	17 0	...	...	14 0	14 0	17 0	17 0	18 0	18 0	14 8	14 8	160 0	160 0	11 0	11 0
Lucknow	14 0	14 8	17 0	18 0	6 0	6 0	12 12	13 0	17 6	18 0	16 4	17 0	...	22 0	19 0	19 0	16 2	16 14	18 12	20 0	19 0	20 0	130 0	130 0	10 12	10 8
Hardoi	15 8	15 8	19 0	19 0	7 0	7 0	14 4	14 0	18 0	18 0	17 0	16 0	30 0	...	20 0	...	18 0	18 0	19 8	19 0	14 0	14 0	140 0	140 0	10 8	10 8
Northern—																										
Fyzabad	14 0	14 0	18 0	18 4	9 0	9 0	13 0	13 0	19 0	18 0	16 0	16 8	17 0	18 0	14 0	15 8	16 0	18 0	18 0	19 0	21 0	21 0	120 0	120 0	10 0	10 0
Barabanki	14 0	13 12	17 0	18 0	10 0	10 0	12 0	13 0	17 8	18 0	16 8	17 0	21 0	24 0	16 0	16 0	16 0	16 0	18 8	20 0	20 0	21 0	120 0	120 0	10 0	10 0
Gonda	15 0	15 0	16 0	16 0	13 0	12 0	14 8	13 12	20 0	21 0	19 0	19 0	28 0	22 0	17 0	14 0	20 0	19 8	22 0	22 0	21 0	22 0	200 0	200 0	10 8	10 8
Bahraich	14 8	15 0	22 0	23 0	12 0	12 0	14 8	14 8	23 0	26 0	17 0	17 0	29 0	30 0	14 0	14 0	20 0	21 0	22 0	25 0	22 0	22 0	140 0	140 0	10 8	10 8
Sitapur	15 8	15 8	18 8	18 0	8 0	8 0	14 0	14 0	19 0	20 0	19 0	19 4	25 0	27 0	22 0	22 8	17 0	19 0	21 0	21 0	21 4	21 0	160 0	160 0	10 8	10 8
Kheri	15 8	16 0	17 0	19 0	8 0	8 0	14 0	15 8	22 0	22 8	20 0	22 0	22 0	22 0	15 0	15 0	16 0	17 8	23 0	22 8	22 0	22 0	140 0	140 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	14 6	14 6	18 12	18 12	6 4	6 4	7 13	8 2	16 9	17 8	12 8	12 8	...	...	...	...	17 13	18 8	17 3	17 8	21 14	20 0	...	...	13 11	14 14
Bánswára	16 4	15 0	17 8	15 0	6 4	5 0	9 6	8 2	8 12	7 8	...	...	...	...	...	...	16 4	15 6	20 0	20 0	10 10	8 9	...	...	10 5	10 0
Meywar (Oodeypore)	11 11½	11 11½	14 1	14 7½	7 13	7 6½	8 3½	7 13	14 1	14 1	11 11½	10 15	‖	Nil	10 8¾	10 2½	14 7½	14 13½	13 10¾	13 10¾	10 2½	10 2½	160 0	160 0	10 15	10 15
Sirohi	11 12	11 8	12 0	16 0	6 0	6 0	7 0	7 0	13 0	13 0	13 4	14 0	14 0	...	19 0	19 0	14 0	14 0	14 8	14 0	9 0	9 0	160 0	160 0	12 0	12 0
Erinpura	12 14	12 14	17 1	17 1	...	...	8 8	8 8	15 0	15 0	14 1	14 1	...	...	...	...	18 6	18 6	...	...	...	...	260 0	260 0	12 0	12 0
Ajmere	13 0	13 0	16 8	16 8	3 0	3 0	8 0	8 0	17 0	17 0	14 8	14 0	...	...	...	...	17 8	18 0	16 0	16 0	...	...	80 0	80 0	12 0	12 0
Abu	10 14	10 14	15 0	14 12	6 4	6 4	8 0	8 0	...	...	12 0	12 0	...	...	...	...	14 12	14 12	13 0	13 0	10 0	10 0	...	...	11 0	11 0
Kishengarh	14 4	14 4	17 8	18 0	9 0	9 0	10 0	10 0	18 4	19 4	15 0	15 0	...	...	...	...	18 4	18 12	17 12	16 4	...	...	...	...	13 0	13 0
Boondee	17 0	17 8	23 0	22 8	7 8	7 8	8 0	8 0	22 0	21 0	17 0	15 6	...	...	...	...	19 8	19 0	20 0	20 8	...	...	160 0	160 0	11 8	11 0
Kotah	15 0	15 0	12 0	14 0	7 0	7 0	9 0	9 0	18 0	18 0	13 0	13 0	...	...	...	...	17 0	17 0	16 0	16 0	11 0	11 0	240 0	240 0	10 0	10 0
Jhalláwar	13 4	13 0	12 15	12 15	7 5½	7 5½	9 12	9 6	16 11½	16 7½	13 15½	14 2½	...	...	11 1	11 1	16 1	15 12½	17 2	16 7½	7 13½	7 13½	175 0	175 0	10 3	10 3
Tonk	14 12	14 12	22 5	22 12	9 9	8 8	10 10	9 8	24 7	23 4	19 10	20 0	...	...	...	...	23 7	23 0	...	20 4	...	...	100 0	100 0	11 6	11 0
Jeypore	14 0	14 8	20 0	20 8	5 0	5 0	8 4	8 4	21 0	21 0	18 0	18 0	...	...	13 0	13 0	18-0 to 19 8	18-0 to 20 4	20 0	21 0	21 0	21 0	115 0	115 0	12 0	12 0
Kerauli	15 0	17 13	20 0	20 10	11 4	10 0	11 9	11 4	18 12	20 0	16 9	18 2	...	...	12 8	12 8	20 0	20 5	...	...	22 8	22 8	200 0	200 0	11 4	11 8
Dholpur	13 8	13 9	19 1	20 8	11 4	9 0	12 6	11 4	17 1	18 4	16 15	18 0	...	...	13 8	12 6	19 6	20 8	...	...	22 10	24 8	90 0	90 0	11 8	11 6
Bhartpur	14 2	14 4	19 4	20 0	7 12	7 12	9 0	9 8	18 0	18 8	16 4	16 4	...	...	12 4	11 8	20 8	21 0	18 8	18 0	20 0	20 0	160 0	160 0	11 12	11 8
Alwar	16 2	15 10	22 2	21 9	8 0	8 0	10 9	10 8	21 7	22 8	18 6	18 5	...	...	14 8	14 8	21 8	22 3	22 2	21 5	31 0	31 0	200 0	200 0	12 12	12 12
Deoli Cantonment	15 13	15 0	20 8	20 8	4 0	4 0	9 0	7 0	21 0	20 5	18 0	18 0	...	...	...	...	20 10½	20 0	...	...	...	...	222 0	230 0	12 0	12 0
Nasirabad Cantonment	13 15	13 8	18 0	18 0	7 0	7 0	8 0	8 0	17 0½	17 12	15 0	15 0	...	12 0	12 0	...	19 0	19 0	15 8	15 10½	12 0	12 0	90 0	90 0	12 4	12 4
Hilly Tracts of Meywar	11 0	11 0	14 0	15 0	...	...	8 0	7 8	...	...	...	...	...	...	...	...	13 8	12 0	15 0	16 0	...	...	¶	¶	11 0	10 0
Balmer	11 0	10 9	...	...	5 0	5 0	6 8	6 8	...	...	12 3	12 3	...	...	...	...	9 12	9 12	...	...	...	...	260 0	260 0	13 4	13 0
Anádra	11 14	11 10	14 12	14 8	6 2	6 8	8 0	8 0	...	...	14 0	14 0	...	...	...	...	15 8	14 8	14 8	14 8	10 14	10 4	...	...	12 0	12 0
Shahpura	13 12	13 8	16 8	16 8	8 12	8 13	10 8	10 8	17 0	16 12	15 0	15 0	...	...	...	...	17 0	16 12	15 4	15 0	...	...	160 0	160 0	12 0	12 0
Western—																										
Jodhpur	11 14	12 3	17 8	16 4	6 4	6 4	7 8	7 8	15 10	13 12	13 2	12 3	...	...	...	...	17 3	16 4	15 0	12 8	...	...	...	...	13 7	13 7
Jaisulmer	9 12	9 12	...	...	8 0	8 0	9 0	9 0	12 10	12 10	10 12	10 12	...	...	...	...	10 0	10 0	...	...	...	...	...	...	21 0	21 0
Bickanir	11 6	11 12	...	...	3 2	3 2	6 11	6 11	...	...	13 0	12 15½	...	...	...	...	15 8	15 10½	...	...	8 0	8 0	100 0	100 0	13 4	13 4
Central India—																										
Indore	13 4	13 8	13 0	13 0	7 0	7 0	8 0	8 0	18 4	19 0	15 8	16 0	*	*	*	*	16 0	16 8	21 0	21 8	16 0	16 4	120 0	120 0	10 4	10 4
Nimach Cantonment	13 0	12 12	19 0	19 0	8 0	8 0	10 0	10 0	18 0	17 14	15 0	15 0	...	...	...	...	18 8	18 8	18 0	18 4	18 0	18 0	160 0	160 0	11 13	11 14
Baghelkhand (Satna)	16 0	16 4	20 8	22 8	8 0	8 0	14 0	14 0	19 0	19 0	15 0	17 0	...	*	...	*	17 8	17 8	...	*	20 8	20 0	160 0	160 0	10 8	10 8
Goona	15 0	15 0	15 0	15 0	8 0	7 12	8 4	8 0	17 8	18 8	...	...	...	...	...	...	18 0	18 0	18 0	18 8	...	...	200 0	200 0	10 0	10 0
Gwalior	11 9	12 0	13 14	15 7	7 4	7 4	8 4	8 2	14 12	14 15	13 10	13 8	...	...	9 1	9 1	16 10	14 0	15 11	15 11	18 13	16 0	126 14	126 14	10 0	10 2

* No sale. † For unhusked grain. ‡ For husked grain. § Nine pies per bundle. ‖ Not procurable. ¶ Six pies per bundle.

t In sub-divisions retail prices of salt per rupee are:—Begusarai 9-4 sers and Jamui 9 sers.

u In sub-divisions retail prices of salt per rupee are:—Buxar 10-8 sers, Bhabooa 9-8 sers, and Sasseram 10 sers.

v In sub-divisions retail prices of salt per rupee are:—Tajpore 11-8 sers and Madhubani 10 sers.

w In Hajipore and Sitamarhi sub-divisions retail price of salt 10 sers per rupee.

x At Bettiah retail price of salt 9-8 sers per rupee.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (Sorghum vulgare).		Bajra or Cumbu (Penniseturn typhoideum).		Kangni or Kakun, Italian millet (setaria italica).		Gram, Chenna, Chola, Kadalay or Sunaga (Cicer arietinum).		Maize (Zea Mays).		Arhar or Thur Cajan Pea (Cajanus indicus).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																								
Southern—																								
Hissar	18 0	17 0	22 0	21 0	...	...	10 0	10 0	23 0	22 0	19 0	18 0	...	16 0	25 0	24 0	18 0	18 0	*	...	85 0	85 0	10 0	11 0
Ferozepore	17 0	17 0	25 0	25 0	...	...	10 0	10 0	24 0	22 0	19 0	19 0	...	16 0	22 0	22 0	24 0	24 0	12 0	12 0	100 0	100 0	13 0	13 0
Montgomery	16 0	15 0	20 0	20 0	...	...	10 0	9 0	21 0	20 0	16 0	16 0	...	20 0	21 0	20 0	18 0	18 0	...	...	200 0	200 0	11 0	11 0
Central—																								
Gurgaon	17 0	17 0	23 0	23 0	...	...	10 0	10 0	22 0	22 0	19 0	19 0	...	11 0	23 0	23 0	20 0	18 0	22 0	22 0	130 0	130 0	11 0	11 0
Delhi	15 0	15 0	21 0	21 0	...	...	12 0	12 0	20 0	20 0	16 0	16 0	*	12 0	24 0	24 0	18 0	18 0	22 0	22 0	70 0	70 0	10 0	10 0
Rohtak	16 0	16 0	20 0	20 0	...	...	11 0	11 0	23 0	23 0	17 0	17 0	17 0	17 0	24 0	24 0	26 0	24 0	20 0	20 0	120 0	120 0	11 0	11 0
Karnal	16 0	17 0	23 0	24 0	...	...	12 0	12 0	25 0	25 0	17 0	17 0	20 0	20 0	21 0	21 0	21 0	21 0	22 0	22 0	140 0	120 0	10 0	10 0
Lahore	16 0	15 0	24 0	24 0	...	...	9 0	8 0	24 0	24 0	14 0	14 0	12 0	12 0	22 0	22 0	23 0	23 0	12 0	12 0	100 0	100 0	12 0	12 0
Sub-montane—																								
Umballa	18 0	18 0	24 0	23 0	...	...	12 0	12 0	24 0	22 0	20 0	16 0	12 0	12 0	25 0	25 0	23 0	23 0	16 0	16 0	130 0	130 0	12 0	12 0
Ludhiána	19 0	19 0	25 0	25 0	...	...	11 0	11 0	26 0	24 0	22 0	18 0	12 0	12 0	25 0	25 0	25 0	24 0	14 0	14 0	110 0	110 0	13 0	13 0
Jullundur	18 0	18 0	24 0	24 0	...	...	8 0	8 0	24 0	24 0	18 0	18 0	12 0	12 0	22 0	22 0	26 0	26 0	100 0	100 0	100 0	100 0	12 0	12 0
Hoshiárpur	18 0	18 0	24 0	24 0	...	...	12 0	12 0	25 0	24 0	19 0	19 0	12 0	12 0	22 0	22 0	23 0	23 0	13 0	13 0	90 0	90 0	13 0	13 0
Gurdáspur	17 0	17 0	22 0	22 0	...	...	12 0	12 0	22 0	22 0	20 0	20 0	12 0	12 0	22 0	22 0	24 0	24 0	22 0	22 0	120 0	120 0	12 0	12 0
Amritsar	17 0	17 0	23 0	23 0	...	...	11 0	11 0	23 0	23 0	18 0	18 0	12 0	12 0	22 0	22 0	24 0	24 0	13 0	13 0	90 0	90 0	13 0	13 0
Hills—																								
Simla	13 0	13 0	†	†	...	...	9 0	10 0	16 0	16 0	15 0	15 0	8 0	8 0	16 0	16 0	†	†	11 0	12 0	65 0	65 0	9 0	9 8
Kangra	13 0	13 0	17 0	17 0	...	...	12 0	11 0	12 0	12 0	10 0	10 0	8 0	8 0	16 0	16 0	16 0	16 0	14 0	12 0	100 0	100 0	10 0	10 0
North-western—																								
Siálkote	17 0	17 0	24 0	24 0	...	...	13 0	13 0	23 0	23 0	22 0	21 0	8 0	8 0	22 0	22 0	21 0	21 0	12 0	12 0	160 0	160 0	13 0	13 0
Gujránwála	17 0	16 0	24 0	24 0	...	...	11 0	11 0	21 0	19 0	19 0	19 0	8 0	8 0	20 0	19 0	19 0	19 0	8 0	8 0	90 0	90 0	13 0	13 0
Gujrát	17 0	17 0	22 0	22 0	...	...	9 0	9 0	20 0	20 0	19 0	19 0	11 0	11 0	20 0	20 0	20 0	20 0	11 0	11 0	120 0	120 0	13 0	13 0
Jhelum	16 0	16 0	22 0	22 0	...	...	10 0	11 0	21 0	21 0	20 0	20 0	17 0	17 0	20 0	20 0	18 0	18 0	16 0	16 0	160 0	160 0	14 0	14 0
Rawalpindi	15 0	15 0	21 0	21 0	...	...	11 0	10 0	22 0	22 0	19 0	19 0	19 0	19 0	19 0	19 0	19 0	19 0	23 0	22 0	96 0	90 0	13 8	13 8
Hazára	13 0	12 0	18 0	17 0	...	...	11 0	11 0	23 0	21 0	16 0	15 0	16 0	16 0	15 0	15 0	15 0	15 0	...	...	80 0	80 0	11 0	11 0
Peshawar	14 0	14 0	22 0	21 0	...	...	10 0	10 0	23 0	22 0	19 0	19 0	19 0	19 0	20 0	20 0	21 0	21 0	23 0	23 0	108 0	100 0	40 0	39 0
Kohát	12 0	13 0	20 0	19 0	...	...	11 0	11 0	17 0	16 0	15 0	15 0	15 0	15 0	18 0	18 0	21 0	24 0	...	...	130 0	166 0	60 0	56 0
Western—																								
Shahpur	16 0	16 0	22 0	22 0	...	...	9 0	9 0	22 0	22 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	23 0	23 0	23 0	240 0	240 0	13 0	13 0
Bannu	16 0	16 0	25 0	25 0	...	...	10 0	10 0	25 0	25 0	20 0	20 0	20 0	20 0	18 0	18 0	25 0	25 0	10 0	10 0	200 0	200 0	12 0	12 0
Mooltan	14 0	14 0	22 0	21 0	...	...	11 0	10 0	22 0	22 0	17 0	17 0	17 0	17 0	17 0	17 0	26 0	26 0	11 0	11 0	160 0	160 0	12 0	12 0
Bannu	16 0	14 0	21 0	23 0	...	...	10 0	10 0	22 0	22 0	20 0	20 0	18 0	20 0	23 0	23 0	23 0	23 0	11 0	11 0	160 0	160 0	40 0	40 0
D. I. Khán	14 0	14 0	24 0	24 0	...	...	8 0	8 0	22 0	21 0	19 0	19 0	16 0	15 0	22 0	22 0	22 0	22 0	...	...	112 0	112 0	42 0	42 0
Muzaffargarh	15 0	15 0	23 0	20 0	...	...	12 0	12 0	22 0	22 0	17 0	17 0	16 0	...	22 0	22 0	24 0	24 0	...	...	110 0	110 0	12 0	12 0
D. G. Khán	15 0	15 0	21 0	21 0	...	...	10 0	10 0	23 0	21 0	18 0	18 0	17 0	17 0	18 0	18 0	24 0	24 0	...	...	75 0	75 0	27 0	27 0
Sind and Baluchistan—																								
Kurachi	11 8	11 0	18 0	18 0	8 0	8 0	11 0	10 0	16 0	15 0	12 0	12 0	15 0	14 0	14 0	14 0	14 0	14 0	7 0	7 0	90 0	90 0	14 0	14 0
Hyderabad (Gidu Bandar)	11 0	11 0	18 0	18 0	7 0	6 8	12 0	9 8	16 0	15 0	12 0	12 0	11 0	12 0	14 0	14 0	14 0	14 0	...	...	160 0	150 0	11 8	11 8
Thar and Parkar (Umarkot)	12 0	12 0	17 0	17 0	8 12	...	14 8	8 0	17 0	17 0	14 0	14 0	14 0	14 0	16 0	16 0	16 0	16 0	...	...	120 0	120 0	12 8	12 8
Sukkur	13 8	12 12	17 8	18 0	8 0	8 0	14 0	9 4	17 0	15 0	14 0	14 0	14 0	14 0	15 0	15 0	15 0	15 0	...	...	160 0	160 0	11 8	11 8
Shikárpur	11 8	12 4	15 8	15 8	7 0	8 0	11 0	10 0	17 0	17 0	14 0	14 0	14 0	14 0	16 0	16 0	16 0	16 0	...	...	160 0	160 0	11 0	11 0
Upper Sind Frontier	12 0	12 4	15 0	17 0	9 0	8 0	12 0	8 0	17 0	17 0	14 0	14 0	14 0	14 0	15 0	15 0	15 0	15 0	...	...	64 0	64 0	9 0	9 0
Quetta	12 0	12 6	12 10	12 14	5 0	5 0	7 6	7 14	16 0	15 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	12 0	...	...				

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (Sorghum vulgare).		Bajra or Cumbu (Penniseturn typhoideum).		Kangni or Kakun, Italian millet (setaria italica).		Gram, Chenna, Chola, Kadalay or Sunaga (Cicer arietinum).		Maize (Zea Mays).		Arhar or Thur Cajan Pea (Cajanus indicus).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Deccan—																								
Dharwár (Hubli)	15 0	15 0	...	...	10 0	10 0	11 0	11 0	25 0	27 0	21 0	23 0	...	...	26 0	26 0	11 8	11 3	9 0	9 0	213 5	213 5	11 0	11 0
Belgaum	15 0	15 0	...	...	12 0	12 8	12 8	12 8	20 0	21 0	19 0	19 0	...	...	16 8	16 8	11 4	11 4	9 9	9 9	135 0	135 0	11 0	11 0
Sátara	10 11	10 11	13 0	13 0	8 0	8 3	10 0	10 0	13 5	13 5	19 13	22 6	18 0	18 0	14 3	14 3	8 14	...	9 9	9 9	90 0	90 0	12 0	12 0
Shólápur	14 8	14 8	17 6	17 6	8 8	8 8	10 6	10 6	18 0	18 0	18 6	19 4	16 0	16 0	19 2	19 2	...	...	7 6	7 6	68 15	70 13	10 1	10 1
Bijápur	13 5	13 5	10 4	10 4	7 3	7 3	9 15	9 15	16 3	16 3	16 3	16 3	13 15	13 15	...	...	...	...	7 1	7 1	71 2	71 2	12 4	12 4
Poona (City)	11 8	11 8	10 3	10 3	8 9	8 9	9 13	9 13	14 2	14 2	11 8	11 8	10 2	10 2	...	...	11 8	11 3	9 9	9 9	80 0	80 0	9 0	9 0
Khandesh—																								
Ahmednagar	13 6	13 6	...	...	8 0	8 0	9 1	9 1	15 0	16 0	13 8	13 8	13 10	13 10	19 2	...	11 4	11 4	11 0	11 0	97 1	97 1	11 10	11 10
Násik	14 12	14 12	...	...	9 0	9 0	10 8	10 8	...	...	14 4	14 4	10 8	10 8	...	...	8 12	8 12	11 8	11 8	82 10	82 10	11 8	11 8
Khandesh (Dhulia)	12 14	12 0	...	...	7 8	7 8	9 6	9 6	15 7	15 7	12 7	12 7	10 8	10 8	13 15	13 15	10 2	10 2	9 10	9 10	60 13	60 13	10 2	10 2
Guserat—																								
Súrat	12 0	13 0	13 0	11 0	6 0	6 0	8 0	9 0	15 0	15 0	14 0	14 0	12 0	12 0	8 0	8 0	11 8	11 6	11 0	11 0	85 0	85 0	11 6	11 6
Broach	11 0	11 0	...	8 0	7 8	8 0	9 8	9 8	14 0	14 0	12 8	12 8	12 0	12 0	12 0	12 0	11 4	12 12	12 0	12 0	106 8	106 8	12 12	12 12
Kaira	11 13	11 13	17 12	...	7 10	7 10	10 0	10 0	16 0	16 0	13 14	13 14	10 10	10 10	90 0	90 0	...	8 12	12 0	12 0	106 0	106 0	10 8	10 8
Baroda Camp (Sadar Bazar)	9 2	8 9	...	13 11	6 4	6 4	6 15	6 15	13 11	13 11	12 9	13 8	9 2	9 2	80 0	80 0	12 0	12 0	120 0	120 0	120 0	120 0	12 12	12 12
Ahmedabad (Daskrohi)	11 8	12 0	...	18 0	6 8	6 8	8 0	8 0	15 0	15 0	13 8	13 8	10 0	10 0	80 0	80 0	13 5	13 5	13 5	13 5	200 0	200 0	13 5	13 5
Panch Mahals (Godhra)	10 0	10 0	...	...	8 0	8 0	10 0	10 0	15 0	15 0	12 0	12 0	10 13½	10 13½	160 0	160 0	11 2	11 2	9 6	9 6	256 0	256 0	9 8	9 8
Deesa Cantonment	12 8	12 8	11 6	10 8	7 0	7 0	8 0	8 0	15 0	15 0	12 8	12 8	13 8	13 8	150 0	150 0	11 12	12 8	9 0	9 0	200 0	200 0	9 10	9 10
Kathiawar—																								
Rájkot	11 12	11 8	...	...	6 8	6 8	7 8	7 8	13 5	12 8	11 12	11 8	10 13	10 13	17 6	...	12 6	12 6	9 2	9 2	130 0	130 0	9 2	9 2
Central Provinces—																								
Western—																								
Nimár	14 4	14 4	...	...	7 8	7 8	11 7	11 7	16 8	16 8	...	...	10 11	10 11	16 0	16 0	10 15	10 15	9 0	9 0	256 0	256 0	9 6	9 6
Khandwa-Asirgarh Cant.	13 0	13 0	...	...	9 0	9 0	11 0	11 0	15 11	15 12	...	...	10 10	10 10	16 0	16 0	12 8	12 8	9 8	9 8	200 0	200 0	9 10	9 10
Hoshangabad	13 0	13 0	...	...	8 0	8 0	9 0	9 0	16 0	16 0	13 8	13 8	10 0	10 0	16 0	16 0	10 0	10 0	9 0	9 0	192 0	192 0	9 2	9 2
Betúl	13 9	13 9	...	...	7 8	7 8	10 0	10 0	17 7	17 7	14 0	14 0	10 6	10 6	10 0	10 0	8 14	8 14	9 3	9 3	400 0	400 0	9 0	9 0
Chhindwára	14 0	16 14	...	...	8 0	8 0	11 7	11 7	20 7	20 7	17 14	17 14	12 6	12 6	13 8	13 8	11 12	11 12	12 8	12 8				
Nágpur	16 14	16 4	...	...	10 0	10 0	12 3	12 3	20 10	19 11	16 4	16 4	10 6	10 6	19 0	19 0	10 0	10 0	10 0	10 0	400 0	400 0	10 0	10 0
Wárdha	17 2	17 2	...	...	10 0	8 0	11 7	11 7	24 0	24 0	14 7	26 9	23 6	...	16 0	16 0	14 7	26 9	23 6	...	400 0	400 0	10 0	10 0
Central—																								
Narsinghpur	13 8	12 15	...	...	8 15	9 3	9 12	10 14	17 0	...	...	...	...	...	12 0	12 0	11 0	11 0	11 6	11 6	96 0	96 0	8 0	8 0
Saugor	14 13	14 13	...	...	9 4	9 4	10 4	10 4	...	...	...	...	...	...	15 5	15 5	15 0	15 0	12 12	12 12	80 0	80 0	12 12	12 12
Damoh	16 0	16 0	...	...	11 7	11 7	11 7	11 7	15 15	15 15	...	...	...	...	13 2	13 2	10 0	10 0	13 5	13 5	160 0	160 0	13 5	13 5
Jubbulpore	13 2	13 4	...	...	8 0	7 8	8 2	10 0	17 0	18 0	...	...	...	...	13 5	13 5	11 2	11 2	10 13½	10 13½	150 0	150 0	10 13½	10 13½
Mandla	15 0	16 0	...	...	8 0	10 0	12 0	19 0	...	...	...	...	...	...	18 8	18 8	13 8	13 8	13 8	13 8				
Seoni	14 15	14 15	...	...	10 3	10 3	13 9	13 9	...	...	...	...	...	...	16 0	16 0	11 2	11 2	11 2	11 2				
Bilaspur	18 6	18 6	...	...	13 2	13 2	17 14	17 14	...	...	...	...	...	...	13 2	13 2	12 8	12 8	12 8	12 8				
Bhandára	18 6	18 6	...	...	...	...	16 4	16 4	26 9	23 6	...	...	...	...	17 8	17 8	17 8	17 8	17 8	17 8				
Chanda	17 8	18 12	...	...	...	...	17 10	14 7	...	...	...	...	...	...	18 10	18 10	17 13	17 13	17 13	17 13				
Eastern—																								
Bilaspur	19 14	17 12	...	...	16 3	10 3	14 10	11 4	...	...	...	...	...	...	19 14	19 14	19 14	19 14	19 14	19 14	96 0	96 0	8 0	8 0
Raipur	19 11	19 11	...	...	10 4	10 4	15 15	15 15	...	...	...	...	...	...	19 11	19 11	19 11	19 11	19 11	19 11	80 0	80 0	8 0	8 0
Sambalpur	14 0	14 0	...	...	12 4	12 4	17 8	...	...	...	...	...	...	...	14 0	14 0	14 0	14 0	14 0	14 0	160 0	160 0	9 3	9 3
Berar—																								
Buldána	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	17 9	17 9	17 9	17 9	17 9	17 9	17 9	17 9	17 9	17 9	17 9	§	§	§	§
Basim	17 5	17 4	...	...	7 8	7 5	9 10	24 0	19 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0				
Akola	16 0	16 0	...	...	7 0	6 8	8 0	8 0	18 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0	15 0				
Ellichpur	14 0	14 0	...	...	7 0	7 0	8 6	8 6	18 12	15 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0				
Amráoti	15 0	15 0	...	...	7 0	7 0	8 0	8 0	19 0	18 10	14 0	14 0	14 0	14 0	14 0	14 0	14 0	14 0	14 0	14 0				
Wún	14 0	16 0	...	...	9 0	9 0	10 0	10 0	20 0	...	...	...	...	...	...	...	...	...	...	...				
Nizam's Territories—																								
Secunderabad	13 13	12 15	...	...	6 12	7 2	10 14	10 8	18 13	18 13	16 12	17 12	13 3	12 11	...	...	18 13	17 12	125 0	130 0	8 14	8 14		
Bolárum	14 1	13 8	...	...	7 11	7 11	9 5	8 5	19 15	20 4	...	...	14 1	14 3	...	...	...	...	116 14	116 14	9 4	9 0		
Chadarghat	11 0	10 12	...	...	6 12	6 12	9 8	9 4	18 8	18 9	...	...	13 8	13 0	...	...	...	...	120 0	120 0	9 8	9 8		

§ Firewood is sold by head-load, cart-load, and bullock-load.

RETAIL PRICES FOR THE 1st HALF OF JANUARY 1889—*concluded*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum. Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu. Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi. Past fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar or Thúr Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	12 10	12 10	13 6	13 6	*	*	*	*	20 6	20 6	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	8 2	8 2	...	...	12 10	12 10	14 13	14 13	*	*	*	*	21 13	21 13	...	...	...	...	...	...	...	...	128 13	128 13	13 5	13 5
South, central—																										
Coimbatore	9 13	9 13	...	...	12 10	12 10	13 10	13 10	21 11	21 11	25 6	25 6	26 3	26 3	...	...	...	...	...	...	...	...	133 10	133 10	11 11	11 11
Nilgiris	8 8	8 8	...	...	10 6	9 10	11 3	11 3	19 10	20 0	18 3	16 13	20 3	21 10	...	...	...	...	...	...	...	...	161 13	161 13	10 2	9 3
Salem	10 3	10 3	...	...	12 3	12 11	13 3	14 2	25 0	25 8	21 5	22 2	29 2	29 2	...	...	...	...	...	...	...	...	186 10	186 10	13 8	13 8
Central—																										
Bellary	13 6	13 6	...	...	12 5	12 5	13 8	14 0	30 14	31 6	19 11	20 11	37 13	37 13	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Anantapur	11 8	11 8	...	...	13 6	12 13	15 2	15 2	31 6	31 6	25 6	25 6	34 0	34 0	...	...	...	...	...	...	...	...	155 8	145 13	11 5	11 5
Cuddapah	13 3	12 2	...	...	12 13	12 13	15 6	14 14	24 8	24 8	24 11	24 5	32 5	29 5	...	...	...	...	...	...	...	...	140 0	140 0	12 10	12 10
Kurnool	11 6	10 13	...	...	11 6	11 6	12 3	12 3	21 11	21 14	20 0	20 10	*	*	...	...	...	...	...	...	...	...	124 10	124 10	11 11	11 11
East Coast, north—																										
Ganjam	10 5	10 5	...	...	12 3	11 5	13 0	12 3	*	*	*	*	19 13	19 13	...	...	...	...	...	...	...	...	194 6	194 6	11 3	11 3
Vizagapatam	13 0	13 0	...	...	9 8	9 8	10 11	10 11	21 2	20 0	21 13	20 13	19 3	18 3	...	...	...	...	...	...	...	...	116 10	116 10	11 11	11 11
Godávari	13 8	12 10	...	...	14 14	14 14	16 0	16 0	23 0	23 0	21 2	21 2	27 5	25 8	...	...	...	...	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	13 11	13 2	14 5	14 0	22 2	22 2	*	*	23 5	23 5	...	...	...	...	...	...	...	...	170 2	170 2	13 3	13 3
Nellore	9 14	9 14	...	...	12 14	12 14	14 0	14 0	22 2	22 2	20 14	20 14	25 8	25 8	...	...	...	...	...	...	...	...	93 5	93 5	11 11	11 11
East Coast, south—																										
Madras	10 10	10 10	...	...	11 10	11 10	13 6	13 6	*	*	*	*	26 0	25 5	...	...	...	...	...	...	...	...	89 14	89 14	12 5	12 5
Chingleput	*	*	...	...	12 3	12 3	16 10	16 2	*	*	17 3	17 3	27 6	26 11	...	...	...	...	...	...	...	...	122 8	122 8	12 0	12 0
N. Arcot	8 13	9 6	...	...	12 3	12 3	14 2	14 2	*	*	*	*	34 3	35 14	...	...	...	...	...	...	...	...	194 6	194 6	11 5	11 11
S. Arcot	8 10	8 10	...	...	13 14	13 14	14 14	14 14	*	20 3	27 0	27 0	27 0	27 0	...	...	...	...	...	...	...	...	209 0	209 0	10 13	10 13
Tanjore	8 2	8 2	...	...	12 8	12 8	15 0	15 0	*	*	26 2	26 2	31 11	29 6	...	...	...	...	...	...	...	...	166 3	166 3	12 14	12 6
Trichinopoly	8 10	8 10	...	...	12 10	11 8	13 2	12 0	*	*	21 10	21 10	23 10	23 10	...	...	...	...	...	...	...	...	143 6	143 6	13 0	13 0
Southern—																										
Tinnevelly	8 8	8 8	...	...	11 2	10 11	12 13	12 13	*	*	*	*	*	*	...	...	...	...	...	...	...	...	52 8	52 8	14 13	14 13
Madura	9 6	9 6	...	...	12 10	12 10	13 8	13 8	25 14	25 14	23 8	23 8	27 2	27 2	...	...	...	...	...	...	...	...	131 3	121 8	13 10	13 10
Mysore—																										
Mysore	11 0	11 0	10 0	10 0	10 8	11 0	12 0	12 0	30 0	30 0	28 0	30 0	28 8	30 0	12 0	12 0	12 0	12 0	...	...	12 0	11 8	96 0	84 0	8 0	8 0
Bangalore	10 8	10 0	11 0	10 8	9 8	9 8	11 8	11 8	23 0	23 0	...	...	32 0	33 0	...	...	11 8	11 8	...	...	13 8	14 8	96 0	96 0	9 8	9 4
Kolar	10 0	10 0	9 0	9 0	10 8	10 4	14 0	13 8	27 0	27 0	...	...	40 0	40 0	...	...	10 4	10 4	27 0	27 0	16 0	15 8	156 0	144 0	9 0	9 0
Tumkur	11 0	11 0	11 0	11 0	11 0	11 0	12 0	12 0	...	...	...	...	40 0	40 0	...	...	11 0	11 0	...	...	15 0	15 0	340 0	340 0	9 0	9 0
Hassan	...	...	10 0	10 0	12 0	12 0	13 0	14 0	...	...	...	...	42 0	40 0	...	...	11 0	12 0	...	...	12 0	13 0	96 0	96 0	8 0	8 0
Kadur	10 0	10 0	11 0	11 0	15 0	16 0	18 0	19 0	...	...	...	...	48 0	48 0	...	...	13 0	14 0	...	...	10 0	10 0	320 0	320 0	10 0	9 0
Shimoga	11 9	11 9	12 10	...	11 9	10 8	14 11	14 11	29 7	33 10	...	...	33 10	48 13	...	...	12 10	11 9	...	...	...	...	480 0	480 0	10 8	8 6
Chitaldrug	13 0	12 0	14 0	14 0	10 0	10 0	13 0	12 8	48 0	48 0	32 0	32 0	55 0	55 0	65 0	65 0	12 0	12 0	...	...	20 0	20 0	320 0	320 0	8 0	8 0
Coorg—																										
Coorg	9 0	10 0	8 0	9 0	13 8	11 8	15 8	16 0	...	...	...	...	35 8	32 8	...	...	23 8	30 8	...	...	...	...	110 0	110 0	10 0	12 8
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* No sale.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

E. J. SINKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first eleven months of the official year 1888-89, and of the seventeen preceding years.

(IN THOUSANDS OF RUPEES.)

Year.	Bengal. On Imports of Liquors.	Bengal. On other Imports.	Bengal. On Exports.	Bengal. Total Revenue.	Bombay. On Imports of Liquors.	Bombay. On other Imports.	Bombay. On Exports.	Bombay. Total Revenue.	Sindh. On Imports of Liquors.	Sindh. On other Imports.	Sindh. On Exports.	Sindh. Total Revenue.	Madras. On Imports of Liquors.	Madras. On other Imports.	Madras. On Exports.	Madras. Total Revenue.	Burma. On Imports of Liquors.	Burma. On other Imports.	Burma. On Exports.	Burma. Total Revenue.	Total British India. On Imports of Liquors.	Total British India. On other Imports.	Total British India. Total Import Revenue.	Total British India. Export Revenue.	Total British India. Total Revenue.	Year.
	FOR THE ELEVEN MONTHS, APRIL TO FEBRUARY.																									
1871-72	9,67	66,57	23,12	99,36	5,74	44,09	4,22	54,05	1,04	1,26	2,04	4,34	3,46	11,53	12,85	27,84	1,55	4,06	17,79	23,40	21,46	1,27,51	1,48,97	60,02	2,08,99	1871-72
1872-73	10,92	63,46	25,56	99,94	5,11	40,48	3,39	48,98	97	1,16	1,84	3,97	3,56	11,27	10,34	25,17	2,78	4,77	28,32	35,87	23,34	1,21,14	1,44,48	69,45	2,13,93	1872-73
1873-74	10,27	60,67	20,39	91,33	5,85	45,55	3,63	55,03	1,22	93	1,13	3,28	3,44	12,72	13,26	29,42	3,03	4,79	22,32	30,14	23,81	1,24,66	1,48,47	60,73	2,09,20	1873-74
1874-75	10,86	70,33	17,53	98,72	6,51	45,29	4,23	56,03	1,04	83	1,48	3,35	3,37	12,30	12,41	28,08	3,49	6,30	15,44	25,23	25,27	1,35,05	1,60,32	51,09	2,11,41	1874-75
1875-76	12,03	68,51	19,11	99,65	6,77	42,10	4,21	53,08	1,22	96	1,14	3,32	4,25	12,39	10,44	27,08	3,45	4,86	25,75	34,06	27,72	1,28,82	1,56,54	60,65	2,17,19	1875-76
1876-77	12,01	60,19	18,90	91,10	7,78	39,36	1,09	48,23	1,34	71	31	2,36	4,93	10,96	6,20	22,09	3,81	5,04	22,10	30,95	29,87	1,16,26	1,46,13	48,60	1,94,73	1876-77
1877-78	13,26	74,49	19,46	1,07,21	7,92	45,48	1,24	54,64	1,73	84	44	3,01	5,52	9,09	2,23	16,84	4,55	5,97	20,13	30,65	32,98	1,35,87	1,68,85	43,50	2,12,35	1877-78
1878-79	11,87	58,82	19,35	90,04	7,78	41,56	2,17	51,51	1,75	57	29	2,61	4,98	8,56	4,41	17,95	6,03	6,56	22,33	34,92	32,41	1,16,07	1,48,48	48,55	1,97,03	1878-79
1879-80	11,39	54,65	13,86	79,90	8,73	36,93	2,23	47,89	3,02	70	32	4,04	4,66	8,46	7,43	20,55	6,34	6,54	26,01	38,89	34,14	1,07,28	1,41,42	49,85	1,91,27	1879-80
1880-81	12,10	54,84	15,27	82,21	8,11	51,41	2,41	61,93	4,50	1,14	23	5,87	4,80	9,62	7,08	21,50	4,42	7,72	31,74	43,88	33,93	1,24,73	1,58,66	56,73	2,15,39	1880-81
1881-82	12,31	47,15	17,23	76,69	9,35	44,14	1,77	55,26	3,65	1,21	40	5,26	4,58	8,88	4,37	17,83	6,79	7,50	33,52	47,81	36,68	1,08,88	1,45,56	57,29	2,02,85	1881-82
1882-83	13,08	14	18,11	31,33	9,59	-1,01*	1,78	10,36	3,16	4	55	3,75	5,02	6	3,53	8,61	7,31	7	40,70	48,08	38,16	—70*	37,46	64,67	1,02,13	1882-83
1883-84	13,37	35	17,29	31,01	9,89	52	1,53	11,94	3,36	5	53	3,94	4,58	8	5,38	10,04	7,17	12	32,24	39,53	38,37	1,12	39,49	56,97	96,46	1883-84
1884-85	11,43	34	13,77	25,54	9,97	47	1,91	12,35	3,66	6	57	4,29	4,41	5	4,41	8,87	6,82	7	23,08	29,97	36,29	99	37,28	43,74	81,02	1884-85
1885-86	12,33	24	15,82	28,39	11,01	53	1,29	12,83	3,94	7	85	4,86	4,63	10	3,39	8,12	5,96	6	34,43	40,45	37,87	1,00	38,87	55,78	94,65	1885-86
1886-87	13,13	38	13,27	26,78	11,37	52	1,66	13,55	4,72	11	90	5,73	6,13	17	4,54	10,84	8,64	15	33,90	42,69	43,99	1,33	45,32	54,27	99,59	1886-87
1887-88	11,93	80	17,66	30,39	13,34	80	2,07	16,21	4,68	7	76	5,51	9,23	16	4,31	13,70	8,16	3	34,21	42,40	47,34	1,86	49,20	59,01	1,08,21	1887-88
1888-89	13,37	5,75	14,83	33,95	13,53	3,71	1,55	18,79	4,93	70	47	6,10	9,55	87	4,73	15,15	8,03	93	25,21	34,17	49,41	11,96	61,37	46,79	1,08,16	1888-89

* The amount refunded is greater than the duty collected.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 14th March, 1889.

E. J. SINKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XLVI OF 1888-89.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 18th February, 1888. Total.	Receipts for week ending 18th February, 1888. Per mile open.	Total mean length open.	Receipts for week ending 16th February, 1889. Total.	Receipts for week ending 16th February, 1889. Per mile open.	Total Receipts from 1st April, 1887, to 18th Feb., 1888. Total.	Total Receipts from 1st April, 1887, to 18th Feb., 1888. Per mile open per week.	Total Receipts from 1st April, 1888, to 16th Feb., 1889. Total.	Total Receipts from 1st April, 1888, to 16th Feb., 1889. Per mile open per week.	Total Increase in 1888-89.	Total Decrease in 1888-89.
	State Lines worked by Companies.		R	R		R	R	R	R	R	R	R	R
2nd Mar., 1889	East Indian	1,514	10,29,368	680	1,514	9,44,006	624	4,05,11,066	582	3,86,42,394	555	...	18,68,672
2nd ditto	Rajputana-Malwa (a)	1,664	4,09,275	246	1,664	4,14,000	249	1,45,99,623	190	1,62,63,120	212	16,63,497	...
2nd ditto	Sindia	75	8,479	113	75	8,498	114	3,92,532	114	3,21,409	93	...	71,123
2nd ditto	Patna-Gya	57	12,156	213	57	8,503	149	4,53,059	172	4,22,303	161	...	30,756
23rd Feb. 1889	Bengal-Nagpur (b)	186	39,292	211	293	59,127	202	12,49,308	145	15,01,309	161	2,52,001	...
2nd Mar. 1889	Dildarnagar-Ghazipur	12	860	72	12	722	60	42,108	76	39,757	72	...	2,351
23rd Feb. 1889	Mysore	140	9,779	70	140	10,728	77	4,53,396	70	5,20,217	81	66,821	...
23rd ditto	Southern Mahratta(c)	850	54,384	64	854	79,796	93	28,16,882	78	34,40,541	88	6,23,659	...
23rd ditto	Indian Midland	136	20,147	148	392	(d)49,302	126	1,82,554	84	(d)8,01,188	102	6,18,634	...
16th ditto	Villupuram-Dharmavaram (*Nellore Branch*)	83	4,259	51	83	4,622	56	(e) 75,509	41	2,15,952	57	1,40,443	...
16th ditto	Bareilly-Pilibhit	36	2,150	60	36	2,199	61	77,861	48	79,750	49	1,889	...
23rd ditto	Lucknow-Sitapur-Sihramau	105	4,980	47	105	5,300	50	1,87,000	39	2,28,079	47	41,079	...
	TOTAL	4,858	15,95,129	328	5,225	15,86,803	304	6,10,40,898	283	6,24,76,019	276	14,35,121	...
	State Lines worked by Government.												
23rd Feb., 1889	North-Western (f)	2,470	4,46,729	181	2,390	4,89,881	205	1,84,70,585	176	2,24,92,077	205	40,21,492	...
23rd ditto	Oudh & Rohilkhand(g)	693	1,63,179	235	692	1,37,696	199	59,81,907	189	59,41,963	187	...	39,944
23rd ditto	Wardha Coal	45	22,365	497	45	12,711	282	6,64,659	319	7,43,236	359	78,577	...
23rd ditto	Bengal Central	125	12,938	104	125	12,690	101	5,92,078	103	6,24,268	109	32,190	...
23rd ditto	Eastern Bengal Railways (h)	645	1,79,487	278	673	1,75,380	261	85,82,123	289	94,69,856	306	8,87,733	...
2nd Mar., 1889	Nalhati	27	2,314	85	27	2,068	76	81,442	66	88,348	72	6,906	...
2nd ditto	Tirhoot	259	47,693	184	273	36,996	136	15,77,985	139	14,44,675	121	...	1,33,310
23rd Feb., 1889	Burma	333	99,729	299	441	93,428	210	28,09,888	183	27,74,503	150	...	32,385
23rd ditto	Jorhat	31	677	22	31	1,112	36	44,716	35	54,326	41	9,610	...
23rd ditto	Cherra-Companyganj	7	138	18	7	54	7	9,989	29	7,857	23	...	2,132
	TOTAL	4,635	9,75,249	210	4,704	9,62,016	205	3,88,12,372	190	4,36,41,109	204	48,28,737	...
	Lines worked by Guaranteed Companies.												
5th Feb., 1889	Madras	840	1,63,325	194	840	1,55,310	185	72,46,475	186	74,18,793	192	1,72,318	...
16th ditto	South Indian	654	93,004	143	654	1,09,935	168	45,14,330	149	48,41,074	161	3,20,744	...
23rd ditto	Great Indian Peninsula	1,504	8,51,062	566	1,447	9,30,772	643	3,45,07,839	496	3,64,68,811	548	19,60,972	...
2nd Mar., 1889	Bombay, Baroda and Central India	461	2,73,995	594	461	2,92,000	633	1,05,75,123	496	1,11,72,541	527	5,97,418	...
	TOTAL	3,459	13,81,986	400	3,402	14,88,017	437	5,68,43,767	355	5,99,01,219	383	30,57,452	...
GRAND TOTAL (GUARANTEED AND STATE)		12,952	39,52,364	305	13,331	40,36,836	303	15,66,97,037	269	16,60,18,347	278	93,21,310	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	8,12,00,579	140	8,65,05,017	145	...	...
NET RECEIPTS		...	...	...	...	...	...	7,54,96,458	129	7,95,13,330	133	40,16,872	...
	Assisted Companies.												
2nd Mar., 1889	Bengal and North-Western	376	46,949	125	376	44,020	119	17,85,696	103	19,50,045	113	1,64,349	...
2nd ditto	Tarakeshwar	22	5,562	250	22	6,449	290	2,33,404	228	2,40,087	235	6,683	...
16th Feb., 1889	Rohilkhand-Kumaun	67	4,177	62	67	5,020	75	2,81,208	93	3,00,142	100	18,934	...
16th ditto	Dibru-Sadiya	78	6,744	86	78	7,475	96	3,61,429	100	3,85,407	107	23,978	...
	TOTAL	543	63,432	117	543	63,864	118	26,61,737	106	28,75,681	115	2,13,944	...
	Native States.												
23rd Feb., 1889	The Nizam's Guaranteed Company	277	32,208	116	354	49,734	141	14,13,231	140	15,74,595	115	1,61,364	...
2nd Mar., 1889	The Gaekwar's	59	3,462	59	59	3,350	57	1,39,459	51	1,22,931	45	...	16,528
2nd ditto	The Gaekwar's Mehsana-Vadnagar	21	1,016	48	27	1,000	37	33,509	34	40,324	39	6,815	...
23rd Feb., 1889	Bhavnagar-Gondal-Junagarh-Porbandar	193	27,461	142	260	36,304	140	8,91,631	100	9,68,698	103	77,067	...
23rd ditto	Morvi	68	2,229	33	68	3,067	45	1,21,867	39	1,45,407	40	23,540	...
2nd Mar., 1889	Jodhpore	124	7,522	61	124	8,100	65	3,07,175	54	3,08,878	54	1,703	...
	TOTAL	742	73,898	100	892	1,01,555	114	29,06,872	92	31,60,833	88	2,53,961	...

(a) Includes the Cawnpore-Achnera State Railway.
(b) Includes the Katni-Umaria State Railway.
(c) Includes the Bellary-Kistna State Railway.
(d) Includes Bhopal-Itarsi State Railway from 1st January, 1889.
(e) Total receipts from 15th September, 1887, to 18th February, 1888.
(f) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(g) State from 1st January, 1889.
(h) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.

CALCUTTA,
The 15th March, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Offg. Deputy Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS.
Irrigation.

TRAFFIC RETURNS OF THE GANGES AND AGRA CANALS FOR THE HALF-YEAR ENDING 30th SEPTEMBER 1888.

Comparative Return of Traffic carried on the Agra Canal for the half-years ending 30th September, 1888 and 1887.

Demands.				Same period of previous year.				Current half-year.		Corresponding period of previous year.		Tonnage.		Ton mileage.		Value of goods.		Number of passengers.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Balance from previous half-year.	For current half-year.	Collected during half-year.	Balance uncollected.	Demands.	Collections.	Nature of Cargo.	Up.	Down.	Total.	Up.	Down.	Total.	1888.	1887.	1888.	1887.	1888.	1887.
	R	R	R	R	R	R		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.			R			
TOLLAGE.																			
Private boats	...	1,488	1,488	...	1,235	1,235	Gram	...	147,305	147,305	8,425	41,063	49,488	12,275	9,651	689,055	568,484	2,99,345	1,93,225	273	103
Government boats	...	78	78	...	149	149	Cotton	...	124	124	...	1,292	1,292								
Rafts	...	...	...	...	...	...	Oilseeds	...	2,907	3,507	200	329	529								
							Salt	600	...	...	...	51	51								
							Metals	...	250	750	600	16	616								
CARRYING OPERATIONS.							Miscellaneous goods	500	7,812	7,900	2,205	1,890	4,095								
Boating (Government),							Building materials	88	26,950	116,950	99,685	20,875	120,560								
Fines		1,123	1,123	...	2,208	2,208	Firewood	89,900	7,250	56,225	68,455	11,960	80,415								
Ground rent		...	...	...	...	...	Bamboos	48,975	...	...	...	50	50								
							Timber	...	1,250	1,250	...	4,570	4,570								
							Miscellaneous timber	...	250	250	...	1,060	1,060								
TOTAL	...	2,689	2,689*	...	3,592	3,592	TOTAL	140,063	194,098	334,161	179,570	83,156	262,726	12,275	9,651	689,055	568,484	2,99,345	1,93,225	273	103

* Excludes adjustment of R 597-1-0.

ALLAHABAD,
The 8th January, 1889.

H. W. CONDUITT,
Asst. Secy. to Govt., N. W. P. and Oudh, P. W. D., I. B.

Comparative Return of Traffic carried on the Upper and Lower Ganges Canals for the half-years ending 30th September, 1888 and 1887.

	Demands.					Same period of previous year.		Current half-year.			Corresponding period of previous year.			Ton mileage.		Value of goods.		Number of passengers.	
	Balance from previous half-year.	For current half-year.	Collections during current half-year.	Balance uncollected.	Demands.	Collections.	Nature of cargo.	Down.	Up.	Total.	Down.	Up.	Total.	1888.	1887.	1888.	1887.	1888.	1887.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	R	R	R	R	R	R		Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	78,154	54,695	3,010,850	2,410,047	R	R	189	135
Tollage.																					
Private boats .	345	5,262	4,575	1,032	4,632	3,916	Grains . .	44,604	54,297	98,901	33,708	47,476	81,184								
Government boats .	...	667	667	...	538	538	Cotton . .	2,283	...	2,283	...	10,084	10,084								
Rafts . . .	...	1,905	1,905	...	1,178	1,178	Oilseeds . .	27,363	1,326	28,689	626	13,493	14,119								
							Salt . . .	11,730	4,229	15,959	2,848	2,763	5,611								
Carrying Operations.							Metals . .	8,286	7,037	15,323	3,634	27,840	31,474								
Boating (Government) . .	...	377	377	...	674	674	Building materials	196,859	1,181,286	1,378,145	453,119	329,528	782,647								
Fines and sundries .	...	12	12	...	19	19	Miscellaneous goods .	42,447	12,161	54,608	20,844	44,186	65,030								
Ground rent . .	...	1,171	1,171	...	1,038	1,038	Firewood . .	147,327	7,646	154,973	1,380	161,558	162,938								
Total .	345	9,394	8,707	1,032	8,079	7,363	Bamboos . .	218,678	372	219,050	435	157,522	157,957								
Upper Ganges Canal . .	178	6,043	5,674	534	5,225	4,850	Timber . .	141,327	3,310	144,637	2,023	153,912	155,935								
							Miscellaneous timber . .	13,717	1,086	14,803	2,867	19,055	21,922								
Lower Ganges Canal .	167	3,351	3,033	498	2,854	2,513															
Total .	345	9,394	8,707	1,032	8,079	7,363	Total .	854,621	1,272,750	2,127,371	321,484	967,417	1,288,901								

ALLAHABAD,
The 8th January, 1889.

H. W. CONDUITT,
Asst. Secy. to Govt., N.-W. P. and Oudh P. W. D., I. B.

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Summary for February 1889.

February is usually the last cold-weather month of the year in Northern India, as hot-weather conditions generally set in at the end of this month or the beginning of the month of March and rapidly intensify. It is occasionally a very unsettled stormy month in Upper India and the adjacent hill districts, more especially if the preceding month has been finer than usual. The majority of the most severe cold-weather storms of recent years have occurred during the last week of January and first ten days of February. The storms of the month usually belong to the class known as cold-weather storms, the chief features of which have been described in the two previous monthly reports. These are generally shallow depressions but are almost as persistent as the storms of the rains proper. They usually move quickly and in the great majority of cases advance in an easterly course and hence in the opposite direction to the storms of the rains. Each storm gives moderate to heavy snow to the hill districts and light to moderate rain, chiefly in the plain districts to the north of the area of lowest barometer. One of the more remarkable features of these storms is the temperature relations and changes which accompany them. Temperature is generally considerably above the normal before the formation of each storm. A rapid increase of temperature generally occurs immediately in front of the advancing storm, and an even more rapid decrease of temperature takes place in the rear of the storm, where fine clear weather with westerly winds usually prevails. Hence a wave of high temperature appears to advance across Northern India in front of each of these storms and a similar wave of low temperature follows them.

Another interesting feature of the temperature conditions of the month is that the changes and variations of temperature in Southern India are usually

inverse to those in Northern India, that is, when temperature is excessive and increasing in Northern India, it is below the normal and decreasing in Southern India, and *vice versâ*.

The past month has been unusually stormy and rainy in Northern and Central India, and the temperature relations indicated in the preceding remarks have been exhibited to a marked extent during the month.

BAROMETRIC DEPRESSIONS AND STORMS OF THE MONTH.

First storm of January 27th to February 3rd.—This was fully described in the previous month's report. It was a double storm consisting of a shallow depression which drifted from Beluchistan across the head of the Peninsula into Burma and of a deep depression which formed in the North Punjab and advanced for some distance eastwards along the Himalayas and filled up on the 31st. The shallow depression was passing through East Bengal into Upper Burma on the 1st, and local showers were received in Assam and Bengal on that day. It gave low barometer and cloudy skies but no rain to Burma on the 2nd.

A very rapid rise of the barometer in Northern India on the 1st and 2nd established anticyclonic conditions with fine cool weather and westerly winds. The fall of temperature following the storm continued until the 3rd, when the variations of the mean temperature of the day from the normal were as follows:—

Sind and Rajputana	6° below.
North-Western Provinces	5° "
Punjab, Guzerat and Central India, Central Provinces, Bengal	4° "
Bombay	2° "
Madras	1½° above.
	1½° "

This storm gave a heavy fall of snow in the hill districts and general rain to the Punjab, North-Western Provinces, Rajputana, Central India, Behar, Chutia Nagpur and Bengal.

Depression of 5th to 8th February.—This was a very shallow depression and of little importance. It appeared in Sind on the morning of the 5th. Temperature increased very rapidly in Sind, Rajputana and Guzerat on the 5th, in the Central Provinces on the 6th, and in the North-Western Provinces and Bengal on the 7th. The average variations of the mean temperature from the normal on these days and on the 8th were as follows:—

	Average Temperature Variation.				
	4th.	5th.	6th.	7th.	8th.
Punjab	−1½°	−1°	+3°	+3½°	+3°
Sind and Rajputana	Normal.	+5	+5½	+4	+4
North-Western Provinces	−5	−2½	+1	+4½	+3½
Central India	−2½	+2	+4	+8½	+8
Central Provinces	−4½	−1	+4½	+7½	+7½
Bengal	−4½	−3	−2	+ ½	+2
Bombay	+1	+1½	+2	+3	+3½
Madras	+1½	+2	+1	+ ½	−1

The depression passed into Bengal on the 8th and gave some cloud and filled up on the 9th.

Little or no rain fell in the plains or hills during the advance of this depression and hence the temperature relations were different from those of the preceding storm, and no rapid fall of temperature occurred in the the rear of the storm.

Depression of 10th to 13th February.—The barometer fell rapidly on the 9th in North-Western India and a shallow depression overlay Guzerat and

South-West Rajputana on the morning of the 10th. Thunderstorms giving light showers occurred during the day in Central India, Rajputana, and the South-East Punjab.

The depression was transferred to Chutia Nagpur and the adjacent districts on the morning of the 11th, and numerous thunderstorms and light showers had fallen during the previous twenty-four hours in the North-Western Provinces and Central India. Temperature was now decreasing rapidly in North-Western and Central India and increasing briskly in Eastern India.

The depression passed into Central Bengal on the morning of the 12th. Thunderstorms giving moderate rain occurred in Behar and Bengal during the previous twenty-four hours.

Temperature increased rapidly on the 12th in Burma, East Bengal and Assam and was now falling steadily in North-West and Central India. The following gives the temperature variations of the 9th, 10th, 11th, and 12th:—

	Average Temperature Variation.			
	9th.	10th.	11th.	12th.
Punjab	+4½°	+3½°	+3½°	+4°
Sind and Rajputana	+6°	+1°	+1°	+3½°
North-Western Provinces	+4½°	*Nil*	+1°	+2°
Central India	+10½°	+4°	*Nil*	+1½°
Central Provinces	+9½°	+6°	*Nil*	−10°
Bengal	+2½°	+4°	+4½°	−½°
Assam	+1½°	+4°	+7½°	+2°
Bombay	+3°	+1°	−½°	+½°
Madras	−½°	+2°	+1½°	+½°
Burma	−½°	+2°	+2°	+1½°

The depression passed into Burma on the 13th when it filled up.

Temperature increased rapidly in North-Western India on the 14th and 15th and decreased in North-Eastern India. A fall of the barometer in Beluchistan and Sind on the 15th preceded the advance of another depression from Beluchistan.

Depression of 16th to 19th February.—The depression shewn by the Quetta observations on the 15th covered Guzerat and South-West Rajputana on the 16th. The temperature variations of the 15th immediately antecedent to the storm were as follows:—

Sind	5½° above.
Rajputana	10° "
Guzerat and Central India	8½° "
Central Provinces	7° "
North-Western Provinces	4½° "
Bengal	2° "
Madras	2° below.

The depression changed its character during the next twenty-four hours and, at 8 A.M. on the 17th, formed a long trough stretching from the Central Provinces to the South-East Punjab. Heavy rain fell on the 16th and 17th over the whole of this area, except the southern portion of the Central Provinces. Falls of one inch were recorded on the 17th at Sutna and Nowgong and at the Hill Stations. The depression was transferred to Bengal on the 18th. Temperature had increased rapidly in North-East India and fallen very quickly in North-West

and Central India. The temperature variations on the 16th, 17th, 18th, and 19th were as follows:—

	16th.	17th.	18th.	19th.
Punjab	+1°	+1°	+2½°	+3°
Sind and Rajputana	+1°	−3°	*Nil*	+3½°
North-Western Provinces	+3°	−4°	−1°	−1½°
Central India	+3°	−2°	−2°	−1°
Central Provinces	+4°	−2°	−3°	−4½°
Bengal	+2½°	+3½°	+3°	−2½°
Bombay	+2°	−1°	−2°	−1½°
Madras	−2°	−1°	*Nil*	+½°
Burma	+3°	+3½°	+3½°	+4½°

Moderately heavy rain fell on the 17th in the North-Western Provinces, Chutia Nagpur, and Behar. The depression passed into Bengal on the 19th, but filled up and disappeared before the morning of the 20th. It gave some local thunderstorms on the 18th and 19th in Bengal.

Temperature again began to increase rapidly in North-West India and continued to decrease in North-East India, and on the 21st the temperature variations were as follows:—

Quetta	15½° above
Sind and Rajputana	7½° "
Punjab	3½° "
Central India	2½° "
Central Provinces	½° below.
Bengal	3½° "
Assam } Burmah }	1° "

Depression of 22nd to the 25th February.—This was by far the most remarkable storm of the month, partly by reason of the unusual direction of its advance and partly by reason of the excessive burst of rainfall it gave to the whole of the Punjab. It formed in East Beluchistan and Sind on the 21st and 22nd, and advanced in a northerly instead of the usual easterly direction. The centre was between Mooltan and Jacobabad on the morning of the 23rd. Light showers fell on the 22nd in the hill districts, and skies were densely covered over the Punjab. On the morning of the 24th, the centre was to the west of Dera Ismail Khan, and the depression had increased to a third of an inch. Very heavy rain had fallen in the Punjab during the previous twenty-four hours. Murree received 5 inches, Rawalpindi 3¾ inches, Lahore 2½ inches, and Ludhiana and Simla 2 inches. The depression filled up with unusual rapidity during the day. The rise of the barometer was larger and more rapid than has been observed for many years in the Punjab, and exceeded half an inch at Peshawar. Showers were received during the previous day in the Punjab and north-western districts of the North-Western Provinces.

Strongly marked anticyclonic conditions were re-established in Upper India on the 25th, when pressure was two-tenths of an inch above the normal in the North Punjab, and this continued during the remainder of the month.

Hence, of the four depressions or storms of the month, three advanced across Northern India in the usual direction, whilst the fourth marched northwards parallel to, or more probably over, the Suliman Mountains and developed until it reached the much higher ground to the north of the Punjab when it broke up very rapidly. Its history hence confirms the supposition that these cold-weather storms are generated and maintained at a very considerable elevation, and are not primarily phenomena of the lower atmosphere.

Pressure.—The mean pressure of the month for the whole of India was ·024″ in excess of the normal. The excess was, as in the month of January, greater at the hill than the plain stations. Pressure was relatively to the general state in defect generally in Northern India. There were two areas in which

the local deficiency exceeded ·02″, *viz.*, Sind and Rajputana, and Burma. The following gives data:—

	Relative deficiency.
Jacobabad	—·032″
Kurrachee	—·024″
Ajmere	—·021″
Akyab	—·022″
Diamond Island	—·023″

Pressure was relatively in excess over the greater part of the Peninsula, but the abnormal variations exceeded ·02″ only at Ratnagiri (·027″) and Bellary (·022″).

Temperature.—The chief feature of the temperature of the month, *viz.*, the rapid fluctuations which accompanied the passages of an unusually large number of storms across Northern India, has been already fully shewn in the preceding remarks. The cloudy weather which accompanied these storms increased the night temperature and diminished the day temperature. This effect is shewn very clearly in the average temperature variations of the month in Northern India given below:—

	Variation of maximum temperature from normal.	Variation of minimum from the normal.	Variation of mean temperature from normal.
Burma	+0·8	+1·4	+1·1
Bengal and Assam	—0·4	+1·3	+0·5
Behar	—2·0	+3·0	+0·5
Nort-Western Provinces	—2·5	+3·0	+0·2
Punjab	—1·0	+3·5	+1·2
Rajputana	—1·2	+3·2	+1·0
Bombay	+1·0	+0·3	+0·7
Madras	+0·7	—0·4	+0·2
Berar and Central Provinces	+1·2	+1·9	+1·6
Central India—Guzerat	+1·0	+2·4	+1·7

Rainfall.—The most remarkable feature of the weather of the month is the rainfall. The whole of the Punjab, North-Western Provinces, Chutia Nagpur, Rajputana, and Central India received from two to ten times their normal amount. In Bengal and Assam there was a moderate excess. In the Central Provinces, the Deccan, and Southern India the rainfall of the month is always very small in amount, but was even smaller than usual during the first month.

The conditions of its occurrence were as abnormal as its amount. Excessive rainfall in February (such as that of the past month) usually accompanies excessive rain throughout the whole of the cold-weather months, as was the case in the cold weather of 1877. The excessive rain of the past month on the contrary followed a period of drier weather than usual in the months of December and January.

The following table gives the actual and average rainfall at several typical stations in Northern India for two periods, *viz.*, one from the 15th of December 1888 to the 27th of January 1889, and the second extending from 27th January to the end of February:—

Provinces.	Stations.	Rainfall from 15th December to 27th January.			Rainfall from 28th January to 28th February.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.
Punjab	Rawalpindi	0·53	2·85	—2·32	11·81	2·06	+9·75
	Sialkot	0·26	1·99	—1·73	8·62	1·46	+7·16
	Dera Ismail Khan	0·05	0·47	—0·42	2·28	0·37	+1·91
	Lahore	0·05	1·05	—1·00	5·34	0·96	+4·38
	Ludhiana	0·11	2·09	—1·98	5·14	1·09	+4·05
	Delhi	0·05	1·35	—1·20	3·96	0·66	+3·30

Provinces.	Stations.	Rainfall from 15th December to 27th January.			Rainfall from 28th January to 28th February.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.
North-Western Provinces	Roorkee	0·28	2·05	—1·77	4·22	1·18	+3·04
	Agra	0·11	0·68	—0·57	1·85	0·11	+1·74
	Lucknow	0·58	1·36	—0·78	1·44	0·17	+1·27
	Allahabad	0·51	1·04	—0·53	1·31	0·16	+1·15
	Gorakhpur	0·44	0·61	—0·17	4·01	0·33	+3·68
Behar	Patna	0·17	0·51	—0·34	3·47	0·43	+3·04
	Durbhanga	0·23	0·60	—0·37	2·67	0·50	+2·17
	Purneah	0·15	0·35	—0·20	3·91	0·62	+3·29
Rajputana	Jeypore	0	0·55	—0·55	1·11	0·20	+0·91
	Ajmere	0	0·44	—0·44	0·96	0·29	+0·67
Central India	Jhansi	0·37	0·58	—0·21	1·00	0·35	+0·65
	Nowgong	0·25	1·11	—0·86	1·24	0·28	+0·96
	Saugor	0·10	1·39	—1·29	0·62	0·28	+0·34
	Jubbulpur	0·05	1·28	—1·23	0·89	0·31	+0·58

This table exhibits fully the contrast between the rainfall of December and January and that of February, and also the excessive character of the latter.

As might be expected from the circumstances under which the rainfall of the cold weather occurs, the precipitation in the hill districts of Northern India was even more excessive than in the adjacent plains. The following gives data for the hill stations similar to that in the preceding table :—

Stations.	Rainfall from 15th December to 27th January.			Rainfall from 28th January to 28th February.		
	Actual.	Average.	Variation.	Actual.	Average.	Variation.
Murree	2·57	2·92	—0·35	18·58	2·87	+15·71
Simla	1·97	2·78	—0·81	10·38	2·62	+ 7·76
Mussoorie	1·48	?	?	12·26	?	?
Ranikhet	1·28	2·56	—1·28	8·78	1·85	+ 6·93
Quetta	2·10	1·99	+0·11	2·89	1·83	+ 1·06

No such rainfall has occurred in February during the past fifteen or sixteen years, so far as can be ascertained from the records of the Meteorological Office. The most remarkable feature was, that at the hill stations the precipitation during the storms occurred chiefly as rain and not as snow, and hence there has been apparently no excessive accumulation of snow in the hill districts, such as occasionally happen to influence the weather in Northern India. This inference from the weather at the hill stations is confirmed by the few snowfall reports that have been received up to date. Thus the Deputy Commissioner of Kohat states "that there was a good fall of snow on the Sufed Koh and neighbouring mountains on the last week of January, but that heavy rain followed the snowfall and washed the greater part away."

The Political Officer, Khyber, writes as follows respecting the snowfall in the Khyber and Tirah Hills :—"Snow fell on three different occasions in January, and the amount was reported to have been from one to three feet. Heavy rain fell during February and was followed by snow. The depth was reported to be about two feet."

The Assistant Commissioner, Kulu, states "that between 30th January and 2nd February there was an exceptionally heavy fall of snow, and that up to that date the winter had been one of frequent showers of exceptional severity."

No reports have been received up to date from the Assam and Sikkhim Himalayas.

Hence it is almost certain that there is not at present any excessive accumulation of snow in the Himalayan and Afghan Mountain areas, and it is also

probable, after the dry cold-weather season of 1886-87 and 1887-88, that the amount of snow at the present time is not above the average. This appears to be confirmed by the excessive temperature which has prevailed during the past fortnight over the whole of Northern India. For example, the mean temperature at Ajmere and Dera Ismail Khan on the 13th and 14th was 13° above the normal temperature of the day.

The following table shows the actual average rainfall and the normal rainfall of the month of the twenty-one districts into which the country is divided, so far as it is indicated by the telegraphic reports of a few stations in each district :—

Districts.	Number of stations.	Normal average rainfall in February.	Actual average rainfall in February 1889.	Difference from the average in February 1889.
Punjab, West	7	1·17	4·69	+3·52
" East	4	0·96	3·27	+2·31
North-Western Provinces, Trans-Gangetic	7	0·55	1·92	+1·37
North-Western Provinces, Cis-Gangetic	3	0·15	1·22	+1·07
Behar	2	0·34	2·33	+1·99
North Bengal	3	0·82	1·26	+0·44
Assam—Cachar	3	1·23	1·84	+0·61
Lower Bengal and Chutia Nagpur	8	1·11	1·12	+0·01
Orissa—North Circars	5	0·46	0·46	0
Central Provinces, South	7	0·28	0·26	—0·02
Berar—Khandesh	2	0·07	0·19	+0·12
Rajputana, Central India, Saugor, and Nurbudda	9	0·25	0·64	+0·39
Sind—Cutch	3	0·26	0·34	+0·08
Guzerat	3	0·08	0·03	—0·05
Konkan	4	0·02	0	—0·02
Deccan—Hyderabad	5	0	0	0
Malabar	5	0·16	0·16	0
Mysore—Bellary	4	0·11	0·03	—0·08
Carnatic	6	0·22	0	—0·22
Lower Burma	7	0·14	0·02	—0·12
Ceylon	1	2·36	0·38	—1·98

JOHN ELIOT,

Offg. Meteorological Reporter to the Government of India.

SIMLA,

The 13th March 1889.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and prospects of the Crops.

Madras.—*For week ending 16th March, 1889.*—Rainfall very slight in Madura and Salem; none elsewhere. Rain wanted in Ganjam, Vizagapatam, Trichinopoly, Tinnevelly and Coimbatore. Standing crops generally good; withering in parts of Cuddapah, Trichinopoly, and Coimbatore; affected by disease in parts of Bellary. Pasture deficient in Ganjam, Coimbatore, Bellary, Salem and Tinnevelly. Prices rising in eight districts, falling in six, and stationary in others. General prospects favourable except in Ganjam, improving in Coimbatore. Labourers employed on last day of week on Rushikulya works 5,294, on Gopalpur Canal 8,672.

Bombay.—*For week ending 20th March, 1889.*—Rain throughout Sind and in one taluka of Poona. Late crops in three talukas of Surat and one of Sholapur unsatisfactory. Exotic cotton in parts of Dharwar blighted. Opium in Baroda fair. Harvesting progressing generally. Preparations for next season's crops commenced in parts of Karachi, Poona, Sholapur, Bijapur and Kathiawar. Probable outturn of late crops in Ahmednagar from four to twelve annas and of opium in Baroda twelve annas. Fodder scarce in parts of Poona, Ahmednagar, Khandesh, Kathiawar and Baroda.

Bengal.—*For week ending 19th March, 1889.*—Light local showers reported in Darjeeling and Dacca, otherwise the whole province has been without rain. Prospects of the *rabi* harvest are generally fair, and have improved in consequence of the recent rain and the present favourable weather. In Chota Nagpore, however, the *rabi* will, owing to previous drought, be a short crop of from eight to twelve annas. Opium collections are proceeding satisfactorily. *Mahua* prospects are hopeful, except in Manbhoom where the crop has been considerably injured by rain and storms. Spring rice is a promising crop. Cultivation of early rice and jute is well forward, but rain is wanted throughout East Bengal, and in places in Central Bengal. *Cheena* and other millets are still being sown and are coming up well. Indigo sowings in Behar are also in progress, and sugarcane is being planted. Prices of rice are fairly stationary, particularly in the distressed districts.

North-Western Provinces and Oudh.—*For week ending 20th March, 1889.*—Weather seasonable. Slight rain in some districts. *Rabi* harvest in progress; a fair outturn is expected. Sugarcane-pressing continues. Opium extraction commenced. Supplies sufficient. Prices falling. Condition of cattle good.

Punjab.—*For week ending 20th March, 1889.*—Slight rain in Hissar, Amritsar, Lahore and Peshawar, general in Rawalpindi and Dera Ismail Khan. Prices falling in Delhi, Jullundur, Rawalpindi, Shahpur, Dera Ismail Khan and Peshawar, stationary in other districts. Ploughing for *kharif* in progress. Prospects for *rabi* crops are generally good throughout the Province. Crops are reported to have been damaged by hot winds and floods in the Ghaggar in the Hissar district. Stock cattle are healthy. Fodder sufficient. Poppy in good condition in Jullundur.

Central Provinces.—*For week ending 20th March, 1889.*—Weather cloudy and warm. Harvesting of winter crops continues. Outturn of wheat, except in Jubbulpore, is ten annas, and in Hoshangabad only six annas. Prospects are better in the southern districts, but in Raipur only an eight-anna crop is anticipated. Cattle generally in fair condition. Scarcity of water felt in places.

Burma.—*For week ending 16th March, 1889.*—A little rain fell in several districts in Upper and Lower Burma. The dry-weather crops on the whole promise well, but in Bhamo rain is badly wanted. Prices of grain are almost stationary.

Assam.—*For week ending 20th March, 1889.*—Weather seasonable. Slight rain fell in most districts. Sowing of early rice going on. Sugarcane-crushing continues. Tea plucking begun.

Mysore and Coorg.—*For week ending 20th March, 1889.*—No rain in Mysore. Crops in parts of the Kolar and Mysore districts are suffering from want of rain, elsewhere they are reported to be in good condition. Outturn of crops harvested fair. Water-supply diminishing in parts of the Mysore district. Prices slightly fallen in the Kolar district.

No standing crops in Coorg.

Berar and Hyderabad.—*For week ending 20th March, 1889.*—Cutting and threshing of *rabi* crop still in progress in Berar. Prospects good, except in Melghat, where wheat has been affected by grubs; outturn about twelve annas. Cattle free from disease. Fodder and water same as last week. Prices rather high in the Akola district.

No rain in Hyderabad during the week. Weeding of hot-weather and reaping of *rabi* crops continue. Scarcity of fodder and water still felt in some places. Prices stationary.

Central India.—*For week ending 20th March, 1889.*—Slight rain during the week in parts of Western Malwa and Goona Agencies. Prices of food grains reported stationary in Western Malwa. Condition of opium crops indifferent in Goona. No other change of importance during the week.

Rajputana.—*For week ending 20th March, 1889.*—Good rain in Ajmere and Jeypore. Agricultural operations satisfactory. Standing crops good and being harvested. Harvest poor in Kherwara. Agricultural stock good. Pasturage or fodder sufficient, except in Kherwara, Meywar and parts of Sirohi. Prices rising slightly in Pertabgarh and Bhurtpore.

Nepal.—*For week ending 14th March, 1889.*—Slight rain. Weather beginning to get hot. Mornings are sometimes foggy. Potatoes are germinating. Agricultural prospects good.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu. (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus*.)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	10 10	11 1	11 11	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	14 9	14 9
Tavoy	...	...	...	...	12 6	10 5	14 13	12 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	24 2	24 2
Moulmein and Amherst	9 0	9 0	...	...	7 14	7 14	8 11	8 11	...	...	...	...	...	...	...	...	9 5	9 5	12 2	12 2	...	...	220 0	220 0	20 15	20 15
Pegu (deltaic)—																										
Pegu	...	...	...	...	9 7	8 4	12 14	12 0	...	...	...	...	...	...	...	...	12 7	11 14	22 0	20 0	...	...	150 0	160 0	17 0	17 0
Rangoon	11 2	11 2	...	...	10 6	10 6	11 2	11 2	...	...	...	...	...	...	...	...	15 2	16 0	*	*	...	...	250 0	250 0	14 9	14 9
Thongwa	...	...	...	...	11 10	10 0	14 12	11 1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	22 6	22 6
Bassein	...	...	...	...	11 13	11 13	15 14	15 14	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	180 0	180 0	16 11	16 11
Pegu (inland)—																										
Shwaygyin	...	...	...	...	9 1	8 8	10 6	9 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharawadi	...	...	...	...	14 0	12 0	16 0	14 0	...	...	...	...	...	...	...	...	11 0	9 0	...	...	8 2	8 2	450 0	450 0	14 0	14 0
Henzada	...	...	...	...	10 4	10 4	15 10	15 10	...	...	...	...	...	...	...	...	...	...	...	...	...	..	183 8	183 8	14 3	39 7
Prome	9 2	9 2	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	8 14	8 14	22 5	22 5	9 5	9 5	160 to 180	160 to 180	12 0	12 0
Toungoo	...	...	...	...	9 2	8 0	12 13	9 2	...	...	...	...	...	...	...	...	9 7	9 7	...	...	..	...	200 0	200 0	14 1	14 1
Thayetmyo	8 6	8 6	...	...	11 11	11 11	13 13	13 13	...	...	...	...	...	...	...	...	7 8	10 11	37 8	37 8	...	...	245 0	245 0	11 3	11 3
Upper Burma—																										
Mandalay	9 14	10 1	...	...	10 2	11 1	11 3	12 0	...	...	...	...	...	...	...	...	7 2	7 1	12 2	14 8	...	...	110 0	120 0	17 12	16 0
Arakan—																										
Sandoway	...	...	...	...	20 9	16 0	24 0	18 0	...	...	...	...	...	...	...	...	...	...	**	**	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	13 2	12 10	14 10	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	333 0	333 0	24 0	24 0
Akyab	...	...	...	...	14 0	14 0	16 0	16 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	8 0	8 0	180 0	180 0	20 0	20 0
Assam—																										
Surma—																										
Sylhet	11 0	11 0	...	...	16 10	17 8	21 0	22 12	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	22 0	108* 0	168 0	9 11	9 11
Cachar	7 0	7 12	...	...	11 8	13 0	14 8	20 0	...	...	...	...	...	...	...	...	11 0	11 4	...	...	...	...	80 0	80 0	9 11	9 0
Khási and Jaintiá Hills	...	...	...	...	7 8	7 8	10 0	10 0	...	...	...	...	...	...	...	...	11 0	11 0	16 0	16 0	...	...	100 0	100 0	8 0	8 0
Garo Hills	...	...	...	...	6 0	6 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	16 0	16 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	16 0	80 0	80 0	9 8	9 8
Kámrúp	10 0	10 0	...	...	8 0	8 0	20 0	20 0	...	...	...	...	...	...	...	...	12 0	11 6	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	7 0	6 8	...	...	14 0	14 0	18 0	18 0	...	...	...	...	...	...	...	...	11 0	12 0	...	...	...	...	150 0	150 0	9 0	9 0
Nowgong	8 0	8 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	6 8	6 8	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	160 0	160 0	8 0	8 0
Lakhimpur	8 0	8 0	...	...	7 0	7 0	14 0	14 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	11 6¾	11 6¾	14 8½	14 8½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	10 0	9 0	19 0	18 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	...	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	80 0	80 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	13 5	13 5	15 9	15 9	...	...	...	...	...	...	...	...	12 13	12 13	...	...	...	...	120 0	120 0	10 10	10 10
Noakholly	...	...	...	...	16 0	18 0	18 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	8 0*a*	8 0
Chittagong	11 0	11 0	...	...	12 0	12 0	16 3	16 3	...	...	...	...	...	...	...	...	11 10	11 10	...	...	...	...	108 0	108 0	9 4*b*	9 0
Tipperah	12 8	12 8	...	...	17 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	8 0	8 0	...	...	8 0	8 0
Dacca	15 8	15 0	20 0	20 0	16 0	16 0	17 0	18 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	16 0	16 0	120 0	120 0	9 14	9 2
Mymensingh	9 0	8 12	...	...	12 0	12 0	19 0	20 0	...	...	...	...	...	...	...	...	12 8	12 4	...	...	16 0	13 0	...	...	9 10*c*	9 10
Deltaic—																										
Koolna	...	...	...	...	14 4	16 0	16 0	18 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	160 0	160 0	9 4*d*	10 0
24-Pergunnahs	12 8	12 8	14 0	16 0	8 0	8 0	16 0	16 0	...	...	...	...	...	...	12 8	12 8	15 0	15 0	...	...	18 0	18 0	100 0	100 0	10 0	10 0
Midnapore	13 5	13 5	40 0	40 0	15 0	14 0	20 0	20 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	20 0	20 0	120 0	120 0	10 4*e*	10 4
Howrah	‡	‡	...	...	12 0	12 0	14 8	17 12	...	...	...	...	...	...	...	...	15 8	15 8	...	...	13 0	14 8	100 0	100 0	10 8	10 8
Calcutta	12 9	12 13	15 11	16 0	9 10	9 13	14 14	14 11	17 8	17 12	12 6	13 5	...	...	16 10	14 3	14 15	14 15	17 6	17 12	16 7	16 4	99 10	95 0	10 5	10 5
Hooghly	13 0	13 0	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	13 0	13 0	120 0	120 0	9 0*f*	9 0
Nuddea (Kishnaghur)	13 14	14 0	22 14	22 14	12 5	12 5	17 1½	17 10	...	...	...	...	...	...	...	...	16 0	15 4	...	...	20 0	17 12	...	...	9 2*g*	9 2
Jessore	12 0	11 12	...	...	14 0	13 4	17 0	17 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	17 0	16 0	160 0	160 0‖	9 2*h*	10 0
Furreedpore	...	8 0	18 0	18 0	8 0	10 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	12 0	...	...	10 0	12 0	120 0	120 0	9 0	10 0
Central—																										
Bankoora	12 4	12 4	14 8	14 8	17 8	16 4	21 0	20 8	...	...	...	...	...	...	...	...	14 8	14 8	19 0	19 0	18 12	18 12	320 0	320 0	10 0	10 0
Burdwan	12 4	13 4	37 8	§	15 12	16 8	18 0	18 12	...	...	...	...	...	...	...	...	16 0	17 0	§	§	20 0	18 0	107 0	107 0	10 7¼*i*	10 7¼
Beerbhoom	11 0	11 0	...	...	13 0	12 0	15 12	16 0	...	...	...	...	...	...	...	...	15 0	14 4	...	...	20 0	20 0	160 0	160 0	10 0	10 0
Moorshedabad	13 5	13 8	...	...	13 5	13 8	17 0	18 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	200 0	200 0	10 8*j*	10 8
Sonthal Pergunnahs	11 8	11 8	...	...	12 8	12 8	18 0	18 0	...	...	...	...	...	...	...	...	13 8	14 0	20 0	20 0	24 0	24 0	200 0	200 0	9 0	9 0
Pubna	16 8	15 0	...	...	7 12	8 0	18 0	17 4	...	...	...	...	...	...	...	...	15 0	12 0	...	...	22 8	21 0	200 0	200 0	9 9*k*	10 0
Bogra	7 14	9 15	...	...	12 0	13 8	18 12	18 12	...	...	...	...	...	...	...	...	9 12	10 14	...	...	...	...	90 0	90 0	9 0	9 0
Rajshahye	12 0	16 8	26 4	26 4	13 8	15 0	15 0	16 8	...	...	...	...	...	...	...	...	15 0	15 0	...	...	19 1	19 1	240 0	240 0	9 9*l*	9 9
Maldah	13 0	13 8	...	...	13 0	12 8	16 0	17 5	...	...	...	...	...	...	...	...	14 0	13 8	...	...	...	...	120 0	120 0	10 0	9 8
Northern—																										
Rungpore	12 4	12 4	...	...	10 8	10 8	16 12	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	10 5	10 0	120 0	120 0	9 6*m*	10 0
Dinagepore	12 0	12 0	12 0	12 0	14 6	16 0	17 1	19 3	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	160 0	160 0	9 8	9 8
Jalpáiguri	10 0	10 0	16 0	16 0	8 0	8 0	18 0	19 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	11 0	9 0	128 0	128 0	9 0*n*	9 0
Darjeeling	10 0	10 0	10 0	10 0	5 0	5 0	13 0	12 0	...	...	...	...	14 0	14 0	...	...	10 0	10 0	20 0	20 0	...	8 0	120 0	120 0	7 0*o*	8 0
Orissa—																										
Pooree	13 2	11 13	...	...	13 2	13 2	18 6	21 0	...	...	...	...	...	...	...	...	17 1	13 2	...	...	15 12	13 2	80 0	80 0	11 13	11 13
Cuttack	13 2	11 13	...	...	11 13	11 13	18 6†	19 11	...	...	...	...	...	...	...	...	19 11	18 6	...	...	17 1	18 6	80 0	80 0	11 0	11 0
Balasore	13 0	12 0	13 0	13 0	12 0	12 0	19 8	22 0	...	...	...	...	...	...	...	...	12 8	13 0	...	...	...	...	160 0	160 0	9 12*p*	9 12
Chota-Nagpur—																										
Singbhoom	10 0	10 0	14 0	14 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	15 0	15 0	200 0	200 0	7 0	7 0
Manbhoom	10 14	11 14	30 0	...	14 0	12 8	21 0	21 0	...	...	...	...	...	...	...	...	13 5	13 5	26 0	26 0	17 0	18 0	200 0	200 0	9 0*q*	9 0
Lohardugga	10 8	10 8	‡	‡	13 0	12 0	16 8	16 0	...	...	...	...	26 8	27 0	...	...	12 0	14 0	19 0	18 0	17 0	16 8	140 0	140 0	8 8	8 8
Hazáribagh	12 0	12 0	9 0	9 0	8 0	8 0	16 0	15 0	¶	¶	¶	¶	20 0	20 0	¶	¶	15 0	15 0	16 0	18 0	16 0	16 0	320 0	320 0	8 0	8 0

* None in market. † Common rice at Jajpore 23-10 sers per rupee and Kendrapara 27-9 sers per rupee. ‡ Not available.

‖ The firewood entered in the present return is *mango* wood, while that entered in previous returns was *sundri* wood which is no longer available.

§ No sale. ¶ Not procurable. ** Re 1-4 per 100 cobs.

a At Panchgachia retail price of salt 8 sers per rupee.
b At Cox's Bazar retail price of salt 8 sers per rupee.
c In sub-divisions retail prices of salt per rupee are :—Kishoregunge and Netrokona 8 sers, Attea 10 sers, Jamalpore 9½ sers.
d In sub-divisions retail prices of salt per rupee are :—Satkhira 9-13 sers and Bagirhat 8 sers.
e In sub-divisions retail prices of salt per rupee are :—Ghattal 10-12 sers, Contai 10-8 sers.
f At Jehanabad retail price of salt 10 sers per rupee.
g In sub-divisions retail prices of salt per rupee are :—Kooshtea, Chooadanga and Ranaghat 10 sers, and Meherpore 10-8 sers.
h In sub-divisions retail prices of salt per rupee are :—Jessidah 9 sers, Magoora and Bongong 10 sers, and Narail 7¼ sers.
i In sub-divisions retail prices of salt per rupee are :—Culna 10 sers, Cutwa 9-15 sers, and Raneegunge 10-8 sers.
j In sub-divisions retail prices of salt per rupee are :—Lalbagh 9-8 sers, Kandi 9-2 sers, and Jungipore 10 sers.
k At Serajgunge retail price of salt 10-8 sers per rupee.
l In sub-divisions retail prices of salt per rupee are :—Nattore 9-12 sers and Nowgong 8-11 sers.
m In sub-divisions retail prices of salt per rupee are :— Gaibanda 7-8 sers, Kurigram 9 sers.
n At Fallacotta in the Alipore sub-division retail price of salt 8 sers per rupee.
o At Silliguri and Kurseong retail price of salt 8 sers per rupee.
p At Bhudruck retail price of salt 8 sers per rupee.
q At Govindpore retail price of salt 9 sers per rupee.

RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1889 —*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum (*Sorghum vulgare*). Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). Past fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	15 3	14 11	...	...	14 0	12 9	17 1	15 4	...	...	10 0	...	...	...	11 9	10 8	18 10	17 13	16 13	17 13	18 5	18 10	147 0	147 0	9 8r	9 8
Gya	13 8	13 8	15 0	16 0	9 8	9 8	15 0	15 8	...	...	...	...	...	...	14 0	15 0	17 0	17 0	...	...	18 0	18 0	200 0	200 0	8 12	9 8
Patna	17 0	16 0	21 0	20 8	11 0	11 0	15 8	15 8	21 0	...	...	...	...	...	15 0	16 0	19 0	19 0	21 0	20 8	23 0	22 0	130 0	130 0	10 0	10 0
Shahabad	15 4	14 8	17 0	18 0	9 0	10 0	14 4	15 4	18 4	18 8	...	...	...	...	...	...	19 0	18 0	...	...	14 0	13 4	160 0	160 0	10 0s	10 0
Benar, north—																										
Purneah	13 4	13 0	...	...	16 0	16 0	17 0	17 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	16 0	16 0	200 0	200 0	9 0	9 0
Bhágalpur	15 2	15 2	17 10	12 10	14 13	11 0	16 13	15 2 to 16 6	...	...	...	...	...	...	...	...	16 6	16 6	17 2	17 10	17 10	17 10	176 8	176 8	9 0	10 1
Durbhunga	12 0	15 4	16 8	17 8	11 0	10 8	14 0	13 12	...	...	...	...	19 0	19 12	22 0	17 8	18 0	17 8	19 12	18 0	22 0	20 12	160 0	200 0	11 0t	11 0
Mozufferpore	12 0	12 0	...	18 0	9 0	9 0	13 0	12 0	...	...	...	...	..	...	.	...	16 0	16 0	17 0	17 0	20 0	20 0	160 0	160 0	10 0u	10 0
Sarun	15 0	15 0	20 8	20 8	8 8	8 8	13 5	13 10	...	...	...	...	20 0	20 0	15 0	15 0	17 8	17 8	20 8	19 4	20 8	20 8	160 0	160 0	10 0	10 0
Chumparun	12 0	13 0	19 0	20 0	9 0	7 8	13 0	13 0	...	...	...	...	20 0	20 0	...	...	14 0	14 0	17 8	17 8	22 0	22 0	160 0	160 0	9 0v	9 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 0	13 0	18 0	17 0	9 0	8 0	13 0	12 0	18 0	17 0	15 0	15 0	18 0	16 0	13 0	11 0	16 0	15 0	18 0	17 0	18 0	17 0	100 0	100 0	10 0	10 0
Benares	14 6	13 13	16 13	16 0	10 5	10 5	14 10	14 10	16 13	15 7	15 7	15 11½	17 14	17 14	13 12	13 12	17 5½	16 0	18 11	17 14	17 5½	17 5½	120 0	120 0	10 11	10 11
Ghazipur	14 3	14 3	18 0	18 0	7 2	7 2	11 9	11 9	18 10	18 10	15 6	15 6	20 10	20 10	15 6	15 6	17 6	17 6	18 0	18 0	16 12	16 12	154 8	154 8	9 10	9 10
Jaunpur	14 8	14 8	16 0	17 0	7 0	7 0	14 0	14 0	18 0	18 0	16 0	16 0	...	...	...	...	17 8	18 8	...	...	19 0	19 0	140 0	140 0	8 8	8 8
Allahabad	12 4	12 4	17 0	17 0	8 0	8 0	12 4	12 0	17 8	17 8	16 0	16 0	...	...	...	...	15 12	16 0	16 0	16 0	17 0	17 0	160 0	160 0	9 0	9 8
Central—																										
Bánda	15 0	14 8	15 0	15 0	8 0	8 0	12 8	12 0	16 8	16 0	15 8	15 0	...	...	13 0	12 0	16 4	16 0	...	...	12 0	12 0	160 0	160 0	10 0	10 0
Fatehpur	13 12	13 0	16 0	15 6	12 0	11 8	13 0	12 4	16 0	15 0	15 0	14 0	...	...	...	...	16 0	14 8	...	...	20 4	19 0	160 0	160 0	10 8	10 0
Hamírpur	16 4	15 12	17 4	16 8	9 0	9 0	12 0	12 0	17 4	16 8	17 0	16 8	...	...	...	...	17 4	17 4	...	...	19 8	20 1	140 0	140 0	10 13	10 13
Jalaun	15 0	14 0	17 0	17 0	9 0	9 0	10 0	10 0	16 0	16 0	15 0	15 0	...	...	16 0	16 0	17 0	16 0	18 0	18 0	17 0	17 0	140 0	140 0	11 0	11 0
Cawnpore	15 12	14 12	19 0	17 8	9 0	9 0	13 8	13 0	18 8	18 4	18 8	17 4	...	...	18 0	18 0	18 0	17 12	21 0	20 0	21 0	20 0	140 0	140 0	12 0	12 0
Etáwah	14 10	14 8	16 12	16 8	6 0	6 0	12 0	12 0	16 8	16 8	17 8	17 0	14 0	14 0	14 0	14 0	18 12	18 0	16 0	16 0	20 0	20 0	120 0	120 0	11 8	11 0
Farukhabad	14 6	14 4	19 1	18 0	6 8	6 8	10 0	11 0	17 8	18 0	17 0	15 8	...	...	...	...	19 8	18 8	18 4	18 4	19 12	19 0	150 0	150 0	10 0	11 8
Mainpuri	15 0	14 6	18 0	16 11	5 0	5 0	14 0	14 0	18 8	16 8	17 0	15 15	...	...	...	...	14 0	14 0	19 2	19 3	14 4	15 0	160 0	160 0	11 0	10 10
Etah	15 12	15 4	20 0	20 0	7 8	7 8	12 8	13 0	18 8	17 0	18 8	10 12	...	...	16 0	16 0	24 0	24 0	21 8	22 4	14 12	14 12	160 0	160 0	11 4	11 4
Western—																										
Lalitpur	14 4	14 0	17 0	17 0	9 0	9 8	11 0	11 8	16 0	16 0	13 0	12 0	18 0	20 0	15 0	15 0	16 0	15 8	17 0	17 0	12 0	11 8	160 0	160 0	10 0	9 4
Jhánsi	14 4	14 4	19 0	19 0	7 8	7 8	11 8	11 8	16 8	16 8	15 4	15 4	...	...	...	...	16 4	16 4	20 4	20 4	...	...	180 0	180 0	10 8	10 8
Agra	13 12	13 8	19 0	18 8	5 0	5 0	9 0	9 0	17 8	17 0	17 8	15 0	...	...	17 0	17 0	22 0	21 0	20 0	20 0	14 0	15 0	100 0	100 0	12 0	12 0
Muttra	14 0	13 8	19 8	19 0	7 8	7 8	13 0	12 0	20 0	17 0	17 8	16 0	...	...	12 0	12 0	22 0	21 8	19 0	19 0	22 0	22 0	120 0	120 0	12 0	11 8
Aligarh	15 0	14 8	19 8	19 8	6 0	5 8	12 0	10 8	19 3	19 0	18 0	16 8	...	...	15 0	15 0	21 8	21 8	21 0	21 8	23 12	25 0	130 0	140 0	12 0	12 0
Bulandshahr	15 12	15 0	21 0	20 0	7 0	7 0	11 0	11 0	21 0	20 0	18 0	16 8	...	...	16 0	16 0	22 0	21 8	21 0	20 0	16 0	17 0	120 0	125 0	11 4	11 4
Meerut	15 0	14 8	19 0	19 8	6 0	6 0	13 0	13 0	19 0	19 0	18 0	17 0	14 0	14 0	14 0	14 0	21 4	20 8	19 0	19 8	21 8	21 0	95 0	95 0	11 8	11 8
Sub-montane—																										
Ballia	14 12	14 8	18 0	18 0	10 8	10 4	15 0	15 8	19 4	19 4	...	...	...	...	...	...	19 4	18 0	18 0	18 0	19 4	19 4	110 0	100 0	10 8	10 8
Azamgarh	13 4	13 4	15 8	15 8	10 5	10 5	13 4	13 4	...	...	...	...	...	20 10	11 13	11 13	15 8	15 14	20 10	19 3	13 4	13 4	177 8	177 8	9 13	9 13
Gorakhpur	13 15½	13 8	18 0	18 0	9 6½	9 6½	13 15½	13 13½	18 0	18 0	15 5	15 5	18 0	19 13	18 0	17 1½	18 0	18 0	18 0	18 0	21 9½	21 9½	140 0	140 0	10 10	10 10
Basti	17 0	16 12	21 0	21 0	...	...	27 0	28 0	...	...	...	...	...	..	...	...	18 0	18 0	19 0	20 0	21 0	21 0	140 0	140 0	10 0	10 0
Shahjahánpur	15 8	15 0	20 8	19 0	9 0	8 8	14 0	14 0	19 0	19 0	17 8	17 8	...	...	19 0	22 0	18 0	17 8	20 0	21 0	20 0	20 0	160 0	160 0	11 0	11 0
Budaun	15 4	14 4	19 4	18 0	6 0	6 0	13 0	13 0	18 8	18 0	17 4	16 4	...	...	...	...	18 8	18 0	18 0	17 8	18 0	18 0	192 0	192 0	11 0	11 4
Bareilly	13 8	13 8	17 8	17 8	11 4	11 4	13 12	14 0	19 0	20 0	16 4	16 4	...	...	...	...	17 0	15 8	19 8	20 4	21 4	21 4	180 0	200 0	10 8	10 8
Pilibhit	13 12	13 2	18 2	18 12	6 4	6 4	13 2	13 2	18 2	17 8	16 9	16 9	...	...	15 10	15 10	18 2	18 2	18 12	18 12	17 8	17 8	150 0	150 0	10 10	10 10
Shahjahánabad	17 3	15 8	22 8	21 8	10 8	10 8	13 12	13 12	22 0	22 0	18 12	18 12	...	...	15 8	15 8	20 4	19 4	21 8	21 8	22 8	23 0	165 0	165 0	11 8	11 8
Fatehpur	16 14	16 14	25 0	25 0	8 12	8 12	14 14	14 6	23 12	23 2	20 0	16 6	...	...	25 0	25 0	17 8	18 2	25 0	23 0	21 4	21 4	100 0	100 0	10 8	10 8
Cawnpore	14 8	14 4	20 4	20 4	8 7	8 7	12 6	12 6	...	...	17 7	17 7	...	...	...	...	20 0	20 8	...	21 10	...	...	135 0	135 0	10 11	11 0
Shahjahanpur	15 15	15 6	23 2	23 2	6 9	6 9	13 5	12 11	23 2	22 0	19 4	19 4	17 10	17 10	16 8	16 8	22 9	22 0	22 0	22 0	14 5	13 4	132 0	132 0	11 9	11 9
Bareilly	16 2	16 2	20 7	20 7	8 9½	8 9½	11 13	11 13	26 13½	26 14	20 7	20 7	21 8	21 8	21 9½	21 8	21 0†	21 8†	21 8	21 8	16 2†	16 2†	129 0	129 0	11 4½	11 4½
Dehra Dún	14 8	14 8	20 0	20 0	6 8	6 8	11 0	11 0	19 0	19 0	18 0	18 0	21 0	21 0	...	...	20 0	20 0	18 8	18 8	18 0	18 0	160 0	160 0	10 8	10 8
Saharanpur	14 0	14 0	16 0	16 0	13 0	12 0	12 0	13 0	...	...	...	...	18 0	20 0	20 0	24 0	12 0‡	12 0	20 0	16 0	10 0‡	10 0	160 0	160 0	8 0	8 0
Garhwal	11 12	10 12	14 8	12 8	8 0	7 8	11 8	11 8	...	...	...	...	21 0	21 0	...	...	8 8	8 8	...	...	8 8	8 8	180 0	180 0	8 0	8 0
Oudh—																										
Southern—																										
Partabgarh	15 8	14 0	18 0	17 7	13 0	12 13	14 8	14 4	17 0	16 7	15 8	15 0	20 0	20 0	...	...	19 0	18 12	16 0	16 0	14 0	13 0	180 0	180 0	10 0	9 8
Sultánpur	14 8	14 8	19 0	19 0	9 0	9 0	15 8	15 8	19 0	19 0	16 0	16 0	24 0	24 0	20 0	20 0	20 0	20 0	16 0	16 0	20 0	20 8	160 0	160 0	10 8	10 8
Rae-Bareli	14 8	14 8	16 0	18 0	7 0	7 0	14 0	14 0	16 0	17 12	18 0	16 8	20 0	20 0	16 0	16 0	17 0	17 0	16 0	16 0	22 0	22 0	180 0	180 0	11 0	10 0
Unao	15 8	14 8	17 0	16 8	9 0	9 0	13 0	13 0	18 0	17 0	18 0	17 0	...	...	14 0	14 0	17 8	17 0	18 8	18 0	14 8	14 8	160 0	160 0	11 0	11 0
Lucknow	14 8	14 0	16 14	17 0	6 0	6 0	13 0	12 12	17 10	17 6	17 8	16 4	...	...	19 0	19 0	16 6	16 2	19 12	18 12	19 10	19 0	130 0	130 0	10 8	10 12
Hardoi	15 12	15 8	19 0	19 0	7 0	7 0	14 0	14 4	19 0	18 0	17 0	17 0	30 0	30 0	20 0	20 0	17 0	18 0	20 0	19 8	14 0	14 0	140 0	140 0	10 8	10 8
Northern—																										
Fyzabad	14 8	14 0	18 0	18 0	9 0	9 0	13 8	13 0	19 8	19 0	16 0	16 0	16 0	17 0	14 0	14 0	16 12	16 0	18 0	18 0	21 0	21 0	120 0	120 0	10 0	10 0
Barabanki	14 0	14 0	16 8	17 0	10 0	10 0	10 0	12 0	17 10	17 8	17 8	16 8	20 0	21 0	15 0	16 0	16 0	16 0	18 4	18 8	20 0	20 0	120 0	120 0	10 0	10 0
Gonda	16 0	15 0	16 0	16 0	13 0	13 0	15 0	14 8	20 0	20 0	20 0	19 0	28 0	28 0	16 0	17 0	20 0	20 0	22 8	22 0	21 0	21 0	200 0	200 0	10 12	10 8
Bahraich	15 0	14 8	22 0	22 0	12 0	12 0	15 0	14 8	24 0	23 0	16 0	17 0	28 0	29 0	14 0	14 0	20 0	20 0	23 0	22 0	21 0	22 0	140 0	140 0	10 8	10 8
Sitapur	16 0	15 8	19 0	18 8	14 0	8 0	8 0	14 0	21 0	19 0	19 0	19 0	29 0	25 0	24 0	22 0	17 0	17 0	22 0	21 0	22 0	21 4	160 0	160 0	11 0	10 8
Kheri	15 8	15 8	19 0	17 0	8 0	8 0	14 0	14 0	22 0	22 0	20 0	20 0	22 0	22 0	15 0	15 0	16 0	16 0	23 0	23 0	22 0	22 0	140 0	140 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	14 11	14 6	18 12	18 12	6 4	6 4	7 8	7 13	16 4	16 9	13 2	12 8	...	...	...	...	17 8	17 13	17 8	17 3	20 0	21 14	...	...	14 12	13 11
Bánswára	17 8	16 4	17 8	17 8	6 4	6 4	9 6	9 6	8 12	8 12	...	...	...	...	...	...	16 4	16 4	20 5	20 0	10 0	10 10	...	...	10 5	10 5
Meywar (Oodeypore)	11 15	11 11½	13 10¾	14 1	7 13	7 13	8 3¼	8 3¼	12 14¼	14 1	11 11½	11 11½	§	§	10 8¾	10 8¾	13 4½	14 7½	13 4½	13 10¾	10 8¾	10 2½	160 0	160 0	10 15	10 15
Sirohi	11 12	11 12	14 0	12 0	6 8	6 0	7 8	7 0	13 0	13 0	13 8	13 4	...	14 0	19 0	19 0	14 0	14 0	14 4	14 8	9 0	9 0	160 0	160 0	12 0	12 0
Erinpura	13 0	12 14	16 12	17 1	...	...	9 0	8 8	15 0	15 0	14 4	14 1	...	...	...	...	18 2	18 6	...	...	...	...	260 0	260 0	12 0	12 0
Ajmere	13 8	13 0	17 0	16 8	3 0	3 0	8 0	8 0	17 0	17 0	15 0	14 8	...	...	...	...	17 8	17 8	16 0	16 0	18 0	...	80 0	80 0	12 0	12 0
Abu	10 14	10 14	15 0	15 0	6 4	6 4	8 0	8 0	...	...	12 0	12 0	...	...	...	...	15 0	14 12	13 8	13 0	10 0	10 0	...	...	11 0	11 0
Kishengarh	14 8	14 4	18 0	17 8	9 8	9 0	10 8	10 0	18 8	18 4	15 8	15 0	...	...	...	...	19 4	18 4	16 4	17 12	...	...	120 0	...	13 0	13 0
Boondee	17 0	17 0	23 0	23 0	7 8	7 8	8 0	8 0	22 0	22 0	17 0	17 0	...	...	...	...	19 8	19 8	20 0	20 0	...	...	160 0	160 0	11 0	11 8
Kotah	15 0	15 0	12 0	12 0	7 0	7 0	9 0	9 0	20 0	18 0	11 0	13 0	...	...	...	...	17 0	17 0	16 0	16 0	11 0	11 0	240 0	240 0	10 0	10 0
Jhalláwar	13 3	13 4	12 15	12 15	7 5½	7 5½	9 6	9 12	17 6½	16 11½	13 15½	13 15½	...	...	11 1	11 1	15 15	16 1	17 2	17 2	7 13½	7 13½	175 0	175 0	10 3	10 3
Tonk	14 0	14 12	20 8	22 5	9 9	9 9	10 10	10 10	23 0	24 7	18 8	19 10	...	...	...	...	21 0	23 7	...	...	...	...	100 0	100 0	11 0	11 6
Jeypore	14 4	14 0	20 0	20 0	5 0	5 0	8 4	8 4	21 8	21 0	18 0	18 0	...	...	13 8	13 0	18-0 to 19 4	18-0 to 19 8	20 0	20 0	21 0	21 0	115 0	115 0	12 0	12 0
Kerauli	15 0	15 0	20 3	20 0	10 0	11 4	11 4	11 9	20 0	18 12	17 3	16 9	...	...	12 8	12 8	20 3	20 0	...	...	22 8	22 8	200 0	200 0	10 15	11 4
Dholpur	13 8	13 8	18 9	19 1	11 4	11 4	12 6	12 6	17 1	17 1	16 13	16 15	...	...	13 8	13 8	19 7	19 6	...	...	22 8	22 10	100 0	90 0	11 9	11 8
Bhartpur	14 2	14 2	19 14	19 4	7 12	7 12	9 0	9 0	18 0	18 0	16 12	16 4	...	...	12 4	12 4	21 0	20 8	18 8	18 8	20 0	20 0	160 0	160 0	11 12	11 12
Alwar	15 12	16 2	21 8	22 2	8 0	8 0	10 11	10 9	21 8	21 7	18 10	18 6	...	...	14 8	14 8	21 12	21 8	21 11	22 2	31 0	31 0	200 0	200 0	12 12	12 12
Deoli Cantonment	15 8	15 13	20 8½	20 8	4 0	4 0	9 0	9 0	21 1	21 0	17 12	18 0	...	...	...	...	20 7	20 10½	...	...	...	...	220 0	222 0	12 0	12 0
Nasirabad Cantonment	14 3½	13 15	18 0	18 0	7 0	7 0	8 0	8 0	18 0½	17 0½	15 0	15 0	...	...	12 0	12 0	19 0	19 0	16 8½	15 8	12 0	12 0	90 0	90 0	12 4	12 4
Hilly Tracts of Meywar	11 0	11 0	14 0	14 0	...	...	7 8	8 0	...	...	...	...	...	...	...	...	12 0	13 8	15 0	15 0	...	...	‖	‖	11 0	11 0
Bálmer	11 0	11 0	...	...	5 0	5 0	6 8	6 8	...	...	12 3	12 3	...	...	...	...	9 12	9 12	...	...	...	...	260 0	260 0	13 4	13 4
Anádra	12 3	11 14	15 4	14 12	6 4	6 2	8 0	8 0	...	...	14 0	14 0	...	...	...	...	16 8	15 8	14 8	14 8	11 0	10 14	...	...	12 0	12 0
Shahpura	14 4	13 12	17 0	16 8	9 4	8 12	11 6	10 8	18 0	17 0	...	15 0	...	...	...	...	17 12	17 0	...	15 4	...	...	160 0	160 0	11 8	12 0
Western—																										
Jodhpur	12 3	11 14	16 4	17 8	6 4	6 4	7 8	7 8	15 0	15 10	13 12	13 2	...	...	...	...	14 11	17 3	12 8	15 0	...	...	...	...	13 12	13 7
Jaisulmer	10 0	9 12	...	...	8 0	8 0	9 4	9 0	13 10	12 10	11 12	10 12	...	...	...	...	10 9	10 0	...	...	...	...	...	...	21 0	21 0
Bickanir	11 4	11 6	...	...	3 2	3 2	6 11	6 11	...	...	13 8	13 0	...	...	...	...	15 0	15 8	...	...	8 0	8 0	100 0	100 0	13 4	13 4
Central India—																										
Indore	13 0	13 4	13 0	13 0	7 0	7 0	8 0	8 0	19 0	18 4	15 8	15 8	...	*	...	*	16 0	16 0	21 0	21 0	16 0	16 0	120 0	120 0	10 4	10 4
Nimach Cantonment	13 0	13 0	18 11	19 0	8 0	8 0	10 0	10 0	17 11	18 0	15 0	15 0	...	...	...	...	18 0	18 8	17 11	18 0	17 0	18 0	160 0	160 0	12 0	11 13
Baghelkhand (Satna)	16 8	16 0	21 8	20 8	8 0	8 0	15 0	14 0	19 8	19 0	5 0	15 0	...	...	...	...	17 8	17 8	...	...	20 0	20 8	180 0	160 0	10 8	10 8
Goona	15 0	15 0	15 0	15 0	8 0	8 0	8 4	8 4	17 8	17 8	12 0	...	...	...	...	...	18 0	18 0	18 0	18 0	...	...	200 0	200 0	10 0	10 0
Gwalior	11 9	11 9	13 3	13 14	7 4	7 4	8 2	8 4	14 2	14 12	13 8	13 10	...	...	9 1	9 1	15 14	16 10	15 7	15 11	18 2	18 13	126 14	126 14	10 0	10 0

* No sale. † For unhusked grain. ‡ For husked grain. § Not procurable. ‖ Six pies per bundle.

r In sub-divisions retail prices of salt per rupee are:—Begusarai 9-4 sers and Jamui 9 sers.

s In sub-divisions retail prices of salt per rupee are:—Buxar 10-8 sers, Bhaboua 9-8 sers, and Sasseram 10-4 sers.

t In sub-divisions retail prices of salt per rupee are:—Shahabad 10 sers and Tajpore 10-8 sers.

u At Hajipore and Sitamarhi retail price of salt 10 sers per rupee.

v At Bettiah retail price of salt 9-8 sers per rupee.

RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum (*Sorghum vulgare*). Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). Past fortnight.	Kangni or Kakun, Italian millet (*setaria italica*). Present fortnight.	Kangni or Kakun, Italian millet (*setaria italica*). Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch	S. Ch	S. Ch	S. Ch.	S. Ch.	S. Ch	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	17 0	18 0	22 0	22 0	...	...	10 0	10 0	23 0	23 0	19 0	19 0	*	*	*	*	25 0	25 0	18 0	18 0	*	*	85 0	85 0	10 0	10 0
Ferozepore	17 0	17 0	25 0	25 0	...	...	11 0	10 0	24 0	24 0	20 0	19 0	*	*	16 0	16 0	22 0	22 0	24 0	24 0	13 0	12 0	100 0	100 0	13 0	13 0
Montgomery	16 0	16 0	23 0	20 0	...	...	10 0	10 0	23 0	21 0	15 0	16 0	†	†	24 0	20 0	20 0	21 0	20 0	18 0	12 0	12 0	200 0	200 0	11 0	11 0
Central—																										
Gurgaon	17 0	17 0	23 0	23 0	...	...	11 0	10 0	21 0	22 0	19 0	19 0	*	*	*	*	15 0	23 0	20 0	20 0	13 0	22 0	130 0	130 0	11 0	11 0
Delhi	15 0	15 0	22 0	21 0	...	...	12 0	12 0	22 0	20 0	16 0	17 0	...	...	12 0	12 0	22 0	22 0	21 0	20 0	22 0	22 0	80 0	70 0	11 0	10 0
Rohtak	16 0	16 0	20 0	20 0	...	...	11 0	11 0	23 0	23 0	20 0	20 0	*	*	*	*	24 0	24 0	18 0	18 0	20 0	20 0	120 0	120 0	12 0	11 0
Karnál	16 0	16 0	23 0	23 0	...	...	12 0	12 0	25 0	25 0	17 0	17 0	22 0	22 0	17 0	17 0	25 0	24 0	23 0	23 0	19 0	21 0	140 0	140 0	10 0	10 0
Lahore	16 0	16 0	24 0	24 0	...	...	9 0	9 0	24 0	24 0	18 0	14 0	†	†	20 0	20 0	21 0	21 0	21 0	21 0	12 0	12 0	100 0	100 0	12 0	12 0
Sub-montane—																										
Umballa	18 0	18 0	24 0	24 0	...	...	12 0	12 0	24 0	24 0	20 0	20 0	20 0	20 0	12 0	12 0	24 0	24 0	23 0	23 0	16 0	16 0	130 0	130 0	12 0	12 0
Ludhiána	19 0	19 0	26 0	25 0	...	...	12 0	11 0	26 0	26 0	22 0	22 0	*	...	20 0	20 0	25 0	25 0	26 0	25 0	14 0	14 0	110 0	110 0	13 0	13 0
Jullundur	18 0	18 0	24 0	24 0	...	...	8 0	8 0	24 0	24 0	18 0	18 0	‡	‡	20 0	20 0	20 0	22 0	24 0	26 0	‡	‡	100 0	100 0	12 8	12 8
Hoshiárpur	18 0	18 0	23 0	24 0	...	...	10 0	12 0	24 0	24 0	20 0	19 0	14 0	14 0	24 0	20 0	22 0	22 0	23 0	23 0	20 0	13 0	100 0	90 0	13 0	13 0
Gurdáspur	17 0	17 0	22 0	22 0	...	...	12 0	12 0	22 0	22 0	14 0	14 0	*	*	12 0	12 0	20 0	20 0	22 0	22 0	10 0	8 0	120* 0	120 0	13 0	12 0
Amritsar	17 0	17 0	22 0	22 0	...	...	10 0	11 0	22 0	23 0	18 0	18 0	†	*	18 0	18 0	22 0	22 0	23 0	22 0	*	...	90 0	90 0	13 0	13 0
Hills—																										
Simla	13 0	13 0	...	†	...	...	9 0	9 0	16 0	16 0	15 0	15 0	16 0	†	...	†	17 0	16 0	16 0	16 0	10 0	11 0	65 0	65 0	9 0	9 0
Kángra	13 0	13 0	18 0	17 0	...	...	12 0	12 0	12 0	12 0	10 0	10 0	24 0	24 0	8 0	8 0	17 0	16 0	17 0	17 0	16 0	14 0	100 0	100 0	9 0	10 0
North-western—																										
Siálkote	17 0	17 0	24 0	24 0	...	...	13 0	13 0	23 0	23 0	22 0	22 0	†	†	25 0	25 0	22 0	22 0	22 0	22 0	14 0	12 0	160 0	160 0	13 0	13 0
Gujránwála	16 0	17 0	24 0	24 0	...	...	1 0	11 0	21 0	21 0	15 0	15 0	*	*	10 0	10 0	20 0	20 0	19 0	19 0	8 0	8 0	90 0	90 0	13 0	13 0
Gujrát	17 0	17 0	22 0	22 0	...	...	9 0	9 0	20 0	20 0	18 0	18 0	*	*	12 0	12 0	20 0	20 0	19 0	19 0	*	11 0	120 0	120 0	13 0	13 0
Jhelum	17 0	16 0	22 0	22 0	...	...	10 0	10 0	21 0	21 0	18 0	19 0	*	*	10 0	‡	20 0	20 0	20 0	20 0	11 0	*	160 0	160 0	14 0	14 0
Ráwalpindi	15 0	15 0	22 0	22 0	...	...	11 0	11 0	23 0	23 0	17 0	17 0	‡	‡	16 0	16 0	19 0	19 0	18 0	19 0	17 0	17 0	100 0	96 0	13 8	13 8
Hazára	13 0	13 0	19 0	18 0	...	...	11 0	11 0	...	‡	16 0	12 0	*	*	12 0	12 0	17 0	16 0	17 0	16 0	*	*	120 0	80 0	11 0	11 0
Peshawar	14 0	14 0	21 0	22 0	...	...	10 0	10 0	24 0	23 0	15 0	15 0	*	*	19 0	19 0	16 0	16 0	19 0	19 0	23 0	23 0	93 0	108 0	40 0	40 0
Kohát	13 0	12 0	19 0	20 0	...	...	11 0	11 0	17 0	17 0	16 0	16 0	‡	†	16 0	22 0	16 0	16 0	20 0	15 0	‡	†	130 0	130 0	60 0	60 0
Western—																										
Shahpur	16 0	16 0	22 0	22 0	...	...	10 0	9 0	22 0	22 0	20 0	20 0	20 0	20 0	17 0	18 0	20 0	20 0	20 0	20 0	10 0	10 0	240 0	240 0	13 0	13 0
Jhang	17 0	16 0	26 0	25 0	...	...	10 0	10 0	22 0	22 0	19 0	19 0	20 0	20 0	20 0	16 0	16 0	20 0	20 0	20 0	10 0	10 0	240 0	200 0	12 8	12 12
Mooltan	14 0	14 0	23 0	22 0	...	...	11 0	11 0	20 0	20 0	17 0	17 0	*	*	22 0	22 0	17 0	17 0	18 0	18 0	*	*	100 0	100 0	12 0	12 0
Bannu	15 0	16 0	20 0	21 0	...	...	10 0	10 0	20 0	21 0	16 0	17 0	8 0	8 0	8 0	8 0	18 0	18 0	21 0	20 0	12 0	11 0	60 0	60 0	40 0	40 0
D. I. Khán	15 0	14 0	24 0	24 0	...	...	8 0	8 0	22 0	22 0	19 0	19 0	15 0	15 0	5 0	5 0	17 0	18 0	16 0	16 0	†	†	112 0	112 0	43 0	42 0
Muzaffargarh	15 0	15 0	23 0	23 0	...	...	12 0	12 0	16 0	16 0	17 0	17 0	†	†	†	†	17 0	17 0	...	†	11 0	11 0	110 0	110 0	12 0	12 0
D. G. Khán	15 0	15 0	20 0	21 0	...	...	10 0	10 0	19 0	21 0	18 0	19 0	‡	‡	*	‡	16 0	17 0	...	‡	*	‡	75 0	75 0	27 0	27 0
Sind and Baluchistan—																										
Karáchi	11 8	11 8	18 0	18 0	8 0	8 0	11 0	11 0	16 0	16 0	13 0	13 0	†	†	†	†	16 0	15 0	14 0	14 0	7 0	7 0	90 0	90 0	14 0	14 0
Hyderabad (Gidu Bandar)	11 8	11 0	18 8	18 8	7 8	7 0	9 8	9 8	18 8	18 8	14 8	15 0	...	...	...	...	13 8	11 8	...	...	...	...	140 0	160 0	11 8	11 8
Thar and Párkar (Umarkot)	12 0	12 0	...	...	...	...	12 0	12 0	...	...	12 0	12 0	...	...	...	...	...	...	...	...	...	...	120 0	120 0	12 0	12 0
Sukkur	13 4	13 8	18 8	17 8	8 8	8 12	11 8	14 8	20 0	20 0	18 4	17 8	...	...	...	...	17 0	17 0	...	...	11 0	11 0	120 0	160 0	12 8	12 8
Shikárpur	11 8	11 8	15 8	15 8	8 12	7 0	9 8	8 0	19 8	19 8	19 8	18 0	...	...	...	...	14 8	14 8	...	...	9 0	8 8	160 0	140 0	11 8	11 8
Upper Sind Frontier	12 0	12 8	16 0	15 0	8 0	9 0	10 0	11 0	24 0	24 0	19 0	19 0	...	...	...	...	14 8	15 0	...	...	10 0	...	160 0	160 0	11 0	11 0
Quetta	12 4	12 2	13 0	12 10	5 0	5 0	8 2	7 6	15 8	16 0	†	...	†	...	†	...	12 0	13 0	13 8	12 8	†	...	64 0	64 0	9 0	9 0
Kashmir—																										
Kashmir	12 0	8	...	...	7 0	7 0	11 8	11 0	20 0	20 0	...	...	24 0	24 0	12 0	12 0	12 0	12 0	...	...	10 0	9	213 5	213 5	11 0	11 0
Rawalpindi	9 4	9 4	...	...	9 4	9 4	10 9	10 9	15 10	15 10	13 8	13 8	16 7	16 7	...	...	13 4	11 14	...	...	9 9	9 9	135 0	135 0	11 0	11 0
Colúba (Alibág)	10 0	8 0	...	...	...	...	11 4	11 4	...	...	...	...	...	...	...	...	12 0	10 0	...	...	...	...	90 0	90 0	12 0	12 0
Bombay	9 1	9 9	17 0	16 2	6 7	6 7	10 13	10 10	18 8	18 10	12 9	12 6	19 5	15 1	12 15	12 3	13 3	13 11	17 15	15 1	7 3	7 6	67 1	68 15	10 1	10 1
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 7	9 7	...	...	11 4	11 4	...	...	...	...	12 5	12 5	...	...	6 7	7 1	53 2	71 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	15 0	15 0	...	...	11 0	10 0	12 0	11 0	25 0	25 0	23 0	21 0	31 0	31 0	...	...	14 0	13 0	...	...	26 0	26 0	80 0	80 0	9 0	9 0
Belgaum	16 8	15 0	...	...	12 0	12 0	13 0	12 8	21 0	20 0	19 0	19 0	25 0	26 0	17 0	17 0	15 0	12 8	...	...	12 8	11 8	67 0	70 0	12 0	12 0
Sátara	10 11	10 11	13 0	13 0	9 9	8 3	10 0	10 0	13 5	13 5	12 15	12 5	16 5	16 5	18 3	18 3	16 4	16 4	19 2	19 2	12 6	16 8	97 1	97 1	11 10	11 10
Sholápur	14 1	14 8	17 6	17 6	7 9	8 8	9 7	10 6	19 6	19 13	17 7	18 6	...	...	...	...	12 0	12 0	...	...	13 13	14 3	82 10	82 10	11 8	11 8
Bijápur	13 5	13 5	10 4	10 4	7 3	7 3	9 15	9 15	18 0	18 0	16 3	16 3	...	...	...	...	14 14	14 14	...	...	10 2	10 2	80 0	80 0	9 10	9 10
Poona (City)	11 6	11 8	13 9	10 3	8 9	8 9	9 3	9 13	13 1	14 2	12 10	11 8	16 6	16 6	...	...	13 13	13 13	...	..	14 7	13 15	60 13	60 13	11 2	11 2
Khandesh—																										
Ahmadnagar	12 14	13 6	...	...	8 0	8 0	9 1	9 1	15 0	15 0	13 0	13 8	...	...	...	...	16 3	16 10	...	...	12 0	11 8	85 0	85 0	11 6	11 6
Násik	14 12	14 12	...	...	9 0	9 0	10 8	10 8	...	...	14 6	14 4	17 10	18 3	...	...	17 2	17 2	...	...	11 4	11 4	106 8	106 8	12 12	12 12
Khandesh (Dhulia)	12 14	12 14	...	...	7 8	7 8	9 6	9 6	15 7	15 7	14 1	12 7	...	...	12 10	12 10	14 13	14 13	...	...	...	...	106 0	106 0	10 8	10 8
Guzerat—																										
Surat	12 0	12 0	13 0	13 0	6 0	6 0	8 0	8 0	15 0	15 0	14 0	14 0	...	...	6 0	6 0	10 0	10 0	...	...	8 0	8 0	100 0	120 0	12 0	12 0
Broach	11 0	11 0	...	...	7 8	7 8	9 8	9 8	14 0	14 0	12 8	12 8	...	...	...	...	12 8	12 8	...	...	12 0	12 0	120 0	120 0	12 12	12 12
Kaira	11 13	11 13	17 12	17 12	7 10	7 10	10 0	10 0	16 0	16 0	13 14	13 14	16 0	16 0	...	...	14 8	13 5	...	...	10 0	10 10	90 0	90 0	13 8	13 5
Baroda Camp (Sadar Bazar)	9 2	9 2	8 9	...	6 4½	6 4½	6 15	6 15	13 2½	13 11	12 9	12 9	12 9	13 11	...	...	11 3½	11 3½	...	...	9 2	9 2	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	11 8	11 8	...	...	6 0	6 8	8 0	8 0	14 0	15 0	14 0	14 0	...	...	...	...	16 0	16 0	...	...	10 0	10 0	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	10 0	10 0	...	...	7 2	8 0	10 0	10 0	17 6	17 6	13 2	13 2	17 6	17 6	...	...	15 0	15 0	16 0	17 6	9 4	12 6	100 0	160 0	11 2	11 2
Deesa Cantonment	12 13	12 8	12 0	11 6	7 0	7 0	8 0	8 0	14 8	13 11	14 0	14 0	...	...	...	...	15 0	15 0	...	...	9 8	9 8	150 0	150 0	11 0	11 12
Kathiawar—																										
Rájkot	13 0	11 12	...	...	6 8	6 8	7 12	7 8	13 12	13 5	13 0	11 12	...	...	...	...	15 8	13 8	...	...	7 8	7 8	100 0	100 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	14 4	14 4	...	...	7 8	7 8	11 7	11 7	16 8	16 8	...	...	...	...	...	...	14 3	14 3	...	...	10 11	10 11	120 0	120 0	10 13	10 13
Khandwa-Ásirgarh Cant.	13 0	13 0	...	...	9 0	9 0	11 0	11 0	16 0	15 11	15 0	14 0	...	...	13 0	13 0	15 14	14 0	...	...	9 8	9 8	160 0	160 0	10 0	10 0
Hoshangabad	13 8	13 0	...	...	7 8	7 8	9 0	9 0	16 0	16 0	...	...	...	...	...	...	20 0	18 0	...	...	10 8	10 8	80 0	80 0	9 8	9 8
Betúl	13 9	13 9	...	...	9 9	9 9	10 0	10 0	17 7	17 7	...	...	...	...	...	...	18 4	18 4	...	...	11 6	11 6	320 0	320 0	7 9	7 9
Chhindwára	14 0	14 0	...	...	8 0	8 0	...	10 0	20 9	20 9	...	...	...	...	...	...	...	21 11	...	...	10 8	10 8	160 0	160 0	9 2	9 2
Nágpur	16 4	16 14	...	...	8 12	8 7	12 8	12 3	21 4	20 10	...	...	...	...	...	...	20 0	19 11	...	...	12 8	11 4	119 0	119 0	9 13	9 13
Wardha	18 7	17 2	...	...	10 0	10 0	11 7	11 7	24 0	24 0	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	124 0	124 0	9 10	9 10
Central—																										
Narsinghpur	14 10	13 8	...	...	9 3	8 15	12 11	9 12	...	17 0	...	...	...	...	...	...	24 3	17 10	...	...	13 11	13 10	200 0	200 0	9 2	9 10
Saugor	15 14	14 13	...	...	8 10	9 4	9 8	10 4	...	...	...	...	...	...	...	...	19 10	17 1	...	...	10 8	10 8	180 0	180 0	9 1	9 2
Damoh	17 14	16 0	...	...	10 15	11 7	11 7	12 11	...	...	...	...	...	...	...	...	20 0	17 2	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	14 0	13 2	...	...	7 13	8 0	10 0	8 2	17 13	17 0	...	...	...	...	...	...	18 13	17 2	...	...	10 0	10 0	130 0	120 0	9 0	9 6
Mandla	16 0	15 0	...	...	10 0	8 0	12 0	10 0	20 0	19 0	...	...	...	...	...	...	22 0	22 8	...	...	10 0	9 0	256 0	256 0	9 8	9 8
Seoni	16 9	14 15	...	...	10 3	10 3	13 9	13 9	...	...	...	...	...	...	...	...	21 5	19 8	...	...	10 15	10 15	200 0	200 0	9 10	9 10
Bálághát	18 6	18 6	...	...	13 2	13 2	17 14	17 14	...	...	...	...	...	...	...	...	19 3	19 3	...	...	12 8	12 8	192 0	192 0	9 0	9 0
Bhandára	17 8	17 8	...	...	10 0	10 0	16 4	16 4	...	...	...	...	...	...	...	...	22 8	23 12	...	...	10 0	10 0	200 0	200 0	9 2	9 2
Chánda	17 13	17 13	...	...	...	...	17 10	17 10	26 9	26 9	...	...	...	...	...	...	15 8	15 8	...	...	10 0	10 0	400 0	400 0	8 14	8 14
Eastern—																										
Biláspur	19 14	19 14	...	...	10 3	10 3	10 10	14 10	...	...	...	...	...	...	...	...	16 12	14 0	...	...	15 4	10 15	96 0	96 0	8 13	8 0
Raipur	19 11	19 11	...	...	10 4	10 4	15 15	15 15	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	80 0	80 0	8 0	8 0
Sambalpur	14 14	14 0	...	...	12 4	12 4	17 8	18 6	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	160 0	160 0	8 12	9 3
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	17 0	17 0	...	...	...	...	16 0	17 0	...	...	10 0	11 0	§	§	9 0	9 0
Básim	17 13	17 5	...	...	8 0	7 8	10 0	10 0	24 10	24 0	24 0	24 0	...	...	...	...	21 5	20 10	...	...	13 0	15 5			9 0	9 0
Akola	16 0	16 0	...	...	7 0	7 0	8 0	8 0	18 0	18 0	15 0	15 0	...	...	...	...	18 0	18 0	...	...	15 0	15 0			10 0	10 8
Ellichpur	14 0	14 0	8 0	8 0	7 0	7 0	8 6	8 6	18 0	18 12	16 0	16 0	...	...	...	...	15 0	14 12	...	...	18 0	...			9 4	9 4
Amráoti	15 0	15 0	...	...	6 13	7 0	8 2	8 0	19 10	19 0	14 0	14 0	...	...	...	...	16 0	16 0	...	...	12 6	12 0			9 0	9 0
Wún	14 8	14 0	...	...	9 0	9 0	10 0	10 0	19 0	20 0	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	14 13	13 13	...	...	6 12	6 12	11 1	10 14	18 13	18 13	...	16 12	...	...	...	...	13 13	13 3	...	...	20 1	18 13	125 0	125 0	8 12	8 14
Bolárum	14 7	14 1	...	...	7 11	7 11	9 0	9 5	23 2	19 15	...	...	...	...	...	...	14 7	14 1	...	...	...	...	116 14	116 14	9 0	9 0
Chadarghat	12 0	11 0	...	...	7 0	6 12	9 12	9 8	21 0	18 8	[illegible]	21 0	...	...	...	...	15 0	13 8	...	...	...	...	120 0	120 0	9 12	9 8

* Not produced. † Not procurable. ‡ No sale. § Firewood is sold by head-load, cart-load, and bullock-load.

RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1889—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present.	Wheat. Past.	Barley. Present.	Barley. Past.	Rice, best sort. Present.	Rice, best sort. Past.	Rice, common. Present.	Rice, common. Past.	Jowar or Cholum (*Sorghum vulgare*). Present.	Jowar or Cholum (*Sorghum vulgare*). Past.	Bajra or Cumbu (*Pennisetum typhoideum*). Present.	Bajra or Cumbu (*Pennisetum typhoideum*). Past.	Marua or Ragi (*Eleusine coracana*). Present.	Marua or Ragi (*Eleusine coracana*). Past.	Kangni or Kakun, Italian Millet (*Setaria italica*). Present.	Kangni or Kakun, Italian Millet (*Setaria italica*). Past.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past.	Maize (*Zea Mays*). Present.	Maize (*Zea Mays*). Past.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Present.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Past.	Firewood. Present.	Firewood. Past.	Salt. Present.	Salt. Past.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar . . .	8 10	8 10	...	...	12 10	12 10	13 6	13 6	* *	* *	20 6	20 6	20 6	20 6	20 0	20 0	11 12	11 12	...	...	13 0	13 0	102 0	102 0	110 0	110 0
S. Canara . . .	8 2	8 2	...	...	12 10	12 10	14 13	14 13	...	...	21 13	21 13	21 13	21 13	...	...	11 8	11 8	...	...	14 8	14 8	96 0	96 0	65 5	65 5
South, central—																										
Coimbatore . . .	9 13	9 13	...	...	12 10	12 10	13 10	13 10	21 11	21 11	25 6	25 6	26 3	26 3	...	...	10 0	10 0	...	...	15 0	15 0	144 0	144 0	110 0	110 0
Nilgiris . . .	8 8	8 8	...	...	9 10	10 6	11 3	11 3	20 0	19 10	18 3	20 3	20 3	20 3	...	...	11 0	11 0	...	...	15 0	15 0	340 0	340 0	65 5	65 5
Salem . . .	10 3	10 3	...	...	13 2	12 3	14 2	13 3	22 13	25 0	21 5	30 13	29 2	29 2	...	...	12 0	12 0	...	...	12 0	12 0	96 0	96 0	110 0	110 0
Central—																										
Bellary . . .	13 6	13 6	...	...	12 10	12 5	14 0	13 8	* *	* *	25 6	37 13	37 13	37 13	* *	* *	12 0	12 0	...	...	10 0	10 0	390 0	390 0	65 5	65 5
Anantapur . . .	11 8	11 8	...	...	13 6	13 6	14 0	15 2	30 14	30 14	20 3	34 0	34 0	34 0	...	...	11 0	11 0	...	...	15 0	15 0	350 0	350 0	65 5	65 5
Cuddapah . . .	14 0	14 0	...	...	12 13	12 13	14 14	15 6	31 6	31 6	30 13	32 5	32 5	32 5	* *	* *	11 0	11 0	...	...	12 0	12 0	390 0	390 0	65 5	65 5
Kurnool . . .	11 6	11 6	...	...	11 6	11 6	12 3	12 3	24 8	24 8	24 11	32 5	32 5	32 5	...	...	10 0	10 0	...	...	10 0	10 0	350 0	350 0	65 5	65 5
East Coast, north—																										
Ganjam . . .	10 5	10 5	...	...	12 3	12 3	13 0	13 0	21 2	21 2	19 13	19 13	19 13	19 13	...	...	11 0	11 0	...	...	18 0	18 0	480 0	480 0	65 5	65 5
Vizagapatam . . .	13 0	13 0	...	...	9 0	9 8	10 11	10 11	23 0	23 0	21 2	19 3	19 3	19 3	...	...	11 0	11 0	...	...	20 0	20 0	320 0	320 0	65 5	65 5
Godávari . . .	13 8	13 8	...	...	14 14	14 14	16 0	16 0	22 2	22 2	20 14	25 5	25 5	25 5	...	...	12 0	12 0	...	...	...	...	...	...	...	...
East Coast, central—																										
Kistna . . .	9 6	10 6	...	...	13 2	13 11	13 13	14 5	22 2	22 2	* *	23 5	23 5	23 5	...	...	11 0	11 0	...	...	11 0	11 0	390 0	390 0	65 5	65 5
Nellore . . .	9 14	9 14	...	...	12 14	12 14	14 0	14 0	22 2	22 2	20 14	25 8	25 8	25 8	...	...	12 0	12 0	...	...	12 0	12 0	350 0	350 0	65 5	65 5
East Coast, south—																										
Madras . . .	10 10	10 10	...	...	11 10	11 10	13 6	13 6	* *	* *	* *	26 0	26 0	26 0	...	...	13 0	13 0	...	...	13 0	13 0	480 0	480 0	65 5	65 5
Chingleput . . .	*	8 13	...	...	13 8	12 3	14 5	16 0	* *	* *	20 8	27 6	27 6	27 6	...	...	14 11	14 11	...	...	14 11	14 11	320 0	320 0	65 5	65 5
N. Arcot . . .	9 6	8 10	...	...	11 10	11 10	13 3	14 2	* *	* *	* *	34 3	34 3	34 3	...	...	12 0	12 0	...	...	13 0	13 0	...	...	...	...
S. Arcot . . .	8 10	8 10	...	...	13 14	13 14	14 14	14 14	* *	* *	17 3	27 0	27 0	27 0	...	...	11 0	11 0	...	...	13 0	13 0	...	...	...	...
Tanjore . . .	8 2	8 2	...	...	12 8	12 8	15 0	15 0	* *	* *	* *	31 11	31 11	31 11	...	...	12 0	12 0	...	...	14 11	14 11	...	...	...	...
Trichinopoly . . .	8 10	8 10	...	...	12 3	12 10	12 11	13 2	19 10	* *	21 10	24 14	23 10	23 10	...	...	12 0	12 0	...	...	12 0	12 0	...	...	...	...
Southern—																										
Tinnevelly . . .	8 8	8 8	...	...	11 2	11 2	12 13	12 13	* *	* *	* *	* *	* *	* *	...	...	23 0	23 0	...	...	25 0	25 0	390 0	390 0	65 5	65 5
Madura . . .	10 2	9 6	...	...	12 10	12 10	13 8	13 8	25 14	25 14	23 8	27 2	27 2	27 2	...	...	9 4	9 4	...	...	9 4	9 4	350 0	350 0	65 5	65 5
Mysore—																										
Mysore . . .	10 8	11 9	9 8	10 0	10 12	10 8	12 0	12 0	30 0	30 0	30 0	29 0	29 0	29 0	70 0	65 0	25 0	25 0	...	...	16 8	16 8	110 0	110 0	110 0	110 0
Bangalore . . .	10 8	10 8	11 0	11 0	9 8	9 8	11 8	11 8	23 0	23 0	28 0	32 0	32 0	32 0	...	...	9 4	9 4	...	...	8 0	8 0	65 5	65 5	65 5	65 5
Kolar . . .	10 0	10 0	9 0	9 0	10 8	10 8	13 8	13 8	27 0	27 0	...	42 0	42 0	42 0	...	...	12 0	12 0	...	...	12 0	12 0	390 0	390 0	65 5	65 5
Tumkur . . .	11 0	11 0	10 8	11 0	12 0	11 0	13 0	13 0	...	...	...	40 0	40 0	40 0	...	...	11 0	11 0	...	...	13 0	13 0	350 0	350 0	65 5	65 5
Hassan . . .	...	10 0	10 0	10 0	12 8	12 0	15 0	15 0	...	...	...	42 0	43 0	42 0	...	...	11 0	11 0	...	...	13 0	13 0	390 0	390 0	65 5	65 5
Kadur . . .	11 0	11 0	11 0	11 0	16 0	15 0	18 0	18 0	...	...	...	48 0	48 0	48 0	...	...	12 0	12 0	...	...	14 11	14 11	350 0	350 0	65 5	65 5
Shimoga . . .	12 10	11 9	12 10	11 9	11 9	11 9	14 11	14 11	...	...	...	33 10	33 10	33 10	...	...	12 0	12 0	...	...	13 0	13 0	480 0	480 0	65 5	65 5
Chitaldrug . . .	13 0	13 0	15 0	14 0	11 0	10 0	13 0	13 0	31 8	29 7	32 0	55 0	55 0	55 0	...	...	12 0	12 0	...	...	13 0	13 0	320 0	320 0	65 5	65 5
Coorg—																										
Coorg . . .	9 0	9 0	8 0	8 0	13 8	13 8	16 8	15 8	...	...	...	33 0	35 8	35 8	...	...	25 0	23 8	...	...	...	...	110 0	110 0	10 0	10 0
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	...	...	...	...	...	...	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* No sale.

DEPARTMENT OF FINANCE AND COMMERCE, (*Statistical Branch*).

E. J. SINKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XLVII of 1888-89.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 25th February, 1888. Total.	Receipts for week ending 25th February, 1888. Per mile open.	Total mean length open.	Receipts for week ending 23rd February, 1889. Total.	Receipts for week ending 23rd February, 1889. Per mile open.	Total Receipts from 1st April, 1887, to 25th Feb., 1888. Total.	Total Receipts from 1st April, 1887, to 25th Feb., 1888. Per mile open per week.	Total Receipts from 1st April, 1888, to 23rd Feb., 1889. Total.	Total Receipts from 1st April, 1888, to 23rd Feb., 1889. Per mile open per week.	Total Increase in 1888-89.	Total Decrease in 1888-89.
	State Lines worked by Companies.		R	R		R	R	R	R	R	R	R	R
9th Mar., 1889	East Indian . .	1,514	10,37,190	685	1,514	9,51,115	628	4,15,48,256	584	3,95,93,509	557	...	19,54,747
2nd ditto .	Rajputana-Malwa (*a*) .	1,664	4,23,532	254	1,664	4,25,000	255	1,50,23,155	191	1,67,16,364	214	16,93,209	...
9th ditto .	Sindia . . .	75	9,751	130	75	8,165	109	4,02,283	114	3,29,574	94	...	72,709
9th ditto .	Patna-Gya . .	57	12,383	216	57	8,897	156	4,65,442	173	4,31,200	160	...	34,242
2nd ditto .	Bengal-Nagpur (*b*) .	186	24,719	133	293	60,830	207	12,74,027	145	15,62,139	162	2,88,112	...
9th ditto .	Dildarnagar-Ghazipur	12	1,150	96	12	611	51	43,258	77	40,368	72	...	2,890
2nd ditto .	Mysore . . .	140	10,405	74	173	11,610	67	4,63,688	71	5,31,827	81	68,139	...
2nd ditto .	Southern Mahratta(*c*) .	850	59,207	70	854	84,533	99	28,75,958	78	35,25,074	88	6,49,116	...
23rd Feb., 1889	Indian Midland . .	136	10,783	79	437	(*d*)49,991	114	1,93,337	83	(*d*)8,52,391	102	6,59,054	...
23rd ditto .	Villupuram-Dharmavaram (*Nellore Branch*)	83	3,642	44	83	6,015	72	(*e*) 79,151	41	2,21,900	57	1,42,749	...
23rd ditto .	Bareilly-Pilibhit . .	36	2,708	75	36	2,023	56	80,569	49	81,990	50	1,421	...
2nd Mar., 1889	Lucknow-Sitapur-Sihramau . .	105	5,461	52	105	6,640	63	1,92,461	39	2,35,129	48	42,668	...
	Total .	4,858	16,00,931	330	5,303	16,15,430	305	6,26,41,585	284	6,41,21,465	277	14,79,880	...
	State Lines worked by Government.												
2nd Mar., 1889	North-Western (*f*) .	2,470	5,20,688	211	2,390	4,39,020	184	1,89,91,273	177	2,29,31,097	204	39,39,824	...
2nd ditto .	Oudh & Rohilkhand(*g*)	693	1,67,329	241	692	1,27,594	184	61,49,236	190	60,61,980	186	...	87,256
23rd Feb., 1889	Wardha Coal . .	45	19,252	428	45	22,822	507	6,83,911	321	7,66,058	363	82,147	...
2nd Mar., 1889	Bengal Central . .	125	13,943	112	125	14,030	112	6,06,021	103	6,38,298	109	32,277	...
2nd ditto .	Eastern Bengal Railways (*h*). .	645	2,00,964	312	673	1,91,580	285	87,83,087	290	96,61,436	306	8,78,349	...
2nd ditto .	Nalhati . . .	27	2,401	88	27	2,103	77	83,843	67	90,717	72	6,874	...
2nd ditto .	Tirhoot . . .	259	44,596	172	273	34,222	125	16,22,581	140	14,80,532	121	...	1,42,049
23rd Feb., 1889	Burma . . .	333	90,972	273	441	1,01,169	229	28,97,860	185	28,84,550	152	...	13,310
2nd Mar., 1889	Jorhat . . .	31	640	21	31	1,198	39	45,356	35	55,524	40	10,168	...
2nd ditto .	Cherra-Companyganj.	7	125	17	7	49	7	10,114	29	7,906	22	...	2,208
	Total .	4,635	10,60,910	229	4,704	9,33,787	198	3,98,73,282	190	4,45,78,098	204	47,04,81[illegible]	...
	Lines worked by Guaranteed Companies.												
2nd Mar., 1889	Madras . . .	840	1,77,271	211	840	1,75,843	209	74,23,746	187	75,91,382	192	1,67,636	...
23rd Feb., 1889	South Indian . .	654	99,894	153	654	99,937	153	46,14,224	149	49,43,688	161	3,29,464	...
2nd Mar., 1889	Great Indian Peninsula	1,504	8,73,650	581	1,447	8,60,295	595	3,53,81,489	499	3,73,33,374	532	19,51,885	...
2nd ditto .	Bombay, Baroda and Central India . .	461	2,83,311	615	461	2,99,000	649	1,08,58,434	498	1,14,68,550	529	6,10,116	...
	Total .	3,459	14,34,126	415	3,402	14,35,075	422	5,82,77,893	356	6,13,36,994	384	30,59,101	...
	GRAND TOTAL (Guaranteed and State)	12,952	40,95,967	316	13,409	39,84,292	297	16,07,92,716	271	17,00,36,557	279	92,43,797	...
	Gross Estimated Expenses .	...	...	...	...	...	...	8,31,75,127	140	8,84,33,758	145	...	...
	Net Receipts .	...	...	...	...	...	...	7,76,17,633	131	8,16,02,799	134	39,85,166	...
	Assisted Companies.												
9th Mar., 1889	Bengal and North-Western . . .	376	53,891	143	376	53,360	142	18,39,587	103	19,96,024	113	1,56,437	...
9th ditto .	Tarakeshwar . .	22	6,395	287	22	5,678	255	2,39,799	229	2,45,765	235	5,966	...
23rd Feb., 1889	Rohilkhand-Kumaun .	67	3,743	56	67	3,859	58	2,84,951	92	3,03,857	99	18,906	...
23rd ditto .	Dibru-Sadiya . .	78	8,051	103	78	9,372	120	3,69,480	100	3,94,780	108	25,300	...
	Total .	543	72,080	133	543	72,269	133	27,33,817	106	29,40,426	114	2,06,609	...
	Native States.												
23rd Feb., 1889	The Nizam's Guaranteed Company .	277	36,276	131	354	52,631	149	14,49,507	139	16,27,226	116	1,77,719	...
2nd Mar., 1889	The Gaekwar's . .	59	2,787	47	59	3,390	58	1,42,246	51	1,26,590	46	...	15,656
2nd ditto .	The Gaekwar's Mehsana-Vadnagar . .	21	1,223	58	27	1,060	39	34,732	35	41,275	39	6,543	...
2nd ditto .	Bhavnagar-Gondal-Junagarh-Porbandar	193	24,763	128	260	38,664	149	9,16,394	100	10,07,981	105	91,587	...
23rd Feb., 1889	Morvi . . .	68	2,025	30	68	3,411	50	1,23,892	39	1,48,812	47	24,920	...
2nd Mar., 1889	Jodhpore . . .	124	9,207	74	124	7,100	57	3,16,382	54	3,15,550	54	...	832
	Total .	742	76,281	103	892	1,06,256	119	29,83,153	92	32,67,363	89	2,84,210	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Katni-Umaria State Railway.
(*c*) Includes the Bellary-Kistna State Railway.
(*d*) Includes Bhopal-Itarsi State Railway from 1st January, 1889.
(*e*) Total receipts from 15th September, 1887, to 25th February, 1888.
(*f*) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(*g*) State from 1st January, 1889.
(*h*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.

CALCUTTA,
The 21st March, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Offg. Deputy Secretary.

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FINANCIAL STATEMENT for 1889-90.

Section I.—Preliminary.

1. THE Financial Statement for 1889-90 deals with the Accounts of 1887-88, which have been finally closed, with the Revised Estimate for the current year, 1888-89, and with the Budget Estimates for the coming year, 1889-90. In this Statement tens of rupees are denoted by the symbol Rx.; tens of rupees represent what used to be called conventional sterling; when pounds sterling are meant the words "true sterling" are always added; pounds sterling are also denoted by the customary symbol, and not by Rx.

In previous years columns have been inserted in Statements A and B, showing (1) differences between the Revised and Budget Estimates of the current year, and (2) differences between the Revised Estimate of the current and the Budget Estimate of the coming year. In order that the change in the financial position, as estimated a year ago and as estimated now, may be seen at a glance, it has been decided to add a column showing the increases and decreases resulting from a comparison of the Budget Estimate of the current year with the Budget Estimate of next year.

The magnitude of the financial transactions of the Government of India is now very great, the aggregate of Revenue and Expenditure, as entered in the estimates for 1889-90, being more than Rx. 166,000,000. The Revenue and Expenditure, as recorded in the Accounts, include the gross receipts and working expenses of Indian State Railways and the net receipts of the old Guaranteed Railways, and it is this inclusion which swells the total Revenue and Expenditure and causes them to increase so rapidly.

The Accounts and Estimates include three distinct categories of Revenue and Expenditure—Imperial, Provincial, and Local,—and deal with the transactions of eight Local Governments and Administrations, and of many Local Funds, as well as with those of the Supreme Government.

The Local Governments and Administrations are Madras, Bombay, Bengal, the North-Western Provinces and Oudh, the Punjab, Burma, the Central Provinces, and Assam; all of which enjoy a considerable measure of financial independence.

The transactions of the Government of India are carried on in India in the silver standard, and in England in the gold standard, and are consequently attended with the inconvenience and uncertainty which result from the frequent and considerable fluctuations in the relative value of the two standards which have been experienced in recent years.

The Accounts of the Government of India also include, as I have already stated, the transactions of a great system of Railways, some of which are owned by the Government, being either worked directly by Government, or leased to Companies, while others are owned and worked by Companies to whom a minimum rate of interest is guaranteed; a few are owned and worked by Private Companies which receive a greater or less amount of assistance from the Government. The contracts between Government and the different Railway Companies are numerous and complex, and vary in their terms in the case of different Railways.

For the reasons I have just stated, the preparation of a satisfactory Financial Statement is a task of difficulty. To fully explain the details of every transaction would weary the attention of the most patient reader or listener, while a mere attempt to sketch briefly the leading features of the situation would exclude much valuable information. In such circumstances nothing is practicable but a compromise, and a compromise, from the very nature of the case, cannot be wholly satisfactory to everybody interested.

Section II.—Accounts of 1887-88.

2. In the Financial Statement of March 1888 the Revenue of the year 1887-88, which was then about to close, was estimated at Rx. 77,926,600, and the Expenditure chargeable thereon at Rx. 80,943,300, the deficit being Rx. 3,016,700; the cost of the Special Defence Works, which were being constructed for the protection of the North-West Frontier and the chief places on the Coast, was included in the Expenditure.

A statement was subsequently published in the *Gazette of India* of the 12th May 1888, giving the corrections in that Estimate rendered necessary by the further information at that time available.

This additional information referred only to the Indian portion of the transactions, and not to the Home Accounts, and indicated a net improvement of Rx. 397,000 as compared with the figures of the Financial Statement, the probable deficit of the year 1887-88 being reduced from Rx. 3,016,700 to Rx. 2,619,700,

3. As the process of compilation of the accounts of the year proceeded, the position was shown to have further improved by Rx. 238,000, making the probable deficit Rx. 2,381,700. This alteration of the Estimate was telegraphed to the Secretary of State in August 1888, and was adopted in the "latest estimate" laid before Parliament in the Under-Secretary of State's Financial Statement of September 1888. The probable deficit announced to Parliament was, however, Rx. 1,960,800, and not the sum of Rx. 2,381,700 just mentioned. The difference of Rx. 420,900 was due, as explained by Sir John Gorst, to an improvement in the English Account of Rx. 120,900, and to the inclusion as revenue of a special item,* then estimated at Rx. 300,000, representing the gain by exchange on the capital transactions of Subsidized Railways in England, which had been placed under a suspense head in the Revised Estimates pending the decision of the Secretary of State whether it properly formed an item of current revenue, or not.

4. On closing the Accounts of the year 1887-88 the actual figures proved to be, Revenue Rx. 78,759,744, Expenditure Rx. 80,788,576, and the deficit of 1887-88 is finally shown to be Rx. 2,028,832, being Rx. 68,032 more than the deficit as estimated in September last. The principal differences between the Revised Estimate as given in the last Financial Statement and the Actuals of 1887-88 are set out in the following statement, and complete details will be

* "I mentioned just now a sum of £300,000, which I said the Government had gained by exchange transactions. I must just explain how that arises. The Committee are, no doubt, aware that the Government have contracts with certain Railway Companies—the Southern Mahratta, the Indian Midland, and the Bengal-Nagpur—by which the Government undertake to transmit to India the capital of these Companies subscribed in London, which is required for expenditure in India, at a certain fixed rate of exchange In the case of the Southern Mahratta money is transmitted by contract at 12 rupees per £1 sterling, in the case of the Indian Midland at 12½ rupees per £1 sterling, and in the case of the Bengal-Nagpur at 13 rupees per £1 sterling. The Committee will see that when exchange comes down below the rate named in the contract, the Government gain by the transaction. For instance, at the present time, the £1 sterling is nearly equivalent to 15 rupees in India, whereas the Government would only have to pay the Southern Mahratta Railway 12 rupees. So long as the rupee is lower than the exchange rate of the contract there is again, and that gain makes up this sum of Rx. 300,000."

found in the appropriation audit report published in the *Gazette of India* of 16th March 1889.

		1887-88.		Accounts Better.	Accounts Worse.
		Revised Estimate.	Accounts.		
REVENUE.					
India (Imperial, Provincial, and Local)	Rx.	77,560,000	78,389,003	829,003	...
England	£	258,200	261,047	2,847	...
Exchange	Rx.	108,400	109,694	1,294	...
TOTAL	Rx.	77,926,600	78,759,744	833,144	...
EXPENDITURE.					
India—					
Imperial	Rx.	37,405,500	37,201,016	204,484	...
Provincial and Local	Rx.	21,536,500	21,361,271	175,229	...
Adjustment of Provincial and Local	Rx.	+27,700	+370,591	...	342,891
England	£	15,474,400	15,389,065	85,335	...
Exchange	Rx.	6,499,200	6,466,633	32,567	...
TOTAL	Rx.	80,943,300	80,788,576	497,615	342,891
DEFICIT	Rx.	3,016,700	2,028,832	987,868	

5. The Revenue in India (Imperial, Provincial, and Local) proved to be Rx. 829,003 more, and the Expenditure in India (Imperial, Provincial, and Local) Rx. 379,713 less than the estimate of March 1888. Allowing for the increase in the Provincial adjustment of Rx. 342,891, these figures give a net Imperial improvement of Rx. 865,825, and if we add the net improvement in the English Accounts, and under Exchange, of Rx. 122,043, we get a total improvement of Rx. 987,868, being the amount by which the actual deficit falls short of the estimated deficit of March last.

6. Of the increase of Revenue in India, Rx. 244,540 resulted from the gain by exchange on capital transactions of Subsidized Railways in England; which was not taken credit for in the Estimates for reasons already stated, and the balance Rx. 584,463 represents the actual improvement in Revenue. It has been explained on former occasions that the financial year terminates in the middle of the season of heavy revenue collections and large Railway receipts. A difference of a day in the payment of the instalments of Land Revenue due at the end of March may seriously affect the estimate of revenue for the year. If the Land Revenue is paid on 31st March, it appears as a receipt of the year 1887-88; if it is paid on 1st April it appears as a receipt of 1888-89. The estimated results are further liable to be falsified by an unexpected distribution of the Railway traffic between March and April. The months of March and April are also periods of heavy Public Works expenditure, and it is difficult to say beforehand how much of such expenditure will fall into March and how much into April. In fact, for the purposes of the Revised Estimate, the year could hardly end on a more inconvenient date than the last day of the month of March. If the variations from the Estimate occur under Provincial or Local heads the estimated surplus or deficit, which depends solely on Imperial revenue and Imperial expenditure, is not affected, but the total revenue and total expenditure recorded in the Accounts may be materially altered.

7. The improvement in the Revenue figures calls for no further remarks. The reduction of the Indian Imperial Expenditure below that of the Revised Estimate, amounting to Rx. 204,484 in all, was mainly due to a less expenditure of Rx. 115,963 on Special Defence Works, of Rx. 87,162 under Opium, of

Rx. 66,559 under Interest on ordinary Debt, of Rx. 49,937 under Military Works, and to an excess of Rx. 116,739 under working expenses of State Railways. The gain in the English Account was mainly due to reduced Military expenditure and to the resulting saving in exchange. The saving under Provincial and Local expenditure occurs mainly under Civil Works and Irrigation and, in a less degree, under charges for collection of Land and Forest Revenue.

8. The above explanations dispose of the Revenue and Expenditure Account of 1887-88, on the results of which depends the surplus or deficit of the year. The Capital Expenditure on Railways and on Irrigation Works constructed from loan funds amounted to Rx. 2,251,776 and Rx. 533,048 respectively, thus falling short of the anticipations of the Revised Estimates by Rx. 191,976, of which Rx. 122,224 was due to short expenditure on Railways and Rx. 69,752 to short expenditure on Irrigation. This result does not of course affect the question of surplus or deficit on the Revenue and Expenditure Account, and, as already stated, the final result of the year 1887-88 was a deficit of Rx. 2,028,832, including as expenditure Rx. 456,017 on account of Special Defence Works. Excluding the cost of these Works the deficit of 1887-88 was Rx. 1,572,815.

Section III.—Revised Estimates of 1888-89.

9. The Estimates of 1887-88 as originally framed in March 1887 showed a surplus of Rx. 16,700, representing practically a bare equilibrium of Revenue and Expenditure.

As I have just stated, the trifling surplus shown in the Budget Estimate of 1887-88 has proved, on closing the accounts of the year, to have become a deficit of Rx. 2,028,832.

The deterioration in the financial position manifested itself in the course of 1887-88, and led to steps being taken in the course of the year for increasing the revenue. Of the actual deficit, Rx. 1,059,000 were due to the conversion of the India 4 per cent. stock of £48,200,000 into 3½ per cent. stock in consequence of the operation throwing on the Accounts of that year a charge of £1-7-6 per cent. which would otherwise have been paid in 1888-89. A further deterioration resulted from the decision to charge against Revenue the expenditure on Special Defence Works which had been treated in the Estimates as a charge against borrowed money, the additional charge imposed on the Revenue Account being Rx. 456,017. Other causes for apprehension were found in the fall in Exchange, the reduction in the net Railway revenue, the fall in the price of Opium, and increased Military expenditure in Burma. The position was deemed to be of a nature so serious that, as I have said, steps were taken towards the close of the year to add to the revenue by the imposition of fresh taxation. The measures adopted for this purpose were the following—

(1) the raising of the rate of the duty on Salt from R2 to R2-8 a maund, with effect from the 19th January 1888 except in Burma where the rate was raised from 3 annas to R1 a maund;

(2) the imposition of a duty on the import of petroleum with effect from the same date; and

(3) the extension of the Income Tax Act to Lower Burma, from 1888-89.

These measures were estimated to produce about Rx. 1,900,000; but as they were introduced in the end of 1887-88 they had but little effect on the Revenue of that year.

10. The full effect of the measures just referred to would be felt in 1888-89, and the Estimates of that year showed a deficit of only Rx. 698,000 after including in the expenditure of the year a sum of Rx. 1,121,500 for Special Defence Works. If the expenditure on Special Defence Works had been

excluded the Estimates would have shown a surplus of Rx. 423,500. The financial position has, I regret to say, been again affected injuriously by various influences during the progress of the year. On the expenditure side we have had to allow for a considerable fall in Exchange. In the Estimates the rupee was taken at 1-4·9; the rate actually received has been 1-4·38, a fall of more than a half-penny per rupee, which adds Rx. 684,400 to the expenditure of the year. There has also been unforeseen expenditure, estimated at Rx. 387,500, on Military Expeditions—being Rx. 142,500 on the Black Mountain Expedition, and Rx. 210,000 on account of Sikkim, besides Rx. 35,000 on account of the Lushai Expedition. The Revenue Account has been affected by a reduction in the quantity of salt that has paid duty, and there have been short crops in some parts of India—a condition which exercises an injurious effect on the revenue generally.

In face of these adverse circumstances it will be a surprise to most people to learn that, including expenditure on Special Defence Works, we now estimate for a deficit of Rx. 201,700 as against the deficit of Rx. 698,000 which was anticipated in the Financial Statement of March last, and if the cost of Special Defence Works be excluded, for a surplus of Rx. 616,600 as against the previous estimate of Rx. 423,500. Although the improvement is due in some respects to what may be termed accidental and temporary causes, yet, on the other hand, some of the influences which have adversely affected the finances of the year are of a precisely similar character, and the final result is not unsatisfactory.

I shall now explain the various causes which have tended to modify the Budget Estimates of 1888-89.

11. The Revenue of the current financial year 1888-89 was estimated in March last at Rx. 80,010,500; it is now estimated at Rx. 81,585,500, an improvement of Rx. 1,575,000.

The Expenditure proper of 1888-89 was estimated at Rx. 81,192,100 and the Provincial adjustment at *minus* Rx. 483,600, giving a total charge against Revenue of Rx. 80,708,500, the deficit being Rx. 698,000. What is meant by a *minus* Provincial adjustment of Rx. 483,600 is that the total Provincial Expenditure of the year was estimated to exceed the total Provincial Revenue by Rx. 483,600, and this sum was consequently shown as a charge against the accumulated balances of former years, and not against current Provincial Revenue.

The Expenditure properly so called is now estimated at Rx. 81,584,100, and the Provincial adjustment at *plus* Rx. 203,100, giving a total charge against Revenue of Rx. 81,787,200, being an increase over the former estimate of Rx. 1,078,700. The increase of Revenue over the Estimate has exceeded the increase of Expenditure chargeable against that Revenue by Rx. 496,300, and the estimated deficit has been reduced by that amount and now stands at Rx. 201,700 instead of Rx. 698,000.

12. The increase of Revenue for which we have to account is Rx. 1,575,000, and it is due mainly to increases under the following heads:—

	Rx.
Receipts under Exchange	536,800
Railways	243,300
Interest	182,500
Forests	154,100
Land Revenue	111,800
Post Office, Telegraph, and Mint	109,100
Opium	107,000
Excise	96,200
Irrigation	80,200
Stamps	77,800
Assessed Taxes	56,800
TOTAL	1,755,600

The total increase under these heads comes to Rx. 1,755,600, and there are increases under other heads amounting in the aggregate to Rx. 283,200, and making the total increase of Revenue under certain heads no less than Rx. 2,038,800. On the other hand, there is a falling off of Revenue under certain heads amounting to Rx. 463,800; of this sum the falling off under Salt accounts for no less than Rx. 445,600, leaving Rx. 18,200 as the total falling off under the remaining heads. The net increase of Revenue, as already explained, is Rx. 1,575,000.

13. In attempting to present an intelligible statement of a subject so extensive and complicated as the financial position of British India, more would be lost than gained by going into minute details, and attempting to explain every petty fluctuation in Revenue and Expenditure due to ordinary causes. I shall, therefore, confine myself to dealing with those variations in Revenue or Expenditure which are due to important or special causes, and which have had a perceptible influence on the financial results of the year.

14. The head under which the greatest increase of Revenue is anticipated is Exchange, and the increase is no less than Rx. 536,800.

The receipts under Exchange arise from the net gain accruing to Government in consequence of certain remittance transactions being carried out by it, under contract or as concessions, at a rate of exchange different from the average rate obtained by the Secretary of State by the sale of bills and telegraphic transfers on India. These receipts occur chiefly in connection with the contracts with Guaranteed and Subsidized Railways, with transactions with Her Majesty's Imperial Government, with family remittances of officers serving in India, and with remittances for the purchase of stores through the Secretary of State for Local Bodies and Native States.

The very large amounts of revenue accruing in this way in the current and past years have been due almost entirely to the heavy transactions of the Subsidized Railway Companies. Transactions are carried out at contract rates which are more favourable than the market rates, and a gain is made in this way which increases as the market rate falls below the contract rate. Of course, this is not a source of gain to which we can permanently look forward, and we run the risk of loss when the reverse transaction takes place, as well as when the rate of exchange is rising instead of falling.

The large difference between the Budget and Revised Estimates of the current year under this head is due partly to the fall in the rate of exchange since the Budget Estimate was prepared, but mainly to no provision having been made in the Budget Estimate for the gain, now estimated at Rx. 266,000, accruing from the payments made to the Railway Companies in England, as the question whether this should be treated as current revenue was under the consideration of the Secretary of State at the time the Estimates were prepared. The gain accrued mainly in connection with transactions relating to the Indian Midland, the Bengal-Nagpur, the Southern Mahratta, and the various Guaranteed Railways.

15. Increased Railway receipts account for an improvement of Rx. 243,300, and, as the receipts under this head are intimately connected with the expenditure on working expenses and surplus profits of Guaranteed Companies, I propose to deal with both the Revenue and the Expenditure at the same time, thus anticipating to some extent what it would otherwise be necessary to say hereafter. The improvement in Railway Revenue amounts to Rx. 243,300, but there is an increase of Rx. 393,300 in Expenditure (including Exchange), so that the net result in the Railway Account is a deterioration of Rx. 150,000.

The following is a statement of the increase or decrease under the Revenue heads of the Railway Account:—

	Increase + and Decrease— Rx.
State Railways (gross receipts)	—500
Guaranteed Companies (net traffic receipts)	+247,500
Subsidized Companies (repayments of advances of interest)	—3,700
TOTAL	243,300

The gross earnings of State Railways are almost the same as in the original Estimate, but there are considerable increases and decreases in the case of particular lines.

The main fluctuations are as follows:—

	Increase. Rx.	Decrease. Rx.
State Railways (gross receipts)—		
East Indian	...	250,000
North-Western	150,000	...
Rajputana-Malwa	95,000	...
Eastern Bengal	70,000	...
Bengal-Nagpur	13,500	...
Indian Midland	12,500	...
Tirhoot	...	25,000
Oudh and Rohilkhund	...	20,000
Southern Mahratta	...	17,500
Burma	...	12,500
Tounghoo-Mandalay	...	10,000
	341,000	335,000
Guaranteed Companies (net traffic receipts)—		
Great Indian Peninsula	270,000	...
South Indian	27,500	...
Madras	25,000	...
Oudh and Rohilkhund	...	60,000
Bombay-Baroda	...	15,000

The serious falling off on the East Indian Railway is ascribed to a variety of causes, amongst which may be enumerated the cessation of an abnormal traffic in the previous year caused by scarcity in the North-Western Provinces, a continued falling off in a long lead traffic of wheat and grains from Upper India, certain writes-back due to overcharges, and, possibly, a diversion of traffic consequent on the opening of the Indian Midland Railway.

On the other hand, the grain traffic of the North-Western Railway, which fell off so much in the previous year, has revived to a great extent; the Rajputana-Malwa and Eastern Bengal Railways have both had prosperous years,—the jute season having been extremely favourable for the latter Railway.

16. The total increase of expenditure in the Railway Account amounts to Rx. 393,300, which is mainly due to the loss on sterling payments owing to the fall in Exchange.

The rupee expenditure in India has only increased by Rx. 86,400, and the expenditure in England by only £37,100 (true sterling), but the conversion of the sterling payments on account of interest and annuities (which amount to £5,652,600 (true sterling)) into rupees at a lower rate of Exchange than was taken in the Budget Estimate, raises the total increase to no less than Rx. 393,300.

It should also be explained that a more unfavourable exchange adds to the working expenses, under the head of Indian expenditure, by increasing the

rupee price of stores procured from England, though, owing to the system of accounting, this factor does not appear separately in the Accounts.

It is possible that up to the present this loss by the fall in exchange may have been to a great extent met by a corresponding fall in English prices; but with prices constant, it is obvious that an unexpected fluctuation in exchange would have a considerable effect on working expenses.

17. The increased receipts under Interest appear in the Home Accounts, and are due to the Secretary of State having, as explained hereafter, raised the loan required for purchase of the Oudh and Rohilkhand Railway much earlier than it was required. This had the effect of placing a large cash balance at his disposal, most of which he was able to lend out temporarily at high rates of interest.

18. The increase of Revenue under Forests is Rx. 154,100, but there is an increase of Expenditure on the other side of the Account amounting to Rx. 39,700, and making the net improvement Rx. 114,400. This increase is due mainly to increased receipts in Upper and Lower Burma. The increase in Upper Burma is Rx. 81,500, and includes a payment of Rx. 37,700 by the Bombay-Burma Trading Company on account of previous years. The increase in Lower Burma amounts to Rx. 84,700. The increased expenditure is mainly due to the payment of Rx. 43,400, to the Trading Company just referred to, in satisfaction of a claim against the late Government of Upper Burma, and of Rx. 10,000 on account of expenditure incurred by the Company for guards owing to the disturbed state of the country.

19. In the Budget Estimate for 1888-89, the total Land Revenue, including the portion due to Irrigation, which is shown in the Estimates under the Irrigation head of account, was Estimated at Rx. 23,680,800. The Revised Estimate now shows the following increases and decreases:—

	Increase. Rx.		Decrease. Rx.
India	3,500	Lower Burma	71,500
Central Provinces	14,600	Bengal	21,000
Upper Burma	36,200	North-Western Provinces and Oudh	40,000
Assam	15,700	TOTAL	132,500
Punjab	14,500		
Madras	78,500		
Bombay	103,100		
TOTAL	266,100		
Deduct decrease	132,500		
Net increase	133,600		

Considering the magnitude of the Revenue under this head in the different Provinces, the various items of increase and decrease are of little importance, with the exception of the increases of Rx. 103,100 in Bombay, of Rx. 78,500 in Madras, and of Rx. 36,200 in Upper Burma, and the decrease of Rx. 71,500 in Lower Burma. The decrease in Lower Burma is due entirely to the postponement of the date of the Land Revenue demand in two Districts, which transfers Rx. 87,000 from 1888-89 to 1889-90. The increase in Bombay is stated to be due to prompt realisation of the demand; that in Madras is due to land newly brought under cultivation having raised the demand of the year and to expected advance collections, and in Upper Burma to growing receipts in that Province as order is established. The decrease in Bengal and the North-Western Provinces reflects the influence of an unfavourable season and poor crops in some places.

20. The increase of Revenue under the group which comprises Post Office, Telegraph and Mint is made up as follows:—

	Rx.
Post Office	49,800
Telegraph	33,400
Mint	25,900
TOTAL	109,100

The increased revenue of the Post Office is due to the steady growth of the Department; the receipts of the Telegraph Department have increased from a similar cause and from the extension of private lines; while the increased revenue of the Mint is due to a larger amount of copper coin passing into circulation than was taken credit for in the Estimates.

21. The increase of Rx. 107,000 in receipts from Opium is entirely due to the rise in the price of the Bengal drug. The increased revenue from this source alone has been Rx. 444,600, against which has to be set a reduction of Rx. 333,000 in duty on exports of Malwa Opium and a small falling off of Rx. 4,600 under other heads. The average price of Bengal Opium has been Rs. 1,120, as against an estimate of Rs. 1,042. In the Budget Estimate it was anticipated that duty would be paid on 35,350 chests of Malwa Opium. It is now expected that duty will be paid on only 30,300 chests. The rise in the price of the Bengal drug, and the reduced exports of Malwa, appear to have been due to short crops both in China and Malwa.

22. The increase of Rx. 96,200 in Excise Revenue is the net result of the following increases and decreases in the different Provinces:—

	Increase. Rx.		Decrease. Rx.
India	1,700	Central Provinces	6,000
Lower Burma	42,000	Upper Burma	12,000
Bengal	5,000	Assam	1,200
Punjab	10,700	North-Western Provinces and Oudh	11,000
Madras	40,000		
Bombay	27,000		
TOTAL	126,400	TOTAL	30,200

The increase in Lower Burma is due to an enhancement of the rate of duty, in Madras to the extension of the stricter system of excise, and the introduction of the tree-tax system, and in Bombay and the Punjab to expansion of the revenue due to a good season and general prosperity.

23. The increase under Irrigation is Rx. 80,200, but there is an increase of expenditure on the other side of the Account amounting to Rx. 48,500, making the net improvement Rx. 31,700. The increase in Revenue is mainly due to higher direct receipts in the North-Western Provinces and Punjab and an increase in Madras of the portion of the Land Revenue due to Irrigation, and in the Punjab to the increased area under Irrigation from new Canals.

24. The increase in Stamps of Rx. 77,800 is distributed between all Provinces except Bengal, where a reduction of Rx. 20,000 is expected.

25. The increase of Rx. 56,800 in Assessed Taxes is mainly due to the fol-

lowing changes: In the "India" Account an increase of Rx. 23,100 chiefly in interest on Government securities; in Bengal Rx. 5,000 due to revision of assessments and realization of arrears: in Madras Rx. 10,000 from revision of assessments, and in Bombay Rx. 9,200.

The year 1887-88 was the second in which the Income Tax of 1886 was in operation, and though I have already completed the examination of the Accounts of that year in another place, it may be of interest if I state here that the smoother working of the administrative machinery is indicated by the reduction, in 1887-88, in the number of objections from 100,428 to 72,571, in the amount refunded from Rx. 27,067 to Rx. 19,949, and in the cost of collection from Rx. 50,157 to Rx. 28,679. The net collections amounted to Rx. 1,382,808, and exceeded those of the previous year by Rx. 105,297.

26. The estimated falling off in the Salt Revenue is Rx. 445,600, and it is due to a reduction in the quantity of salt on which duty was paid. The question of the causes which have brought about this reduction is of importance, because it has followed the increase of duty which took place towards the close of last year. I shall deal specially with this matter hereafter.

27. Turning to the Expenditure side of the Account, we find a total increase in Expenditure proper of Rx. 392,000, as well as an alteration in the Provincial adjustment of Rx. 686,700, the result appearing as an increase on the whole Account of Rx. 1,078,700.

It will be convenient, in the first place, to divide the total increase of Expenditure into its three component parts of (1) rupee expenditure in India, (2) sterling expenditure in England, and (3) Exchange.

In the Indian or rupee expenditure there has been an increase of Rx. 298,800 in Imperial expenditure and a reduction of Rx. 254,400 in Provincial expenditure. In the English or sterling expenditure there is a decrease of £168,400 (true sterling), and notwithstanding this reduction in the gold payments, an increased charge on account of Exchange of no less than Rx. 606,000. If the sterling expenditure had equalled the Estimate, the increased charge for Exchange would have been Rx. 684,400. This increased charge on account of Exchange is due of course to the Budget Estimates having been calculated in March last at an exchange of 1s. 4·9*d.* per rupee, while in the Revised Estimate we have only been able to take 1s. 4·38*d.*

28. The principal heads under which increases of expenditure have occurred are the following:—

	Increase. Rx.
Army	402,500
Railway Revenue Account	393,300
Interest on debt	189,100
Opium	93,800
Superannuation Allowances and Pensions	88,800
Political	51,800
Forests	39,700
Irrigation	48,500
TOTAL	1,307,500

The aggregate increase under these heads comes to Rx. 1,307,500. Minor increases under other heads come to Rx. 166,700, making a total increase of

Rx. 1,474,200. Against this figure must be set decreases amounting to Rx. 1,082,200, of which the following are the most important:—

	Decrease. Rx.
Special Defence Works	303,200
Civil Works	221,600
Land Revenue	145,200
Stationery and Printing	71,000
TOTAL	741,000

The explanations of the increased expenditure under the Railway Revenue Account and Forests have already been given.

29. The increased cost under Army is accounted for by an increase of Rx. 210,000 in India, of £16,000 (true sterling) in England, and of Rx. 176,500 for Exchange. The increase in India is due to the Sikkim, Black Mountain, and Lushai Expeditions already mentioned, to the rupee payments to British Troops having been increased by the fall in the rate of Exchange, and to the introduction of the practice of fixing the rate of Exchange for the issue of pay to British troops serving in India for the half-year only, instead of for the whole year, and to higher expenditure on account of dearness of provisions and forage (including compensation paid to Native Troops on this account). These increases were balanced to some extent by considerable savings in Military expenditure in Burma.

30. The increased charge of Rx. 189,100 on account of Interest on debt is made up of an increase of £68,100 (true sterling) in England, and a decrease of Rx. 27,400 in India, *plus* an increase of the charge for Exchange amounting to Rx. 148,400. The increase in the English sterling payment is due to the inclusion, under this head, of so much of the interest on the sum raised for the purchase of the Oudh and Rohilkhand Railway as was not chargeable to the Railway Revenue Account, and there is a corresponding receipt arising from the investment by the Secretary of State of a portion of his surplus cash balance owing to the favourable condition of the money market. The loan was raised in April 1888 and payment was not due till 1st January 1889, except in the case of some of the debenture loans which matured intermediately. Obviously, therefore, the Railway Revenue Account could not be charged with the interest, for the period April to 31st December, on any portion of the loan that was not applied to pay off debentures at maturity.

31. The increase in the charge for Opium is due to a larger crop than was anticipated, and the increase under Superannuation Allowances and Pensions of Rx. 88,800 is due, to the extent of Rx. 72,800, simply to the increased exchange on the sterling payments made in England.

The increased Political charge of Rx. 51,800 is chiefly due to the payment of arrears of the subsidy of the Amir of Afghanistan, as well as to an advance payment on the same account of Rx. 20,000.

The increase in expenditure under Irrigation is the net result of a great many variations, amongst which may be mentioned a heavy increase in the Punjab (Rx. 26,300) to repair damages by flood, and the classification of the Khushdil Khan Reservoir (Rx. 26,124) in Biluchistan as a work to be constructed from Revenues instead of from Loan Funds, as was originally intended.

32. The decrease of Rx. 303,200 in the estimated expenditure on Special Defence Works is mainly due to a decrease in the estimated expenditure in England of £186,300 (true sterling) caused by the fact that payments for heavy guns for arming the Indian defences were not made as rapidly as was expected

33. The decrease in the expenditure on collection of Land Revenue is distributed over the several Provinces in the following manner:—

	Decrease. Rx.
India	600
Central Provinces	24,900
Upper Burma	4,000
Lower Burma	16,100
Assam	4,000
Bengal	8,300
North-Western Provinces and Oudh	49,500
Punjab	12,300
Madras	32,700
England	200
Exchange	100
TOTAL	152,700

Against this decrease is to be set an increase of Rx. 7,500 in Bombay. In the Central Provinces the saving is partly due to low expenditure on Survey and Settlement Operations and partly to the transfer of Forest Survey Charges to the head of Forests. In Upper Burma it is due to provision having been made for reorganisation of the Commission from 1st April, whereas it actually took effect from 1st December. In the North-Western Provinces it is chiefly in Survey and Settlement Charges owing to cessation of operations in certain Districts. The saving in the Punjab also occurs in Survey and Settlement expenditure, and that in Madras is due to the revision of Revenue Establishments not having been carried out as intended.

34. The reduction in cost of Stationery and Printing is due to the demand for stores from England having been less than was anticipated.

The reduced Estimate of Expenditure under Civil Works is due; under Imperial (Rx. 31,800), to short outlay in Upper Burma and to the non-completion of the Surveyor General's Office in Bengal and to payments in England for Light-houses not having been made to the full extent anticipated; under Provincial, to outlay in the Central Provinces (Rx. 37,600) having been postponed; while in Bombay the expenditure appears to have been over-estimated (Rx. 53,300). The expenditure from Local Funds in Bengal by Local Boards was also over-estimated (Rx. 81,300).

35. The alteration in the Provincial adjustment arises in the following manner:—

The Original Estimate of Provincial Revenue was Rx. 21,668,100, and of Expenditure Rx. 22,151,700, giving a Provincial deficit of Rx. 483,600, which represents the Provincial adjustment of the Budget Estimate of 1888-89.

The Provincial Revenue of the year is now taken at Rx. 22,100,400, and the Provincial Expenditure at Rx. 21,897,300, giving a surplus on Provincial Account of Rx. 203,100, which represents the Provincial adjustment of the Revised Estimate.

36. The outlay on Railways (not charged against Revenue) has fallen from Rx. 3,444,500, as estimated in the Budget, to Rx. 1,364,800, as provided in the Revised Estimate. The greater portion of this apparent lapse, however, is nominal, and is due to the transfer from the State Railway account of the following sums—

	Rx.
Past outlay incurred by the State on the Sindia State Railway transferred to the Capital Account of the Indian Midland	921,000
Katni-Umaria Railway transferred to the Capital Account of the Bengal-Nagpur	485,700

But, apart from this, the expenditure has fallen short of the provision to the extent of about Rx. 673,000, the principal causes being the following: Rx. 200,000 were provided for the re-purchase by the State from the Bengal-Nagpur Railway Company of the old metre-gauge material of the Nagpur-Chhattisgarh line on the conversion of the gauge having been completed. Up to date the rolling stock only has been taken over, and for this a purchaser has been found in the Southern Mahratta Railway Company. The permanent-way and other metre-gauge materials have not yet been valued, so that the whole provision in the Budget has practically proved unnecessary.

There have been further heavy lapses in the provision for the following items, which may be approximately stated, thus—

	Rx.
Bolan High Level Line	147,500
North-Western Railway (including Jhelum-Pindi gradients)	143,000
Kandahar Reserve, due to heavy issues to the Chaman Extension	93,000
Sind-Pishin Railway	67,000
Sind-Sagar Railway	63,000
Bellary-Kistna	25,000
Jammu-Kashmir	20,000

There have also been small excesses and lapses on other lines which it is unnecessary to detail. It was found possible to provide about Rx. 90,000 for expenditure on the Villupuram-Dharmaveram line just commenced, and also for an increased outlay on the Chenab Bridge.

37. The reduced estimate of Expenditure under Irrigation Capital expenditure from loan funds (Rx. 107,000) is mainly due to the transfer of the Kushdil Khan Reservoir from this head to works chargeable to ordinary revenues (Rx. 26,124) and to the inability of the Executive Engineers in the North-West Provinces and Oudh to spend the full grants provided on the Jani Escape, Ganges Canal, and Nadrai Acqueduct (Rx. 63,200).

Section IV.—Estimates of 1889-90.

38. The Revenue of the coming year 1889-90 is estimated at Rx. 82,935,300, and the total Expenditure at Rx. 83,469,800.

The Provincial adjustment for the year is estimated at *minus* Rx. 640,800, and consequently the expenditure chargeable against the Revenue of the year is Rx. 82,829,000, and the estimated surplus is Rx. 106,300. This surplus is obtained after including in the expenditure of the year a sum of Rx. 1,102,900 on account of the cost of Special Defence Works. Exchange has been taken at 1*s.* 4·38*d.* = 1 rupee.

A comparison of the Budget Estimates of 1889-90 under the different heads with the Budget Estimates of 1888-89 will show the progress of Revenue and Expenditure during the year which is now drawing to a close.

39. Before, however, proceeding with this comparison, it is necessary to give some explanation of a special arrangement which has had a considerable influence on the Estimates of the coming year. It was explained in the Financial Statement for 1887-88 that the Provincial Contracts had been renewed with Local Governments for a further period of five years from 1st April 1887. The average annual gain to Imperial Revenues during the period of revision was stated to be Rx. 550,000, in addition to which, a greater share in the improvement of the revenue was secured under the new arrangements. It has been explained elsewhere in this Statement that the continued fall in exchange and growth of Military expenditure compelled the Government to raise the duty on salt and to impose

a tax on imported petroleum. The Secretary of State, in sanctioning this additional taxation, examined and reviewed the financial relations between the Imperial and Provincial Governments, and pointed out the inequality of the existing arrangements which secure freedom from financial difficulties to Local Governments, while the Supreme Government may be passing through a phase of acute embarrassment. The Government of India was requested to reconsider the propriety of arrangements which protected Local Governments from sharing in the financial responsibilities of the Empire, and from contributing to their relief.

Proposals for an alteration in the financial relations between the Supreme and Local Governments, which virtually had the effect of terminating the Provincial Contracts of 1887-88, were made on 2nd October last. These proposals met with much opposition, and it was decided to reserve for future determination a decision on the questions involved. It was, however, settled as a temporary expedient, that each Local Government, except the Punjab, should make a contribution in aid of Imperial Revenues in 1889-90. The total of this contribution is Rx. 740,000, and, with scarcely an exception, Provincial resources are so ample, that the contribution has been made without seriously affecting the financial position of any of the Local Governments.

The contributions made by the several Local Governments are as follows :—

	Rx.
Central Provinces	30,000
Burma	50,000
Assam	10,000
Bengal	100,000
North-Western Provinces	200,000
Madras	175,000
Bombay	175,000
TOTAL	740,000

In the case of the North-Western Provinces and Oudh and Lower Burma the contributions will be permanent. In the former case the Local Government will be reimbursed its contribution by receiving the proceeds of the Patwari cess now about to be re-imposed; in the case of Lower Burma the financial position of the Province had so far improved in recent years that a special annual grant of Rx. 47,900, made to it in 1887-88, has been simply resumed.

The important and difficult question of the nature of the future financial relations between the Supreme and Local Governments remains for future consideration.

40. The Revenue of the year 1888-89 was estimated in March last at Rx. 80,010,500, and the Revenue of 1889-90 is now estimated at Rx. 82,935,300 The increase is Rx. 2,924,800.

The following are the principal heads under which the increase occurs:—

	Increase. Rx.
Railway Account	1,501,800
Land Revenue	301,200
Provincial Rates	244,700
Post Office, Telegraph, and Mint	197,400
Irrigation	130,600
Excise	117,800
Receipts under Exchange	112,300
Stamps	105,100
Forest	98,000
Assessed Taxes	63,500
Customs	49,300
TOTAL	2,921,700

The total increase under the heads just specified comes to Rx. 2,921,700, leaving a balance of Rx. 3,100, which is the net result of variations under other heads of which the most important are, a decrease of Rx. 193,900 under Opium and of Rx. 92,600 under Salt.

41. In the Budget Estimate of 1888-89 the receipts from Railways were estimated at Rx. 15,184,700. For 1889-90 they are estimated at Rx. 16,686,500, giving the increase of Rx. 1,501,800. If we consider the expenditure side of the Account, however, we find that the estimated expenditure of Rx. 17,299,600 in 1888-89 has risen to Rx. 18,713,100 in 1889-90, showing an increase of Rx. 1,413,500; the net improvement in the Railway Revenue Account is, therefore, only Rx. 88,300.

42. The variations in receipts of the Railway Account fall under the following heads:—

	Increase+ Decrease— Rx.
State Railways (gross receipts)	+1,362,600
Guaranteed Companies (net traffic receipts)	+155,000
Subsidized Companies (repayment of advances of interest)	—15,800
TOTAL	Rx. 1,501,800

The increased receipts of State Railways shown in the above figures are not altogether real, as they are exaggerated by the transfer of the Oudh and Rohilkhand Railway to this head from that of Guaranteed Railways. The line was purchased by the State on 1st January 1889, so that the transactions relating to it, which were entered in the Budget of 1888-89 for nine months under Guaranteed Railways and for three months under State Railways, now appear in the Budget for 1889-90 wholly in the latter category.

The principal increases and decreases of receipts occur in connection with the following lines:—

STATE.	Increase+ Decrease— Rx.
East Indian Railway	—240,000
Rajputana-Malwa	+100,000
Bengal-Nagpur	+95,000
Tounghoo-Mandalay	+85,000
Eastern Bengal System	+90,000
Oudh and Rohilkhand	+550,000
Indian Midland	+400,000
North-Western Railway	+200,000
Mysore Railway	+54,600
TOTAL	1,334,600

GUARANTEED.	(Net receipts.) Rx.
Madras	20,000
South Indian	40,000
Bombay Baroda	15,000
Great Indian Peninsula	310,000
Oudh and Rohilkhand	—230,000
TOTAL	+155,000

The cause of the increase and decrease in the case of the Oudh and Rohilkhand line has been explained. In the case of the Indian Midland, Bengal-Nagpur, Tounghoo-Mandalay, and Mysore it is due to the opening of additional lengths of line.

On the remaining lines noticed, the estimate has been fixed principally on a consideration of the current year's results. The very serious falling off on the East Indian Railway has been explained in dealing with the Revised Estimate. The opening of the Indian Midland will probably still further affect the receipts, but to what extent it is impossible to foretell.

The falling off is fortunately more than covered by the increase on the Great Indian Peninsula line. The estimated gross receipts of this line show an anticipated increase of Rx. 400,000 over the Budget of the year about to close; the estimate is based on the traffic of the past twelve months, which has shown a steady improvement, likely not only to be maintained but to be still further augmented by the opening of the Indian Midland and Bengal-Nagpur Railways. The opening of the Indian Midland may, on the other hand, tend to reduce the earnings of the Rajputana-Malwa and Bombay Baroda lines, so that there is considerable uncertainty in framing the Estimates this year of individual lines: taken as a whole the estimate is likely to prove a fairly correct one.

To meet the increased traffic on the Great Indian Peninsula Railway, it has been necessary to raise the estimate of Working Expenses by Rx. 90,000, showing a net increase of Rx. 310,000.

43. Turning to the Expenditure side of the Account, it will be found that there has been an increase of Rx. 1,177,900 in the Indian or rupee portion of the transactions, a decrease of £11,600 (true sterling) in the English expenditure, and an increased charge of Rx. 247,200 on account of Exchange.

The increase in working expenses of State Railways is mainly due to the Oudh and Rohilkhand Railway being treated as a State line for the whole year, to the opening out of new lines, and to increase of traffic on lines already open.

An item appears for the first time in the Estimates, namely, "Interest chargeable against Companies for advances of Capital." It represents interest on moneys, raised directly by the Secretary of State under the provisions of the Oudh and Rohilkhand Railway Purchase Act, to meet expenditure incurred by Companies in preference to allowing Companies to borrow themselves. It is found that Capital can be raised on more favourable terms in this way.

The increase in the charge against Revenue for Exchange is wholly due to the fall in value of the rupee, the estimated sterling expenditure, other than on account of Revenue stores, being actually less than in the current year; in addition to the amount shown on this account, Rx. 247,200, a large sum, representing a further loss, is concealed in the working expenses, as explained in dealing with the Revised Estimate.

44. Considering the very heavy increased burdens on account of the fall in exchange, and bearing also in mind the fact that in recent years a very large amount of Capital has been expended on lines for the defence of the Frontier, which cannot be expected to prove remunerative, a net improvement, though only of Rx. 88,300, cannot be considered unsatisfactory.

The rapidity with which the construction of Railways has been pushed on, and the influence of the fall in exchange, had, however, an injurious influence

on the net results of the Railway Revenue Account in recent years, as will be seen from the following figures:—

	Net Receipts + Net Expenditure — Rx.
1880-81	—1,014,203
1881-82	—285,955
1882-83	—1,306,194
1883-84	—305,239
1884-85	—1,051,751
1885-86	—731,713
1886-87	—1,188,668
1887-88	—2,122,386
1888-89 (Revised Estimate)	—2,264,900
1889-90 (Budget Estimate)	—2,026,600

The net loss on the Railway Account has increased from Rx. 1,044,203 in 1880-81 to Rx. 2,026,600 in the Estimates of 1889-90.

The following figures show the rate at which Railways have been constructed at the cost, or on the responsibility, of the Government since 1880:—

Date.	No. of miles open.	No. of miles under construction.
31st March 1880	8,382	1,037
1881	9,134	539
1882	9,437	1,155
1883	9,748	1,552
1884	10,188	2,185
1885	10,824	2,809
1886	11,173	2,969
1887	12,000	2,557
1888	12,918	1,882
1889 (Revised Estimate)	13,671	1,438

Between March 1880 and March 1889 the number of miles open has increased from 8,382 to 13,671, or by more than 63 per cent.

TOTAL CAPITAL EXPENDITURE.

	State Railways.	State Railways constructed through the agency of Companies.	Guaranteed lines.	Total.	Annual Progress.
To end of—	Rx.	Rx.	Rx.	Rx.	Rx.
1879-80	28,007,395	...	96,829,969	124,837,364	...
1880-81	67,324,624	...	66,348,478	133,573,102	8,735,738
1881-82	70,569,867	...	67,021,756	137,591,623	4,018,521
1882-83	72,800,428	468,270	67,431,448	140,700,146	3,108,523
1883-84	76,653,281	704,155	68,769,369	146,126,805	5,426,659
1884-85	81,389,391	3,126,906	69,904,427	154,420,724	8,293,919
1885-86	90,863,111	4,775,059	67,883,682	163,521,852	9,101,128
1886-87	108,456,220	7,915,378	57,046,325	173,417,923	9,896,071
1887-88	110,788,941	12,979,680	57,694,898	181,463,519	8,045,596
1888-89 Revised	122,507,721	18,254,330	49,116,331	189,878,382	8,414,863
1889-90 Budget	126,079,721	20,890,990	49,840,731	196,811,442	6,933,060

The average yearly expenditure of capital on Railways has been Rx. 7,197,000.

45. Land Revenue (including the portion due to Irrigation) is estimated to increase by Rx. 340,300, distributed in the following manner:—

	Increase. Rx.
India General	3,400
Central Provinces	29,300
Lower Burma	81,400
Upper Burma	68,300
Assam	10,700
North-Western Provinces and Oudh	47,200
Punjab	36,700
Madras	28,600
Bombay	50,700
TOTAL	Rx. 356,300
Deduct falling off in Bengal	16,000
NET INCREASE	340,300

Rx. 39,100 of the increase is credited as irrigation revenue. In the Central Provinces, North-Western Provinces, and the Punjab the increases are due to settlement operations, and in the case of the last-mentioned Province also to collection of arrears. A large portion of the increase in Lower Burma is due to the postponement of the demand from the current year, and the remainder to revised assessments, and to the resumption from certain Local Funds of receipts which they formerly obtained, a fixed contribution being given them as compensation. The increase in Madras is due to a higher percentage of collections being anticipated, and in Bombay to reduction of arrears and suspensions. In Upper Burma the increase is due to the gradual development of the country.

Provincial rates are estimated to increase by Rx. 244,700, due almost entirely to the receipts expected from the re-imposition of the Patwari cess. The Revenue classed under this head is appropriated to Local purposes and shown in the Local column in the Estimates.

46. The receipts under Irrigation are expected to increase by Rx. 130,600, but there is an increased charge of Rx. 32,400, giving a net improvement of Rx. 98,200.

The increase in Revenue is due to increase of direct receipts from Irrigation in the North-Western Provinces and the Punjab, and to an increase in the Land Revenue due to Irrigation in Madras and Bombay. The increased expenditure is chiefly due to increase in the charge for interest owing to additional capital expenditure.

47. Post Office, Telegraph, and Mint—The net account of these Departments stands as follows:—

	Net Estimate, 1888-89. Surplus + Deficit — Rx.	Net Estimate, 1889-90. Surplus + Deficit — Rx.	Improvement. Rx.
Post Office	—118,100	— 54,800	+ 63,300
Telegraph	— 36,700	— 10,300	+ 26,400
Mint	+103,900	+125,500	+ 21,600
TOTAL	— 50,900	+ 60,400	+111,300

The improvement in the case of the Post Office is due to steady progress of the Department. The figures just given do not profess to be a strict Profit and Loss Account of the working of the Departments concerned. They represent merely the difference between the Revenue and Expenditure as recorded in the

Accounts and Estimates, but they are sufficient for the purpose of indicating the financial progress of the Departments.

48. The increase of Rx. 117,800 in the case of Excise and of Rx. 105,100 in the case of Stamps is generally distributed over the several Provinces with the exception of Bengal, where a decrease of Rx. 50,000 in Excise revenue is anticipated on the ground that the unfavourable crops and the changes which are being introduced in the management of the Excise may have an unfavourable effect on the Revenue for a time.

49. The increase in Customs (Rx. 49,300) is mainly due to large exports of rice anticipated from Burma in 1889-90.

The Petroleum tax when it was first imposed was expected to give a Revenue of Rx. 100,000 on a total import of 32,000,000 gallons. It is expected to give in the current year a Revenue of Rx. 115,000 on an import of 38,000,000 gallons. And for 1889-90 it is expected to give Rx. 120,000.

50. I have already explained the nature of the Receipts under Exchange. In the Budget Estimate of 1888-89 these Receipts were estimated at Rx. 415,000; in the Revised Estimate for that year the figure has been raised to Rx. 951,800, due largely to the addition of a credit now estimated at Rx. 266,000 which was not included in the Original Estimate owing to a difference of opinion as to the proper method of dealing with it in the Accounts. The estimate of these receipts in 1889-90 is Rx. 527,300. The large decrease is due to reduced capital expenditure on some of the Subsidized Railways now approaching completion.

51. In the case of Forests the improvement expected in Revenue is Rx. 98,000, against which must be set an increase of expenditure amounting to Rx. 30,700, giving a net improvement of Rx. 67,300. This improvement is due to increased Revenue in Upper and Lower Burma.

52. Under Assessed Taxes the increase of Revenue is expected to be Rx. 63,500. The expectation of an increase is based on the results of the current year.

53. The decrease of Rx. 193,900 under Opium is due to an increase of Rx. 159,600 under Bengal opium, the selling price having been taken at R1,070 instead of R1,042 as in the current year's Estimates, and to a decrease of Rx. 347,000 under Malwa opium owing to an expected reduction in the number of chests exported, from 35,350 to 30,000.

54. For Salt we have taken a moderate estimate of Rx. 8,029,900, which is Rx. 353,000 more than the Revised Estimate, and Rx. 92,600 less than the Budget Estimate for the current year. A large increase over the receipts of the current year is expected, as the falling off this year is mainly due to unfounded rumours of an immediate reduction of the duty.

55. The Expenditure of 1889-90 is estimated at Rx. 83,469,800 as compared with an estimated expenditure of Rx. 81,192,100 for 1888-89, showing an increase of Rx. 2,277,700 which requires explanation.

The Provincial Adjustment is *minus* Rx. 640,800 as against an adjustment of *minus* Rx. 483,600 in the Estimates of 1888-89.

The increase of Rx. 2,277,700 is made up of an increase of Rx. 1,651,500 in the rupee portion of the Account, of a decrease of £39,700 (true sterling) in the Home Account, and of an increase of Rx. 665,900 in Exchange. The increase in Exchange of Rx. 665,900 is almost entirely due to the fall in the value of the rupee; the alteration in the rate of exchange for converting the pay of the British troops which is fixed in gold but payable in rupees, adds an additional charge to the Military expenditure of about Rx. 195,000, so that the additional expenditure for which the Government of India has to provide has been increased in one year by Rx. 860,900 on account of the fall in Exchange.

56. It will facilitate explanation of the various increases or decreases, if the heads of expenditure are dealt with in the first instance according to the grouping which is generally adopted in the Accounts.

The following statements show the groups under which (I) increases and (II) decreases have occurred :—

I.

	Expenditure Increased.
	Rx.
Railway Revenue Account	1,413,500
Army	1,005,700
Salaries and Expenses of Civil Departments	192,900
Post Office, Telegraph, and Mint	86,100
Irrigation	32,400
Famine Relief and Insurance	27,300
TOTAL	2,757,900

II.

	Expenditure Decreased.
	Rx.
Interest	149,800
Direct demands on the Revenue	133,000
Buildings and Roads	110,500
Miscellaneous Civil Charges	34,700
Construction of Railways (charged against Revenue)	33,600
Special Defence Works	18,600
TOTAL	480,200

The aggregate of increases is Rx. 2,757,900 and of decreases Rx. 480,200, giving a net increase of Rx. 2,277,700.

57. The causes of the increase under Railway Revenue Account, Post Office, Telegraph and Mint, and Irrigation have already been explained.

By far the most important of the other increases is that under Army. The total increase of Rx. 1,005,700 is made up of an increase in rupee expenditure of Rx. 477,000, in English expenditure of £245,500 (true sterling), and of Rx. 283,200 under Exchange. The increased charge for Exchange is chiefly due to the fall in the value of the rupee, and the increases, of which special explanation is necessary, are an increase in the Indian Estimates of Rx. 477,000, and an increase in the English Estimates of £245,500 (true sterling).

Taking the latter item first it may be said with practical accuracy that the increase in the Home Expenditure is due to provision made for the purchase of Magazine rifles and 12-pounder breech-loading guns. However much the Government of India may regret that it should be necessary to incur such expenditure, it is not possible to avoid it, without placing the Indian Army in a position of inferiority as compared with that of other countries. The cost of these rifles and guns accounts for £206,000 (true sterling) of the Home expenditure.

As regards the increased cost of the Army in India, it will be obvious that the increase to the number of troops, European and Native, must give rise to petty increases in the various Departments that deal with them, and minor reforms account in the aggregate for a perceptible amount of increase. But the

greater portion of the increase is due to special measures of which the most important are the following:—

	Rx.
Provision for rapid mobilisation of an Army Corps in case of necessity	203,500
Exchange on pay of British Troops	195,000
Provision on account of Troops in Sikkim	100,000
Ditto ditto Lushai Country	10,000
Increased cost of provisions, including compensation for dearness of provisions and forage	79,500
TOTAL	588,000

The total comes to Rx. 588,000, but there is a saving of Rx. 220,000 in the extra cost of troops in Burma, so that the additional cost is reduced to Rx. 368,000. The difference of Rx. 109,000 between this figure and the total increase in India of Rx. 477,000 is due to the minor elements of increase to which I have just referred, balanced to some extent by savings under other heads.

The sum of Rx. 203,500 on account of mobilisation is intended to meet the cost of purchasing transport animals, provisions, and equipments, so that in case of need an Army Corps may be in a position to take the field promptly. This is one of these precautions which in the present days of scientific warfare cannot safely be neglected. The greater portion of the cost will be incurred once for all, and will not recur. The pay of the British troops is fixed in sterling, and as the Exchange falls, the number of rupees which they are entitled to receive increases. In the Estimate of 1888-89 the rate was taken at 1*s.* 5½*d.*; it has now been fixed at a much lower rate, and the change has added Rx. 195,000 to the estimate of expenditure for 1889-90.

58. The increased expenditure on Salaries and Expenses of Civil Departments is mainly due to the entertainment of additional Police. The increase of expenditure on Police is Rx. 168,800, and of this Rx. 125,600 is on account of Police in Upper Burma. There is also an increase of Rx. 45,200 in Bengal, due to Government undertaking to bear the whole cost of the Police of the Presidency Town. There is also some increase in Madras, due to a provision for giving a special allowance to officers in charge of Police Stations.

59. The decrease of Rx. 149,800 under Interest is made up of a decrease of Rx. 21,300 in the rupee portion of the Account, of a decrease of £167,400 (true sterling) in the English Account, and an increase of Rx. 38,900 in the charge for Exchange.

The statement below brings together the net charge for interest on debt in India and in England, excluding that incurred for Railways and Irrigation Works :—

	In thousands of Rx.										
	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89. Budget.	1888-89. Revised.	1889-90. Budget.
India	1,139	987	1,049	697	703	450	123	9	182	157	113
England	2,144	2,457	2,458	2,418	2,578	2,420	2,556	3,300	2,584	2,529	2,397
Exchange	435	506	564	552	626	762	961	1,386	1,086	1,176	1,114
TOTAL	3,718	3,950	4,071	3,667	3,907	3,632	3,640	4,695	3,852	3,862	3,624

It will be seen from these figures that the net charge for interest on ordinary debt has not varied much between the years 1880-81 and 1889-90, if the year 1887-88 is left out of consideration. The irregular result in that year arises (*a*) in India, from (1) about Rx. 90,000 of the interest charges having

remained unpaid at the end of the year, and (a) the realisation of arrears due on the Kidderpore Dock loan, and (b) in England, from special charges amounting to about Rx. 1,059,000 having fallen into that year in consequence of the conversion of about £48,200,000 of 4 per cent. Stock into 3½ per cent. Stock. The gradual diminution of the net burden of debt in India is of course due to the transfer to the Capital Account of Railways and Irrigation Works of their portion of the debt, and means that the expenditure on Capital construction has exceeded the amounts borrowed by public loans. The decrease in England in 1889-90 is accounted for by the conversion of £53,262,000 of 4 per cent. Stock into 3½ per cent. Stock, which reduces the yearly interest charge by £266,300. The increase in Exchange requires no explanation.

60. The decrease under "Direct Demands on the Revenues" is Rx. 133,000. It occurs under Opium cultivation and manufacture (Rx. 190,400), Collection of Land Revenue (Rx. 55,000), and Stamps (Rx. 40,700). The other heads in this group, except Customs, show increases. The expenditure on Opium cultivation and manufacture is determined by the amount of crude opium produced. The area under cultivation in the present season is 14 per cent. less than last year, and the produce is estimated at 15 per cent. less. Our reserve is unusually large and is expected to stand at 49,705 chests at the end of 1889. With a reserve of this magnitude it is obviously desirable to temporarily contract production, and this policy has been adopted in making the engagements for the present season. The decrease under Collection of Land Revenue occurs under Survey and Settlement charges, and that under Stamps is owing to smaller indents for supplies of stamped paper from England.

61. The reduction under Buildings and Roads of Rx. 110,500 is due to a reduction of Rx. 110,600 in Civil Works. Of the decrease under Civil Works, Rx. 96,200 is in Imperial expenditure, and is owing to the completion of the bulk of the Frontier Roads and other Imperial Works. On the other hand, a large Imperial grant (Rx. 298,100) is still being made for Civil buildings and roads in Upper Burma, and it is hoped that the Light-houses on Oyster Rock and Savage Islands on the Burmese coast will be completed.

62. The reduction in Miscellaneous Civil Charges is the net result of a number of increases and decreases, of which the most important are an increase of Rx. 118,000 on account of Superannuation Allowances and Pensions, and decreases of Rx. 47,500, Rx. 81,000, and Rx. 40,000 under Territorial and Political Pensions, Stationery and Printing, and Miscellaneous.

The increase in Superannuation Allowances is very largely due to the increase of Exchange on sterling pensions, the decrease in Political Pensions to the death of the Ex-King of Oudh, and the decrease under Stationery and Printing to a reduced demand for stores from England.

63. In the Budget Estimates of 1888-89 Provincial Revenues were estimated to yield Rx. 21,668,100, and Provincial Expenditure was taken at Rx. 22,151,700, the Provincial Adjustment being *minus* Rx. 483,600.

In the Estimate for 1889-90 Provincial Revenues are taken at Rx. 21,781,300, and Provincial Expenditure at Rx. 22,422,100, and the Provincial Adjustment is *minus* Rx. 640,800.

CAPITAL EXPENDITURE.

64. The provision in 1889-90 for Railways not charged to Revenue varies but little in the aggregate from the original provision of the previous year, thus—

	India. Rx.	England. £	Exchange. Rx.	Total. Rx.
1888-89 .	2,062,800	973,000	408,700	3,444,500
1889-90 .	1,697,100	1,273,000	591,900	3,562,000

The Mandalay Extension, for which a heavy grant was made in 1888-89, is now practically completed, and for the Sind-Pishin, Sind-Sagar, and Assam-Behar lines, which are approaching completion, a comparatively small sum is required. The grants for the Chaman Extension and for the Chenab Bridge are about the same as in last year, and provide for the completion of the latter work.

On the other hand, a provision of Rx. 1,021,600 is made for the Villupuram-Dharmaveram line, which is to be constructed by the South Indian Railway. In this figure a very large sum is included for English expenditure (£436,000).

Other new works are: an extension of the Eastern Bengal Railway to Budge-Budge (Rx. 90,000); Barrakar branch (Rx. 110,000); Peshawar Jamrood (Rx. 70,000); and a small provision for ferry arrangements over the Kistna.

Section V.—General Financial Position.

65. Having now explained the Estimates of Revenue and Expenditure for 1889-90, I propose to make a few remarks on the general financial position and the prospects of the future. The special difficulties with which Indian finance has to contend are, War, Famine, the fall in Exchange, and the reduction of the Revenue from Opium. On the question of War I can say little; petty frontier wars are almost certain to occur at intervals, but their cost is not such as to seriously embarrass the finances. I am not aware of any reasons for thinking that War on a large scale is likely to occur in the immediate future, but expenditure must be incurred as an insurance against national danger. The country has happily escaped Famine for a decade, but we have no ground for assuming that the climatic conditions of the Indian continent have changed, and that there will never be drought sufficient to produce famine.

66. Regarding the future of Exchange, it is impossible to give a confident opinion. Before the year 1873, gold and silver were never used as legal standards without the regulating influence of a system of double legal tender, and there is consequently no experience in the past to which we can appeal in forming our opinion as to the probable course of events in the future. The sanguine declare the rupee will soon be worth two shillings; the despondent anticipate a further fall of undefined magnitude.

I cannot pretend to arbitrate between these conflicting views. But during the last 15 years the great falls in the value of the rupee have coincided to an extent, which can hardly be the result of accident, with corresponding falls in the gold prices of commodities. If this law should hold good in the future, the gold value of the rupee will not again fall largely and suddenly unless the gold prices of commodities fall.

I will venture to depart so far from the safe attitude of reserve, as to say that, if there is another heavy fall in gold prices, it will probably be accompanied by another heavy fall in the gold price of silver. At present gold prices have ceased to fall, and there is even a slight tendency to a rise.

67. It is needless to say that the question of the future relations between the gold and silver standards is one of great importance for India. The present condition is not one of permanent equilibrium. Either there will be continuous progress in the direction of demonetising silver and substituting gold, or the world will revert to the old system of double legal tender. In the former case our financial difficulties will probably be greater in the future than they have been in the past, and it is impossible to forecast the ultimate result; in the latter case we may have to pass through a severe convulsion caused by foreign nations attempting

to restore the old ratio of 1 to 15½ between gold and silver. If we are unable to join with them in attempting to settle the question by international agreement, we cannot expect them to consider our interests in any course which they may think fit to adopt.

In the interests of India a sudden reversion to the old ratio of 1 to 15½, brought about by the action of foreign countries, and the continuous and progressive demonetisation of silver, accompanied with a fall in the value of the rupee to an unknown and unlimited extent, are alike to be deprecated. Yet if the question is not dealt with by international agreement, we must accept the risks and inconveniences of either the one result or the other, unless we are prepared to choose the heroic and hazardous remedy of adopting a gold standard. Nor is it possible for us to conjecture at what time the action of the United States and the continental nations of Europe may bring on a crisis either of the one kind or the other.

For these reasons it is of paramount importance to India that an attempt to settle the question by international agreement should be made. No other course affords a prospect of a safe solution to be gradually carried out with the minimum of disturbance to existing interests. It is to be hoped that, if any prospect of a settlement appears, India shall not be required to subordinate her interests to the needs, or supposed needs, of countries which may desire to maintain the single gold standard.

68. The future of the Opium revenue is surrounded with almost as much uncertainty as the question of Exchange. There has been, during the current financial year, a considerable rise in the price of the Bengal drug, but that rise appears to have been due, in a very large degree, to poor crops in Malwa and China, and has been accompanied with a large falling off in the exports of Malwa Opium.

Already the price of Bengal Opium has fallen from its highest figure of R1,244 a chest in November to R1,126 a chest at the sales of the present month.

69. The dangers I have just indicated are of a general nature. We must also anticipate some falling off in revenue in the immediate future from two special causes. As I have explained elsewhere, we expect to receive in the coming year a contribution of Rx. 740,000 from Local Governments. Of this amount Rx. 250,000 is permanent, being made up of Rx. 200,000 from the Patwari cess and about Rx. 50,000 from Lower Burma. The balance of Rx. 490,000 we receive for a single year only, and unless other arrangements can be made, we must be prepared to accept a reduction of Rx. 490,000 in the Estimates of 1890-91. There is also a credit of Rx. 527,300 arising from receipts on account of exchange on the capital transactions of Railway Companies. This credit must soon disappear, with a corresponding reduction in revenue. It may then be said that temporary causes give us an additional revenue of Rx. 1,017,300 in 1889-90, which is not permanent, and which will be largely reduced in future years, and will ultimately disappear altogether.

70. But I should give a very erroneous opinion of our position if I were to dwell only on the difficulties and dangers of the future. There are hopeful as well as discouraging elements, and I may say at once that in my judgment there are no grounds for a despairing or pessimistic view of Indian finance. If we could get rid of the exchange difficulty, I should be prepared to adopt a hopeful view of the future, and if there were in addition no risk of a great war, I should look forward to our progress in coming years with as much confidence as it is ever safe to feel in financial matters.

71. Among the more encouraging features in Indian finance is the elasticity

of the ordinary revenue. It is true that we have not many new sources of revenue open to us, but the receipts from existing sources grow with satisfactory rapidity. The figures which I have given in comparing the Budget Estimates of 1888-89 with the Budget Estimates of 1889-90 have made this point sufficiently clear, and I need not add anything more on the subject.

72. In Upper Burma, too, we appear to have turned the corner and may now look forward to steady reduction of the net charge which that Province imposes on the finances.

The account for Upper Burma stood as follows in the Estimates of 1888-89:—

	Rx.		Rx.
Revenues	547,000	Civil Expenditure—	
		Police	732,000
		Other Departments	339,00
		Military Works	190,000
		Civil Works	314,000
		Irrigation	23,000
		Army Special Expenditure	824,000
		TOTAL	2,422,000

The net charge was Rx. 1,875,000.

In the Estimates of 1889-90 the account of Upper Burma stands thus:—

	Rx.		Rx.
Revenues—		Civil Expenditure—	
State Railways	115,000	Police	868,200
Other Revenues	755,200	Other Departments	366,400
		Railways (including Interest on Railway Capital)	192,800
		Military Works	150,000
		Civil Works	298,100
		Irrigation	20,000
		Army Special Expenditure	600,000
	870,200		2,495,500

The net charge is Rx. 1,625,300.

A net improvement of Rx. 249,700 in a single year is an encouraging symptom, especially as there is every ground for supposing that the improvement will continue. The improvement is really greater by Rx. 77,800, as the account now presented includes a net charge of Rx. 77,800 on account of railways, which is not charged in the Estimates of 1888-89, and which we may hope will very soon disappear.

73. It should also be recollected that in recent years we have had to bear the burden of a considerable increase to the Native and European Army. That increase has been completed and its cost provided for, with the exception of the expenditure on the Reserve for the Native Army, which will not be great.

Heavy expenditure has also been incurred on Frontier Railways. The total estimated cost of these Railways is Rx. 13,410,700, of which Rx. 10,083,300 will have been met at the end of this month, and Rx. 1,191,800 is provided for in the Estimates of 1889-90, leaving only Rx. 2,135,600 for future years.

74. We have also been carrying out an extensive scheme of Coast and Frontier Defences, estimated to cost Rx. 5,449,515 (which is charged against Revenue), of which Rx. 1,850,768 will have been expended by the end of this year, and Rx. 1,102,900 is provided for in the Estimates of the coming

year, leaving Rx. 2,495,847 to be incurred in subsequent years. There are also special charges in the Estimates for next year of Rx. 110,000 for the Sikkim and Lushai Expeditions, Rx. 203,500 for thoroughly equipping at least one army corps with transport, and of Rx. 301,800 on account of magazine rifles and 12-pounder breech-loading guns. The former charge will not recur, and though considerable expenditure may be necessary for a time on account of rifles and guns, the charge is not a permanent one.

75. It would be rash to assume that we are able to foresee the end of all special military expenditure. In such matters there is no finality; new dangers may arise involving further preparations and additional expenditure, but the figures I have given are sufficient to show that the sacrifices which the country has been called on to make in recent years have not been in vain; that the original programme of military defences is approaching completion, and that there is at least some prospect of a material alleviation of existing burdens within the next few years.

76. The improvement of means of communication by the opening out of Railways is exercising a marked beneficial influence on the country, and India is entering on what I hope may prove to be but the beginning of a prosperous industrial career. No better example of the change that is taking place can be found than the progress of the cotton-spinning industries.

In 1880-81 there were 13,307 looms and 1,470,830 spindles at work, employing 39,537 people. In 1887-88 there are no less than 18,840 looms and 2,375,739 spindles and 80,515 people at work.

The exports of Indian yarn and cotton cloth were valued at Rx. 1,909,134 in 1880-81. In 1887-88 they came to Rx. 5,227,928, and the returns of the current year show still further progress.

These are results of which India may well be proud; they have been achieved without the fostering aid of Protective Tariffs, or any special assistance from Government, and are due to the patient industry and intelligence of the Indian people, and to the enterprise of her capitalists who have begun to avail themselves of the natural advantages of the country; under these circumstances it may confidently be anticipated that the ground that has been gained will be maintained, and that still greater progress will be made in the future.

Nor does there seem to be any good reason why India should not very shortly undertake the manufacture of iron and steel on a large scale with success.

77. I have tried to state fairly both the probable difficulties of the future, and the reasons that exist for holding that we shall be able to encounter them successfully, and my deliberate conclusion is that while there is every need for economy and for husbanding our revenue, there is no ground for despondent or pessimistic views. Unless some unforeseen disaster occurs, there is every reason to hope that the lapse of two or three years will show a decided improvement in the financial position of the Government of India. It is true that the surplus which we have been able to show in the Estimates of the coming year is little more than nominal, only Rx. 106,300, but the Estimates have been framed with great moderation, and if the Indian revenues continue to exhibit their usual elasticity and no unforeseen disaster occurs, I anticipate that the Financial Statement of 1890-91 will show decided improvement.

Section VI.—Falling off in the Revenue from Salt.

78. As a preliminary step in dealing with the question of the causes of the falling off in the Salt Revenue during the current year, I wish to point

out that the quantity of salt paying duty in any year is not a perfect test of the quantity of salt actually consumed in that year by the people. There is always a large amount of salt in the hands of dealers, and a falling off in any one year in the quantity of salt paying duty may represent a reduction in the quantity of salt in the hands of dealers, and not a reduction in the quantity of salt actually consumed. It would be rash to jump to the conclusion that a reduction in the quantity of salt paying duty necessarily represents an equivalent reduction in the quantity of salt actually consumed.

It will also be convenient to treat Burma separately from the rest of India, as that Province has been subject to special conditions.

The consumption of salt (using consumption in the sense of the quantity on which duty was paid) has been as follows since 1882-83, excluding Burma:—

	Maunds.
1882-83	28,720,000
1883-84	29,338,000
1884-85	31,348,000
1885-86	30,606,000
1886-87	32,200,000
1887-88	31,186,000

In 1884-85 the recorded consumption increased by 2,010,000 maunds, or 6·8 per cent.

In 1885-86 there was a falling-off of 742,000, or nearly 2·4 per cent.

There is no ground for assuming that in 1884-85 there was anything approaching to an increase of 6·8 per cent. in the quantity of salt actually consumed by the population, and there is just as little ground for supposing that in 1885-86 there was a falling-off in the real consumption of 2·4 per cent.

These variations were due entirely, or almost entirely, to trade fluctuations, and the actual consumption of salt in 1884-85 per head of population was probably not, in any considerable degree, higher than in 1883-84, and was not lower in 1885-86 than in 1884-85. I state these figures, in order to show that an increase or decrease in the quantity of salt that pays duty in any one year does not necessarily indicate a corresponding increase or decrease in the quantity actually consumed.

79. Opinions vary as to the effect on the real consumption of a rise of duty. Some authorities hold that it has very little effect; others that it has a considerable effect. Experience seems to show that the truth lies between the two opinions, and that a rise in the rate of duty has an appreciable, but not a very great, effect on the real consumption. But a rise in duty may have a considerable temporary effect on the trade and on the quantity of salt on which duty is paid, especially when rumours prevail that the rise in duty is not likely to be permanent.

80. The raising of the rate of duty in January 1888 was followed by reduced issues, and rumours regarding an impending reduction of the duty have had an unfavourable effect on the trade during 1888-89. In Northern India persistent rumours have prevailed of an impending change, and it was believed that the rise in the rate of exchange which took place in January 1889, would so improve the position of the Government of India as to lead to the reduction of the duty. These rumours have had the effect of checking issues and causing traders to keep their stocks at a minimum. No trader was willing to pay a duty of R2-8 a maund on salt, so long as it was expected that the duty would be shortly reduced.

This state of affairs was accentuated and brought to a crisis by a telegram sent by Reuter's Agency on the 1st of March and published in the Indian newspapers of the following day. The telegram stated that the Secretary of State for India, speaking on 28th February, had said that "he was convinced that the earliest occasion should be taken to abrogate the increase in the salt tax."

The telegram was published on a Saturday. On the following Monday sales of salt in Bombay began to fall off, and by Tuesday they had practically ceased. On that day only one application was received for the removal of 267 maunds of salt. The salt merchants applied to the departmental officials stating that trade was paralysed, and enquiring whether it was true that the duty was to be reduced. On the 5th of March one firm telegraphed direct to the Government of India in the same sense.

On the 9th and 10th of March the Government of Bombay drew attention to the disturbance to the trade, and on the 12th the Accountant General telegraphed that the estimate of salt receipts must be reduced, for that Province alone, by nearly 16 lakhs of rupees, as salt sales had ceased since the 4th of March.

The Commissioner of Northern India Salt Revenue telegraphed on the evening of 15th as follows :—

"Trade is disturbed by telegram published locally on second instant. Lord Cross's opinion regarding salt duty understood to mean that reduction is imminent. Collections fell from average R55,000 to under R1,000 daily from fourth to eleventh. In consequence of the contradiction published on twelfth trade is since recovering. Collections on twelfth were R16,000, on thirteenth R38,000. Progress is watched."

The recent news is more favourable, as the rumours of an intention to reduce the duty have been contradicted through the agency of the Press. But the magnitude of the effect of these rumours on the Revenue will be understood when I explain that at the end of February the estimate of salt revenue for the current year was Rx. 7,840,700, whereas it is now taken at Rx. 7,676,900, a reduction of more than 16 lakhs of rupees. No doubt, this amount will be to a very great extent recovered, but probably too late to materially affect the revenue of 1888-89.

81. There have been other causes also at work which unfavourably affected the salt revenue. In Calcutta, the trade was greatly disorganised after the increase of the duty, and the price of salt (free of duty) rose from 11·5 annas a maund in December 1887 to 28·3 annas a maund in February 1888, but has since fallen to 14·6 annas a maund in February 1889.

In Madras, where the Government was giving up its monopoly of manufacture, the manufacturers and traders secured something like a monopoly for themselves with the natural result of raising the price to the public. The salt revenue of the year has also been adversely affected by the want of rain and prospects of a bad harvest in certain tracts. I mention these facts not with the view of showing that the increase of the salt duty can have no effect on consumption, because I cannot believe that an increase of 25 per cent. should not have some effect, but in order to make it clear that there is as yet no ground for assuming that the falling-off in the issues of salt, which has occurred, is permanent, and due to the increased cost which the public have to pay for that article. The publication of the present Financial Statement will dissipate the fears of an immediate reduction of the salt duty, and we shall doubtless see an increase of the issues.

82. The following figures giving the total quantity of salt on which duty was paid from the beginning of the financial year to 22nd February for a series of years shows the amount of falling off in the current year (Burma excluded) :—

	Maunds.
1882-83	25,068,000
1883-84	25,832,000
1884-85	27,093,000
1885-86	26,714,000
1886-87	27,603,000
1887-88	27,847,000
1888-89	26,797,000

These figures show distinctly that there had been a considerable falling off before Reuter's telegram was received, but the quantity that paid duty up to 22nd February in the current year is larger than the quantity which paid duty in any year previous to 1886-87 except one, and is 1,729,000 maunds, or 6·9 per cent. in excess of the quantity that paid duty in 1882-83, the first year after the duty was reduced. Even allowing for increase of population, the issues of salt in the current year to 22nd February last are sufficient to provide as large a quantity of salt per head of population as in 1882-83.

83. In Lower Burma there has been a great falling off in the quantity of salt that paid duty in 1888-89, but that falling off is mainly due to the excessive imports of the preceding year.

The following figures show the quantity of salt that paid duty every year up to 22nd February for a series of years :—

	Maunds.
1881-82	973,000
1882-83	972,000
1883-84	1,152,000
1884-85	1,562,000
1885-86	930,000
1886-87	1,160,000
1887-88	1,841,000
1888-89	235,000

The falling off in 1888-89 which seems excessive at first sight, is explained by the great imports of 1887-88, the average for the two years being not much below the normal quantity.

Salt is locally manufactured on the sea coast in Burma, and there is a certain amount produced from brine wells in Upper Burma. The local manufacture is, from the nature of the case, insufficiently supervised, and an experienced officer of the Northern India Salt Department has just been deputed to Burma by the Government of India to enquire into the whole question on the spot. It is said that the increase in the rate of duty on salt interferes to some extent with the local production of *ngapi* and salted fish, and has led to an increased import of salt fish from abroad. The facts are, however, obscure, and a final opinion cannot be formed until the report of the officer specially deputed to Burma has been received.

Section VII.—Excise Policy.

84. I take this opportunity of correcting a misapprehension which has arisen in some quarters regarding the policy of the Government of India in connection with the Excise Revenue. Last year Mr. Westland used the following language in the Legislative Council—

"I look hopefully to a considerable increase in the Excise Revenues, and believe that a great deal might be done in Northern India by the introduction of the methods which, in Bombay and Madras, have so powerfully contributed to the increase of revenue under this head."

With reference to this language it has been alleged that Mr. Westland expressed gratification at the prospect of an increase in drinking among the Indian population on account of the increased revenue which such a change in the habits of the people would produce. I make no insinuation of wilful misrepresentation against those who have brought this charge, nor do I say that they acted otherwise than in good faith, and yet the charge is absolutely without foundation. Mr. Westland used the language which I have quoted in the Legislative Council of the Government of India, and in the presence of the Members of that Council. His remarks passed without challenge. Is it conceivable that if he had meant, or been understood to

mean, that the people of India should be encouraged to drink in order that the revenues of the Government of India might grow, there would have been found not a single Member of that Council, official or non-official, to protest against the adoption of such a policy?

85. Less than two months afterwards the Financial Statement for 1888-89 was published under Mr. Westland's signature, and in that statement he used language which puts his meaning beyond the reach of cavil. The words he used were as follows:—

"As regards Excise it will be seen that it is in Madras and Bombay that the revenue administration has been most successful, as these two provinces with 31 and 16½ millions of inhabitants respectively produce a revenue nearly as large as that of Bengal with 69 millions. In fact, in both these Provinces, a very remarkable progress has been made. The whole system of distillation has been brought more thoroughly under control, and stricter and more methodical preventive measures have enabled the Government to greatly enhance the rate of duty: for the question of the rate of duty which it is possible to levy, is simply the question of the prevention of illicit distillation."

Mr. Westland's expectation was that by the prevention of illicit dealings, it would be possible to raise a larger revenue, the increase of revenue being accompanied not by an increase of, but by a check on, drinking. To show that there really was, and is, extensive smuggling in Northern India, I will quote a passage from the report of the Financial Commissioner of the Punjab, who is now the Lieutenant-Governor of that Province, for the year 1881-82:—

"Mr. Hawkins, the Deputy Commissioner of Amritsar, says—'There were twelve cases of illicit distillation. It is notorious that there are few villages in this district which have no private stills of their own. The police are constantly finding pieces of stills and jars of materials in deserted houses while searching for other property.' The Lahore District has also a bad reputation in this respect. The Deputy Commissioner of Jullunder, Mr. Bullock, writes—'Illicit distillation is of very general occurrence throughout the district. Twenty-four cases have been detected, and it is to be hoped that some check will be found to have been given to the system, which, however, we can never expect wholly to extirpate.'

"In Hoshiarpur the khansama of a dâk Bungalow was found to possess a still, and there were three cases in which villagers were convicted of the same offence. Sirdar Gurdayal Singh, the Assistant Commissioner in charge of Excise, says that illicit distillation is carried on in some villages of the Gurshankar Tahsil. He adds—'These cases of illicit distillation it is very difficult to detect and to prove. Generally they distil during the night and keep good watch all round. In one village, it is said, they distil the wine on the banks of the Bein stream, and whenever their sentinels espy any stranger approaching the place, they throw down all the materials, &c., into the stream, and leave no trace behind. But it prevails only in villages where the inhabitants are united and have confidence in each other.'

"The Deputy Commissioner of Jhang, Mr. Macauliffe, strongly suspected the existence of the practice among powerful zemindars living in remote jungle villages. Whenever liquor shops in Native States are situated close to our border, it is a common practice for our villagers to resort to them, and they often bring back small quantities of spirits for their own use and that of their friends. Even when the Sadr distillery system has been adopted at the request of our Government in independent States, the price of liquor is far less than in our own territory. This must be due to lower rates of still-head duty. The Assistant Commissioner in charge of excise at Sirsa, Mr. Kennedy, says—'In Patiala spirits are sold at about eight annas a bottle, not differing much in quality from the Sirsa spirits at R1-8 a bottle. The only hope of grappling with the existing evil is to lower the price of Sirsa spirits so as to bring them into competition with the Patiala spirits. Any other method is impracticable. The Sikh Jats will drink; and we cannot wean them from the practice by making the cost of liquor high; the only effect of this is to demoralize them by leading to a continual evasion of the law without any corresponding benefit in increased sobriety.'

"There is probably some exaggeration here. Mr. Lyall is inclined to believe that the dearness of lawfully-distilled liquor had led to a decrease in drinking among the Sikh population, but to an increased use of opium and perhaps also of bhang."

The Lieutenant-Governor, before whom this Report was placed, was Sir Charles Aitchison, who throughout his whole service had striven to reduce the consumption of liquor and drugs, and the following passage will show the views which he then entertained:—

"In paragraph 15 of the Report, the Financial Commissioner has dwelt on the loss caused to the Excise revenue by illicit distillation and by the smuggling of country spirits into British districts from Native States. It is no doubt difficult, if not impossible, entirely to put an end to the latter practice, though the chief Native States of the Province have, at the request of the Punjab Government, accepted the system of Sadr distilleries to the restriction, it is believed, of smuggling, at least in some degree. But as regards the former evil, His Honour cannot consider it creditable to the magistracy of the Province that the unlawful manufacture of spirits should prevail unchecked and unpunished to the extent alleged."

86. The state of things which these extracts show to have existed in the Punjab in 1881-82 is the state of things which has continued to exist up to the present time.

In May 1887 the following opinion was expressed by a Punjab officer:—

"The Excise Department in this Province has never been properly supervised and controlled, for the simple reason that the Department has never had a responsible head, and has been left to take care of itself with such perfunctory attention as district officers have been able to pay to it. I can speak on this point from twenty-four years of district experience in various parts of the Province. The extent to which country spirit is illicitly manufactured and sold is enormous, and the quantity so disposed of is in my opinion as large as that which is lawfully sold; and the Excise revenue is therefore much smaller than it would be if the Department were carefully controlled."

It is right that I should mention that the Financial Commissioner did not accept these remarks in their entirety. He remarked that the "description of Excise management in the Punjab must, in the absence of specific evidence, be regarded as exaggerated," but no authority, so far as I am aware, has ever denied that there was, and is, a very great amount of smuggling and of illicit distillation in that Province.

87. I have now shown that when Mr. Westland, speaking on behalf of the Government of India, anticipated an increase of Excise revenue in Northern India, he based his expectation of an increase not on the possibility of being able to increase the consumption of liquor and drugs, but on the prospect of being able to increase the revenue by means of a stricter control and the suppression of illicit practices. I shall show by one or two instances that the policy which Mr. Westland favoured had already proved a marked success in other Provinces, both in respect of checking consumption and increasing the revenue.

From 1st October 1884 a new system of Excise Administration was introduced into a portion of the Madras Presidency. The change in system resulted in a rise in the price of country liquor, varying from 8 annas to one rupee per gallon.

For five years the consumption of spirits and the revenue in the districts where the manufacture is centralised in large distilleries were as follows:—

	Consumption in gallons reduced to 30° under proof.	Revenue.
		Rx.
1883-84	1,204,241	280,977
1884-85	Year of transition.	
1885-86	1,014,566	347,526
1886-87	1,084,474	380,213
1887-88	1,270,146	415,319

The average annual consumption of the three years of the new system is less than the consumption of the last year of the old system by more than 6 per cent., while simultaneously the average annual revenue increased by more than 35 per cent. These figures show conclusively that a large increase of Excise revenue is not necessarily attended with an increase of consumption, and may coincide with a positive decrease.

88. A still more remarkable illustration of the possibility of increasing the Excise revenue while diminishing the consumption is afforded by the statistics of the consumption of ganja in Bengal. Ganja is probably the most pernicious of all drugs in common use, and the Government has never felt any hesitation in increasing the rate of duty leviable on it.

The following statement shows the number of shops licensed for the sale of ganja, the quantity of ganja consumed, the total revenue, and the incidence of taxation per seer for every year from 1868-69 to 1887-88 :—

	No. of shops.	Consumption.	Total Revenue.	Taxation per seer.
		Mds.	Rx.	R
1868-69	4,073	8,442	89,524	2·6
1869-70	4,437	8,667	92,521	2·6
1870-71	4,749	9,682	103,251	2·6
1871-72	4,934	9,972	106,275	2·6
1872-73	4,694	8,593	110,028	3·2
1873-74	4,398	8,125	107,785	3·3
1874-75	4,394	7,830	105,818	3·3
1875-76	3,340	7,389	112,035	3·7
1876-77	3,130	7,458	119,711	4·0
1877-78	3,247	8,197	138,566	4·2
1878-79	3,244	5,460	134,555	6·1
1879-80	3,210	5,137	129,016	6·2
1880-81	3,411	5,600	145,467	6·4
1881-82	3,488	6,431	171,379	6·6
1882-83	3,271	5,646	186,050	8·2
1883-84	3,298	5,881	197,371	8·3
1884-85	3,196	5,798	198,760	9·0
1885-86	3,033	5,717	194,662	8·5
1886-87	3,046	6,264	207,567	8·2
1887-88	2,949	6,550	224,497	8·5

Notwithstanding the large increase of population which must have taken place between 1868-69 and 1887-88, the number of shops for the sale of ganja has decreased by more than 27 per cent., and the consumption by more than 22 per cent., while simultaneously the revenue has increased by more than 150 per cent., and the incidence of taxation per seer has increased by more than 226 per cent. These figures may be left to speak for themselves. The reduction during the same period in the number of shops for the sale of opium and in the quantity of opium consumed is even more remarkable than in the case of ganja, but there has not been the same increase of revenue, mainly, I believe, because opium smuggling prevails extensively.

89. In mentioning this subject my object has been to defend my predecessor against the charge which has been brought against him, and indirectly against the Government of India, of encouraging intemperance for the sake of revenue, and it must not be supposed that I have been dealing with the whole Excise system of India, or that I intend to assert that that administration has been as successful in every instance as in the cases which I have quoted.

Section VIII.—Ways and Means—Home Treasury.

90. The Secretary of State's Revised and Budget Estimates of the transactions at the Home Treasury for 1888-89 compare as follows :—

	Budget.	Revised.
Net Receipts.	£	£
Council Bills	14,000,000	14,310,100
Receipts from Railway Companies for Capital expenditure	5,667,800	2,545,100
Deposits and Advances	4,500	800
Permanent Debt—India 3½ per cent. stock issued for the discharge of a like amount of 4 per cent. stock	...	4,030,700
3 per cent. stock issued for purchase of the Oudh and Rohilkhand Railway and the discharge of its debentures as they fell due	...	6,921,000
Debentures and Debenture stock taken over by the Secretary of State	...	3,415,000
Add Opening Balance	5,614,329	5,900,697
TOTAL	25,286,629	37,123,397
Net Outgoings.		
Excess of expenditure over Revenue	15,028,700	14,714,300
Capital expenditure of Government in England	973,000	792,200
Issues to Railway Companies for expenditure	5,915,300	2,550,000
Capital charge involved in redemption of liabilities Purchase of the Oudh and Rohilkhand Railway	...	10,336,000
Permanent Debt—Discharge of 4 per cent. stock	...	3,730,700
On account of Remittances from India	1,091,200	1,150,400
Add Closing Balance	2,278,429	3,849,797
TOTAL	25,286,629	37,123,397

The most important variations from the Budget Estimate have occurred in the transactions connected with the discharge of the 4 per cent. stock remaining unconverted in October 1888 and the purchase of the Oudh and Rohilkhand Railway. These are explained below.

CONVERSION OF 4 PER CENT. INTO 3½ PER CENT. STOCK.

91. It was explained in the last Financial Statement that the terms offered by the Secretary of State for conversion of the 4 per cent. into 3½ per cent. stock were accepted by a majority of the holders. Out of a total 4 per cent. stock of £53,261,820, only £4,030,700 remained to be paid off in October 1888. For the discharge of this sum, 3½ per cent. stock for an equal amount was issued at par, but it is believed that the whole of the outstanding stock will not be presented for payment during the current year, and that £300,000 will remain unclaimed until 1889-90. No entries were made in the Budget Estimates of the current year on account of these transactions, as it could not be foreseen how much of the stock would remain unconverted.

PURCHASE OF THE OUDH AND ROHILKHAND RAILWAY.

92. No provision was made in the Budget Estimate on account of the purchase of the Oudh and Rohilkhand Railway, as the nature of the offer to be made to the Company had not been determined at the time. The terms upon which the purchase has been made are, briefly, that the Company has been paid £125-18*s.*-0¼*d.* for every £100 of its share capital, and that out of a total amount of £5,300,000

of debentures and debenture stock issued by the Company, debentures for £1,885,000, which fell due during the current year, have been discharged by the Secretary of State, and the liability for debentures and debenture stock for £3,415,000 has been accepted by him. The total amount required for the purchase of the Railway and the discharge of the debentures was £6,921,000, which was raised by the Secretary of State by the issue of £7,206,531 of 3 per cent. stock.

AIDED RAILWAY COMPANIES.

93. The variations in the transactions of the Railway Companies will appear from the following figures:—

Receipts from	Budget.	Revised.
STATE—		
On account of subscribed capital—	£	£
Bengal-Nagpur Railway	1,032.700	513,500
Indian Midland Railway	1,121,100	2,022,800
Southern Mahratta Railway	500,000	...
Miscellaneous Receipts	...	3,100
GUARANTEED—		
For discharge of debentures—		
Great Indian Peninsula Railway	1,069,000	...
Madras Railway	60,000	...
Oudh and Rohilkhand Railway	1,885,000	...
Miscellaneous Receipts	...	5,700
TOTAL	5,667,800	2,545,100

Issues to		
STATE—		
On account of stores, establishment charges, &c.—		
Bengal-Nagpur Railway	871,000	892,900
Bengal Central Railway	2,000	2,000
Indian Midland Railway	635,000	421,000
Southern Mahratta Railway	241,000	214,600
GUARANTEED—		
For discharge of debentures—		
Great Indian Peninsula Railway	1,069,000	
Madras Railway	60,000	200
Oudh and Rohilkhand Railway	1,885,000	...
On account of stores, &c.	1,152,300	...
	5,915 300	1,019,300
		2,550,000

In the Budget Estimate it was anticipated that the debentures of the Oudh and Rohilkhand, Great Indian Peninsula and Madras Railway Companies falling due in the current year would be discharged by the Companies by raising fresh capital. In the case of the Great Indian Peninsula and Madras Railway Companies the debentures were, however, renewed, and the Oudh and Rohilkhand Railway debentures were, as mentioned above, discharged by the Secretary of State by the issue of India 3 per cent. stock. The additional capital expected to be raised by the Indian Midland Railway Company is mainly owing to the transfer to the Company of the Sindia Railway, as the Company has to repay the Government the capital cost of the line.

94. The following is the Secretary of State's Budget Estimate of Ways and Means for 1889-90, made up in the same form as above:—

Net Receipts.	£
Council Bills	14,689,900
Permanent Debt for Advances to Companies	3,750,000
Receipts from Railway Companies	515,000
Add Opening Balance	3,849,797
TOTAL	22,804,697

Net Outgoings.	
Excess of expenditure over Revenue	14,956,100
Capital expenditure of Government in England	1,273,000
Permanent Debt—Discharge of 4 per cent. stock	300,000
Issues to Railway Companies for expenditure	3,056,700
Deposits and Advances	2,700
On account of Remittances from India	1,069,500
Add Closing Balance	2,146,697
TOTAL	22,804,697

95. By the Oudh and Rohilkhand Railway Purchase Act, the Secretary of State has been authorised to raise in London, in addition to the amount required for the purchase of the Oudh and Rohilkhand Railway, further amounts up to a limit of £10,000,000 for the purpose of advancing funds to Railway Companies, when it may seem more economical to do so than to authorise them to raise debenture capital under his guarantee. The exercise of this power forms the most important feature of the Secretary of State's Ways and Means Estimates of next year. The total capital required to meet outlay in England and India by the Aided Railway Companies will be £3,750,000 in addition to the balances at their credit, and the whole of this will be raised by the Secretary of State by a sterling loan. The Secretary of State also proposes to draw £14,689,900 of Council Bills during the year. It should be fully understood that, in stating these as the present intentions of the Secretary of State, no sort of pledge is given that he will adhere to the programme thus explained, and he will be absolutely at liberty to raise the money by bills or by loans from time to time as he deems expedient.

Section IX.—Ways and Means—India, 1888-89.

96. The following figures compare the Budget Estimate of Ways and Means of 1888-89 with the Revised Estimates:—

NET RECEIPTS.

	Budget.	Revised.
	Rx.	Rx.
1. Excess of Revenue in India over the Expenditure charged against it	20,642,800	21,354,600
2. Public Loan	3,000,000	2,777,500
3. Increase of Unfunded Debt—mostly Savings Bank Deposits	845,300	1,043,700
4. *For Remittance to Secretary of State*	1,020,700	1,142,200
Add Opening Balance	13,733,100	13,883,701
	39,241,900	40,201,701

	Budget.	Revised.
NET OUTGOINGS.		
5. Expenditure charged to Provincial Balances . .	483,600	—203,100
6. Capital Expenditure of Government in India .	2,662,800	697,200
7. Loans to Municipalities, &c. (chiefly the Calcutta and Bombay Dock Loans)	486,800	510,900
8. Other items (*a*)	472,500	811,900
9. *Issues on Capital Account to Railway Companies, against receipts in England* . . .	2,895,900	3,345,800
10. Council Bills. *Sterling Account* . . .	14,548,500	15,119,900
11. Do. Exchange	6,110,400	7,019,100
Add Closing Balance . . .	11,581,400	12,900,001
	39,241,900	40,201,701

The transactions recorded in italics are connected with, and explained by, the corresponding figures of the Secretary of State's account in England. The others are purely Indian transactions.

(*a*) The explanation of this is omitted, as it would be of a highly technical character. It arises to a very large extent out of the exchange entries that are necessary in charging off exchange upon the English expenditure and in connection with Railway Companies and other Remittance accounts.

RUPEE LOAN OF 1888-89.

97. By Notification No. 2952, published in the *Gazette of India, Extraordinary*, of 2nd June 1888, tenders were invited for a Public Loan of Rx. 3,000,000, the notes issued for this amount to form part of the 4 per cent. Loan of 1865. Tenders were received up to the 3rd July following, on which date they were opened simultaneously at Calcutta, Madras, and Bombay. The total amount tendered was Rx. 7,705,680, and the result was as follows :—

	Rx.
Accepted at minimum rate, *viz.*, R99-11 (60·45 per cent.) .	493,150
Above that rate	2,506,850
TOTAL .	3,000,000

The actual amount realised was Rx. 2,993,650, or an average rate of R99-12-7 per 100 Rupees.

The permission to tender at Madras was an innovation intended to satisfy a local demand, and was made use of to some extent; the aggregate value of the tenders at Madras was Rx. 686,000, of which Rx. 82,550 were accepted.

The account in paragraph 96 shows a net receipt on account of Public Loan of Rx. 2,777,500 and not of Rx. 3,000,000. It will be understood that the difference of Rx. 222,500 represents the reduction of debt during the year, in connection with the conversion of the 4½ per cent. Loan of 1870, and payment of Stock Notes and other loans under discharge.

CONVERSION OF 4½ PER CENT. LOAN OF 1870.

98. The 4½ per cent. Loan of 1870 matured on the 15th July 1885, and as 4 per cent. paper was above par in July last, it was determined to convert the Loan into one bearing interest at 4 per cent., and to pay off all Notes which were not converted. It was accordingly notified on the 27th July 1888 that all Notes or Stock Certificates of this Loan would be paid off on the 27th October 1888, on which date the interest on them was to cease. But proprietors of such Notes or Stock Certificates were allowed the option, which had to be exercised

before 1st September 1888, of transferring their holdings into the 4 per cent. Transfer Loan of 1865. The terms offered were as follows :—

I.—Payment of Interest at 4½ per cent. to 31st October 1888 inclusive.

II.—Issue of Notes of 4 per cent. loan of 1865, bearing interest from 1st November 1888.

III.—A further payment of two annas per R100 in India and of two pence per R100 in England as brokerage or commission to the persons presenting the Notes for transfer.

These terms were very generally accepted. Rx. 1,490,000 out of Rx. 1,787,540 were at once transferred into the 4 per cent. Loan of 1865 and less than Rx. 200,000 have been demanded in cash.

99. In order to distribute the payments for interest more evenly over the year, it was decided in December last to allow transfers from other 4 per cent. Loans to the Loan of 1854-55, of which the dates for payment of interest are 1st January and 1st July. It is expected that this will prove convenient both to the Public Debt Office and to the holders of Stock.

STOCK NOTES.

100. With the object of affording greater facilities to the public for the investment of small sums at interest, securities termed Stock Notes were issued in 1882 as an experimental measure.

These notes were of four denominations, namely, R12½, R25, R50, and R100 respectively. They were issued at par and bore interest at 4 per cent. payable yearly, but were not enfaceable to Europe. After six years' experience it was found that the public would not adopt these securities as a regular form of investment, and it was decided to discontinue their further sale and to withdraw, as far as possible, those in circulation, amounting to Rx. 162,350, by substituting for them Government Promissory Notes of the 4 per cent. Loan of 1842-43. Accordingly in August last, orders were issued, authorizing (1) the payment in cash at par at any Treasury in India of Stock Notes of less value than R100, and (2) the conversion into Government Promissory Notes of the 4 per cent. Loan of 1842-43 of any amount of Stock Notes tendered in even hundreds of rupees, at a premium of eight annas per cent. (altered to par from 24th January last).

The following amounts of Stock Notes were reported as discharged up to the end of February last, namely :—

	R
Tendered for conversion	10,68,000
Paid off in cash	3,31,686-8
TOTAL .	13,99,686-8

leaving R2,23,813-8 as the balance outstanding on the 1st March 1889.

INDIAN SAVINGS BANKS.

101. There are two classes of Savings Banks, namely, (*a*) the Presidency and Post Office Banks, which are open to the public, and (*b*) Banks established for the benefit of servants of Government, such as the Railway and Civil Engineers' Provident Institutions and the Regimental Savings Banks.

In class (*a*) there were, on the 31st of March 1888, 300,560 depositors, with an aggregate balance of Rx. 6,217,700 at their credit; and in class (*b*) 31,616 depositors with Rx. 457,800; making a total of 332,176 depositors, to whom Rx. 6,675,500 were due. Of this amount more than Rx. 5,100,000 had been

received from Natives, and the balance from Europeans and Eurasians. In the previous year there were 289,277 depositors in all, with Rx. 5,795,200 at their credit. There was therefore an increase in 1887-88 of 42,899 in the number of depositors and of Rx. 880,300 in the amount deposited in excess of withdrawals. Moreover, in all Banks, except the Military ones, the average balance at credit of each depositor was considerably larger than in 1886-87.

The interest paid to depositors in 1887-88 was Rx. 224,049, and only Rx. 196,910 in the previous year.

It is no doubt very satisfactory to be able to point to such evidence of the growing popularity of these Banks. But as facilities for persons residing in the interior of districts for investing money in Government securities have of late years been considerably extended, and as Savings Bank Depositors are allowed to purchase and sell these securities through Post Office Banks, and also to deposit them for safe custody, it seemed unnecessary and, for some reasons, it was certainly undesirable, to maintain the existing high limits for deposits. Accordingly, on the 19th January 1889, orders were issued directing that, with effect from 1st April next, the yearly limits of deposits should be reduced from R500 to R200, and the maximum limit for each account from R3,000 to R2,000. It has been estimated that the effect of these orders will be to make the net addition to our cash balances in 1889-90 on this account only Rx. 564,500, the corresponding figures in 1887-88 and 1888-89 (Revised Estimate) being Rx. 880,300 and Rx. 981,300.

Capital Expenditure of Government in India.

102. The reduction in the Estimate from Rx. 2,662,800 to Rx. 697,200 is the result, as explained in paragraph 36, of the credits afforded (*a*) by the transfer of the cost of the Sindhia Railway to the Capital Account of the Indian Midland Railway (Rx. 921,000), (*b*) by transfer of the cost of the Katni-Umaria Railway to the Capital Account of the Bengal-Nagpur Railway (Rx. 485,700), (*c*) to a provision of Rx. 200,000 for taking over metre gauge stock from the Bengal-Nagpur Railway, not having been required as part of the stock has not yet been valued, and the Southern Mahratta Company took over the rest, and (*d*) to various lapses.

Calcutta and Bombay Dock Loans.

103. In the last Financial Statement it was explained for what reasons and under what conditions the Government undertook to raise and advance, to the Port Trustees of Calcutta and Bombay, funds for the construction of the Kidderpore Docks, and for the extension of Prince's Dock.

The advances made on this account by the Government to the Port Trustees of Calcutta and Bombay have been as follows :—

Advances.	Calcutta. Rx.	Bombay. Rx.
Up to the end of 1887-88	860,700	768,400
In 1888-89 (*a*)	496,800	80,000
TOTAL .	1,357,500	848,400

In 1889-90 the Trustees will, it is estimated, require funds to the following extent :—

Calcutta. Rx.	Bombay. Rx.
549,000	35,000

(*a*) Partly estimate.

Interest is payable on all these sums half-yearly, on the 1st May and 1st November of each year, at the rate at which Government borrows money in India in the year in which the advances are made; and the repayment of the principal is secured by a sinking fund of one per cent.

The further amount which the Government will have to advance on these accounts after 1889-90 is estimated at Rx. 426,100.

Issues on Capital Account to Railway Companies.

104. The increase from Rx. 2,895,900 to Rx. 3,345,800 is the net result of over-estimates by the Companies, and of the transfer, as explained above, of the cost of the Sindhia Railway to the Capital Account of the Indian Midland Railway and of the Katni-Umaria Railway to that of the Bengal-Nagpur Railwa.

Management of Government Balances.

105. The present year has seen a great scarcity of money in the Indian markets, which has kept the Bank rate at 12 per cent. for a considerable period, and, as usually happens in such cases in this country, the question has been raised whether Government might not in some way come to the assistance of trade.

The scarcity is no doubt owing in part to an early cotton season in Bombay coinciding with a demand for rice in Burma, and other customary requirements at this season; but the root of the difficulty appears to be the doubtful position of silver. But for this, it seems inexplicable that for week after week there should be a difference of 9 per cent. in the rate of money in London and India, and yet that in some weeks the whole amount of bills and transfers offered by the Secretary of State should not be taken up.

106. That so high a rate of interest is prejudicial to trade is obvious, and Government has not been unmindful of the fact. The best way in which Government can assist trade is by providing that the Secretary of State's drawings shall never be curtailed for lack of money to meet them, and in one week demands for bills and telegraph transfers exceeded 77 lakhs. Arrangements are also made to grant telegraph transfers freely at a small charge between the three Presidency towns, and Government, besides keeping up the normal current balances, has further been able to offer to the Presidency Banks at Calcutta and Bombay temporary loans at their own minimum rate of interest if they cared to avail themselves of the offer.

107. As the Treasury balances are nearly two crores below last year, and in fact lower than they have been for twenty years at this season, all this would scarcely have been possible without the assistance derived from what are called "currency transfers," a system which, while preserving the Reserve of the Paper Currency Department intact for the payment of the currency notes, yet gives the advantage of a large balance that can be made available without the delay of actual remittance, wherever it may be wanted. Thus in the present month the accruing revenue of the opium districts has been allowed to remain in those districts in the charge of a currency agency, an equivalent being immediately released to the Treasury in Calcutta; a fortnight hence this money will be wanted for payments to opium cultivators in the districts, but by that time the Land Revenue from Eastern Bengal will have been received, and being in like manner made over to the Currency Department will liberate the coin where it is wanted.

108. The charge that Government does not do all it might to assist trade, sometimes takes the form of an assertion that the currency balances

should be lent out in a time of pressure. This is of course impossible, as the currency balances are pledged by law to secure the convertibility of the currency notes, and can no more be lent to the market than can the gold in the Issue Department of the Bank of England.

109. Another contention is, that the cash balance of the Government of India is too high. Now the question whether the Government cash balance is too high or too low, is one that must be determined by the experience of those who actually deal with that balance, and are responsible for seeing that there is sufficient money in the treasury to meet all the claims against Government.

I do not think I exaggerate when I say that every person who has experience of the actual work of dealing with the balances in this country is in favour of rather a high cash balance. The question has been frequently considered both in India and in England, and though a cash balance of 10 to 13 crores may seem enormous, yet if we reflect on the special difficulties in the way of suddenly obtaining a large amount of cash in this country, on the sudden and large demands to which Government is exposed, and on the enormous extent of country over which the balance has to be spread, it will easily be recognised that the mere fact of the cash balance being large is no proof that it is larger than is required by the wants of the case.

Some authorities hold that, if anything, the Indian cash balance has been kept somewhat too low in recent years. In that opinion I am inclined to concur. The cash balance of recent years has been low, because the claims against the Government were heavy owing to expenditure of all kinds, and it was thought desirable to avoid borrowing more than was absolutely necessary.

110. I have mentioned the allegations (1), that Government ought to lend out the currency balance, and (2), that Government keeps too high a cash balance, simply in order to clear the ground. There is no force in them, and they could only be made by persons ignorant of the facts of the case. I now come to what is the real question, namely, the expediency of the maintenance of the Reserve Treasuries in the Presidency Towns. Should the Government keep the whole of its spare cash in the Presidency Banks, or should it aim at keeping balances of tolerably constant amounts in those Banks, the surplus being kept in the Reserve Treasuries? This is a question which deserves consideration, and on which there may reasonably be a difference of opinion, though I can hold out no hope of any change in the policy of Government in this respect.

The justification for the existence of the Reserve Treasuries is to be found in the special conditions affecting the Indian money market. These special conditions are the liability of that market to extreme pressure at times, the difficulty in adding temporarily to the amount of cash by drawing on other markets, and the magnitude of the cash transactions of the Government as compared with those of the trade. Under the circumstances I have just stated, and looking to the fact that the Government in case of war, famine, or other unexpected cause, is exposed to the risk of having to meet sudden and large demands on it for cash, it was decided by Lord Northbrook's Government that it would be to the interest both of the commercial public and the Government of India that the surplus cash, for the time being, of the Government of India in excess of certain regulated balances in the Presidency Banks and the cash in Mofussil Treasuries, should be kept in Reserve Treasuries.

It was held that, if the whole of the surplus cash was kept in the Presidency Banks, trade would rely on the permanence of the resources thus supplied to it, and that, in case of a sudden demand for cash, the Government of India would either be forced to abandon its right to reduce its balance in the Presidency Banks, or risk producing a financial crisis by suddenly and largely reducing the resources of these Banks.

To show that this is not an imaginary fear, I will quote a telegram received in 1874 from the Government of Bombay:—

"Clear the line. You are placing the exchange banks and trade of Bombay in great danger. The eight Exchange Banks are indebted to the Bank of Bombay 68 lakhs of rupees, half payable on demand, secured by Government paper, and remainder in February. Their balances for current purposes in the Bank of Bombay are under 20 lakhs of rupees; balance of other customers of Bank of Bombay exceedingly low. Bank of Bombay has to meet Council Bills for 25 lakhs of rupees arrived from England this morning, and similar Bills for 20 lakhs of rupees will shortly arrive. Bills on Calcutta absolutely unsaleable. If you draw more on Bank of Bombay, they must call in the sums due from the Exchange Banks, and there will be a general panic and serious danger of stoppages."

There was at that time a Government balance of about 100 lakhs in the Bank of Bombay, and the proposed withdrawal, which called forth this startling protest from the Governor of that Province, only came to 35 lakhs. I do not think a stronger argument could be produced to show the dangers that might arise if the Government of India reverted to the old system of keeping all its spare cash in the Presidency Banks. The arguments which weighed with the Government of India in introducing the system of Reserve Treasuries are contained in a Despatch to the Secretary of State, No. 256, dated 30th June 1874; it has been printed in the Appendix to this Statement. It will show that the policy of the establishment of Reserve Treasuries was adopted deliberately and in order to meet real difficulties.

111. It has been urged that Government could relieve the market by lending out the balance of the Reserve Treasuries on favourable terms to the Banks; but if this course were followed the same difficulties that arose when the Presidency Banks held the whole of the surplus balances would again occur. Trade would become accustomed to rely on the resources furnished by the Government, and at a time of pressure the withholding of the assistance usually given by Government might have a very serious effect.

Section X.—Ways and Means—India, 1889-90.

112. The Ways and Means Estimate of India, made up in the same form as in paragraph 96, is as follows:—

NET RECEIPTS.	Rx.
1. Excess of Revenue in India over the Expenditure charged against it	22,016,900
2. Public Loan	2,500,000
3. Increase of Unfunded Debt—mostly Savings Bank Deposits	629,700
4. *For Remittance to Secretary of State*	1,112,300
Add Opening Balance	12,900,001
	39,158,901

NET OUTGOINGS.	Rx.
5. Expenditure charged to Provincial Balances	640,800
6. Capital Expenditure of Government in India	2,224,600
7. Loans to Municipalities, &c.	827,700
8. Other items	170,400
9. *Issues on Capital Account to Railway Companies against receipts in England*	1,221,400
10. Council Bills. *Sterling Account*	14,690,900
11. Do. Exchange	6,829,800
Add Closing Balance	12,553,301
	39,158,901

PROPOSED RUPEE LOAN.

113. It is estimated that a loan of Rx. 2,500,000 will be required during the year, but no pledge can be given either as to the amount of the loan or the time when it will be issued, or the conditions which will attach to it. According to the estimates, a loan of Rx. 2,500,000 will give an ample cash balance, and if matters turn out favourably, it may not be necessary to borrow so much. We expect, with this assistance, to close 1889-90 with a cash balance of Rx. 12,553,301.

LOANS TO MUNICIPALITIES, &c.

114. Before 18 8-89 all loans and advances of public money were treated as advances on Imperial account. The loans were made on the advice and through the agency of Local Governments, and Local Governments were so far responsible that irrecoverable sums were charged off as Provincial Expenditure. But they had no concern with the punctual and complete realisation of the interest due on these advances, which was credited as an asset of Imperial Revenue. At the instance of the Secretary of State the arrangements were re-considered, and the occasion was thought appropriate for extending the principle of decentralisation beyond the limits of the Revenue account. The interest received on these loans is almost always higher than that paid by Government on its public loans, and by surrendering this advantage it was obvious that an inducement might be offered to Local Governments to undertake complete responsibility for the administration of this department of finance. This responsibility was accepted in every case, the necessary arrangements were completed last year, and orders were published in the *Gazette of India* of 5th January 1889.

115. In connection with this subject the question of lending from public funds to Municipalities and other public bodies was considered. It was believed from the Secretary of State's observations in a despatch of September 1887, that, under the arrangements described above, sanction might be given to a relaxation of the restrictive policy which has been followed in this matter since 1876.

116. Experience has shewn that the rigid refusal to lend money to small Municipalities and Local Boards has operated unfavourably in delaying and preventing sanitary improvement and reform. It has been found that such bodies cannot raise money in the market, except at high rates of interest; and Municipalities have in several cases found it necessary in consequence to abandon, or indefinitely postpone, well-considered schemes of drainage and water-supply. The Government of India accepted the Secretary of State's invitation to review the question, and the Secretary of State has, in consideration of the fact that, under the scheme described above, Provincial responsibility will be enforced, withdrawn the prohibition.

117. It is not proposed at present to adopt the policy of lending to the Presidency Corporations, as they have a public credit of their own and can borrow, in ordinary cases, in the open market, while the claims on the Government of India are so great that it cannot without difficulty find the necessary funds. But in pursuance of the principles enunciated above, Local Governments have been authorised to grant loans to Mofussil Municipalities in future, on the following conditions:—

(1) Loans may be granted only for works of public and general convenience and utility, such as drainage and water-works, bridges and the like; and not for works which are merely or mainly ornamental or convenient, such as town halls, public gardens or market places.

(2) A local body, having borrowed from Government, may not borrow from any other source until it has obtained the sanction of the Local Government concerned, which should not be given until it is clearly shown that the sum lent by Government, with interest thereon, is duly secured.

118. I have stated that the rules regulating the new scheme were published in the *Gazette of India* on 5th January. The demands of Local Governments have since been received. These demands, so far as they relate to advances to cultivators, to embarrassed landed proprietors, and for drainage embankments and the like, have no special interest, as the only change in respect of them is the transfer of administration and responsibility. As regards loans to Mofussil Municipalities, the importance attached to the change of policy will be understood when it is stated that, notwithstanding the short notice given, the applications for loans for Municipal sanitary purposes amount to Rx. 254,900, which sum it has been found possible to place at the disposal of Local Governments. The projects comprise schemes of water-supply for Allahabad, Agra, Nagpore, Delhi, and Peshawar. Although an important step has now been taken towards facilitating the carrying out of Local Works and Improvements, the large claims on the resources of the Government of India on account of Railway and Irrigation Works will prevent, for the present, any very important extension of the system.

Section XI.—Summary.

119. The principal features of this Statement are summarised as follows:—

(*a*) The Accounts of 1887-88 have closed with a deficit of Rx. 2,028,832, including as expenditure Rx. 455,017 on account of Special Defence Works. Excluding the cost of these works, the deficit was Rx. 1,572,815. This has resulted mainly from a special charge of Rx. 1,059,000 incurred in connection with the conversion of the 4 per cent. Sterling Stock into 3½ per cent., from heavy military expenditure in Burma, from a fall in exchange, and in the price of opium, and from a reduction in Railway Revenue, counter-balanced by an improvement in Revenue and reduced Expenditure under other heads.

(*b*) The Revised Estimates of 1888-89 show a deficit of Rx. 201,700, including as expenditure Rx. 818,300 on account of Special Defence Works, and a surplus of Rx. 616,600, if the cost of these works be excluded. Seeing that there has been a further fall in the rate of exchange, which has been taken for the current and coming year at 1*s.* 4·38*d.* = 1 rupee, heavy unforeseen expenditure on Military Expeditions, and a decline in the salt revenue owing to persistent rumours of an impending reduction of the duty, the result is satisfactory.

(*c*) The Budget Estimates for 1889-90 show a surplus of Rx. 106,300 after providing Rx. 1,102,900 for Special Defence Works. If the cost of these works be excluded, there is a surplus of Rx. 1,209,200. Imperial revenues have received a special asset of Rx. 740,000, towards which all Local Governments, except the Punjab, contributed. Of this only Rx. 250,000, most of which represents the proceeds of the re-imposed Patwari Cess in the North-Western Provinces and Oudh, will be permanent, the remainder being a receipt of next year only.

(*d*) The Capital Expenditure on Railways and Irrigation Works is expected to amount to Rx. 1,857,800 in 1888-89, and Rx. 4,089,500 is provided for 1889-90. The expenditure in 1888-89 is really Rx. 3,264,500, but Rx. 1,406,700 of it has been transferred to the Capital Accounts of the Indian Midland and the Bengal-Nagpur Railways on account of the cost of the Sindia and Katni-Umaria Railways transferred to them.

(*e*) As regards the general financial position of the Government of India, while there is every need for economy and for husbanding our revenue, there is no ground for desponding or pessimist views. There are probable difficulties in the future, but there are also reasons for holding that we shall be able to encounter them successfully. The Estimate of Revenue for 1889-90 have been framed with moderation.

(*f*) The Secretary of State proposes to draw, during 1889-90, £14,689,900 of Council Bills. He also proposes to raise a loan of £3,750,000 under the Oudh and Rohilkhand Railway Purchase Act for the purpose of advancing funds to Railway Companies.

(*g*) The Government of India will probably raise a loan of Rx. 2,500,000 in India, of which Rx. 584,000 is required for the Dock Works at Calcutta and Bombay, and Rx. 254,900 for Municipal Water Works, but no pledge can be given either as to the amount of the loan or the time when it will be issued, or the conditions which will attach to it.

D. BARBOUR.

CALCUTTA;
March 27, 1889.

APPENDIX I.

Despatch from the Government of India, to Her Majesty's Secretary of State for India, No. 256, dated 30th June 1874.

We have postponed consideration of the Bill for the regulation of the Presidency Banks and of the agreements depending upon it, pending receipt of the decision of Your Lordship in Council on the question of the agency of the Bank of Bengal in Bombay, in regard to which we forwarded with our despatch of the 9th January, No. 17, a letter from the Directors of the Bank of Bengal.

2. The strain to which our finances were exposed early this year has given us the advantage of an experience which we had not when the terms of the new agreements were last under our consideration.

3. We have been much impressed with the consideration that the effect of the existing agreements with the banks which compels us to place all the cash balances belonging to Government in their hands leads to consequences which may be very inconvenient, if not worse, both to Government and to trade.

4. The only use of these balances to Government is that they may be made available the moment the public service requires them.

5. We have had no difficulty in regard to the balances in the hands of the Banks of Bengal and Madras; the Bank of Bombay, however, protested against meeting drafts upon it, and on the urgent representations of the Governor of Bombay, we were obliged, on the 29th January, to allow a month's time before drawing.

Progs., May 1874, Nos. 33A & 33 B.

6. The Bank of Bombay, accustomed to high Government balances, and relying on the maintenance of those balances, had so employed them that they were practically locked up; for had we insisted on withdrawing them more suddenly, we should have done so in the face of a warning that we should produce a commercial crisis, and therefore for a time the Government balances at Bombay were useless for the purposes of the Government.

7. We think it doubtful, moreover, whether it is any real advantage to trade that large Government balances should be kept in the hands of the banks. It appears to us that an element of uncertainty is thereby introduced into the money market not unlikely to aggravate commercial difficulties at a time of tightness.

8. An amount of capital which is large relatively to the whole capital engaged in trade at the Presidency towns is supplied by Government, but Government, for reasons quite unconnected with trade, may have to withdraw these balances suddenly.

In this case a sudden demand ensues for capital to replace that which is thus removed; the rate of discount rises, not from any commercial reason, but from the accident of State necessities, and if this should occur at a time of commercial pressure, it would precipitate a crisis which otherwise might not occur. If Government did not supply this capital to the trade, it would be found by private individuals through banks or in some other way.

9. Had the Government funds in the hands of the banks in January last been limited to a fair working balance, and had we had a reserve in our own hands, we think it may be assumed that the market rise in the rates of discount which has occurred would not have taken place, and our business would have been transacted without disturbing trade operations.

10. The resources of a large money market are not open to us, and we do not think it would be safe to trust to being able to raise funds readily and immediately in India. The amount (£350,000) that we wanted in January out of our balance of about a million with the Bank of Bombay, and the demand for which brought down the remonstrance that we should place in jeopardy the trade of Bombay, cannot be considered as large. Calcutta may have larger resources, but we cannot suppose that even here the supplies immediately available are really considerable.

11. We are of opinion that a Government subject to the contingencies to which the Government of India is exposed ought not to be without a reserve, and that this reserve should be in its own hands.

12. This object might be attained by dissolving our connexion with the banks and re-establishing our treasuries. We are unwilling to take this course unless forced to do so: the banks are useful institutions, and the Bank of Bengal especially has upon several occasions been of great assistance to the Government.

13. We should prefer, as an alternative plan, to make a change in the agreements with the banks, so that, instead of giving them the right to hold all the Government balances, the stipulation may be confined to engaging to pay them interest when our balances are reduced below certain amounts.

If it be necessary to go further than this, we might stipulate that the banks should have the use of our balances up to certain limits, after which we should be unfettered as to their employment. The exact sums to be fixed in connection with the proposed stipulations would be settled in communication with the banks.

14. The amount to be kept in reserve need not, in our opinion, be very large, as the main difficulty is one only of time. The sense of security which we should derive from the possession of a reserve of two millions immediately available for any emergency would, in our judgment, amply repay the charge for interest on that amount.

APPENDIX II.

ACCOUNTS AND ESTIMATES.

Accounts	1887-88.
Revised Estimates . . .	1888-89.
Budget Estimates . . .	1889-90.

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General Statement of the Accounts and Estimates of the Revenue and Expenditure and Receipts and Disbursements of the Government of India, in India and in England.

Figures nearest to 100 in columns for Estimates.

	For detail *vide* Statement.	RECEIPTS. Accounts, 1887-88.	Budget Estimate, 1888-89.	Revised Estimate, 1888-89.	Budget Estimate, 1889-90.
		Rx.	*Rx.*	*Rx.*	*Rx.*
Revenue—					
Principal Heads of Revenue—					
Land Revenue	...	23,189,292	23,090,500	23,202,300	23,391,700
Opium	...	8,515,462	8,453,900	8,560,900	8,260,000
Salt	...	6,670,728	8,122,500	7,676,900	8,029,900
Stamps	...	3,876,298	3,854,400	3,932,200	3,959,500
Excise	...	4,534,655	4,609,500	4,705,700	4,727,300
Other Heads	A	7,994,571	8,081,600	8,319,500	8,575,400
TOTAL, PRINCIPAL HEADS	A	54,781,006	56,212,400	56,397,500	56,943,800
Interest	"	746,555	656,300	838,800	734,200
Post Office, Telegraph, and Mint	"	2,229,546	2,131,300	2,240,400	2,328,700
Receipts by Civil Departments	"	1,495,742	1,424,000	1,480,500	1,464,200
Miscellaneous	"	1,606,108	1,166,200	1,796,500	1,340,300
Railways	"	14,533,360	15,184,700	15,428,000	16,686,500
Irrigation	"	1,714,274	1,758,700	1,838,900	1,889,300
Buildings and Roads	"	592,338	555,100	588,700	603,700
Receipts by Military Departments	"	1,060,815	921,800	976,200	944,600
TOTAL REVENUE	...	78,759,744	80,010,500	81,585,500	82,935,300
Extraordinary Receipts	...	63,690	...	...	...
Debt, Deposits, and Advances—					
Permanent Debt (net Incurred)	C	5,435,799	2,998,500	13,413,500	5,871,400
Unfunded Debt (net Incurred)	"	926,491	845,300	1,043,700	629,700
Deposits and Advances (net)	"	4,827	...	...	...
Loans to Municipalities, Native States, &c. (net Recoveries)	"	...	...	...	...
Remittances (net)	"	...	...	314,500	43,800
Secretary of State's Bills drawn	"	15,358,577	14,000,000	14,310,100	14,689,900
TOTAL RECEIPTS	...	100,549,128	97,854,300	110,667,300	104,170,100
Balance on 1st April—India	...	13,195,785	13,733,085	13,883,701	12,900,001
England	...	5,280,829	5,614,329	5,900,697	3,849,797
GRAND TOTAL	...	119,025,742	117,201,714	130,451,698	120,919,898

	For detail *vide* Statement.	DISBURSEMENTS. Accounts, 1887-88.	Budget Estimate, 1888-89.	Revised Estimate, 1888-89.	Budget Estimate, 1889-90.
		Rx.	*Rx.*	*Rx.*	*Rx.*
Expenditure—					
Direct Demands on the Revenues	B	9,438,163	9,863,000	9,837,800	9,730,000
Interest	"	5,441,754	4,508,400	4,701,200	4,358,600
Post Office, Telegraph, and Mint	"	2,255,829	2,182,200	2,167,600	2,268,300
Salaries and Expenses of Civil Departments	"	12,906,364	13,098,300	13,038,000	13,291,200
Miscellaneous Civil Charges	"	4,761,130	4,857,900	4,895,900	4,823,200
Famine Relief and Insurance	"	91,408	73,200	82,900	100,500
Construction of Railways (Charged against Revenue in addition to that under Famine Insurance)	"	80,945	43,800	18,000	10,200
Railway Revenue Account	"	16,655,746	17,299,600	17,692,900	18,713,100
Irrigation	"	2,461,646	2,582,300	2,630,800	2,614,700
Buildings and Roads	"	5,451,049	5,592,900	5,329,200	5,482,400
Army Services	"	20,417,934	19,969,000	20,371,500	20,974,700
Special Defence Works		456,017	1,121,500	818,300	1,102,900
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL	...	80,417,985	81,192,100	81,584,100	83,469,800
Add—Provincial Surpluses: that is, portion of Allotments to Provincial Governments not spent by them in the year	End of B	+423,685	+9,800	+238,300	+24,600
Deduct—Provincial Deficits: that is, portion of Provincial Expenditure defrayed from Provincial balances	"	—53,094	—493,400	—35,200	—665,400
TOTAL EXPENDITURE CHARGED AGAINST REVENUE	...	80,788,576	80,708,500	81,787,200	82,829,000
Expenditure not charged to Revenue—					
Capital Outlay on Railways and Irrigation Works	End of B	2,784,824	4,044,500	1,857,800	4,089,500
Capital charge involved in redemption of liabilities	...	...	...	10,336,000	...
Debt, Deposits, and Advances—					
Deposits and Advances (net)	C	...	340,900	739,400	19,700
Loans to Municipalities, Native States, &c. (net advances)	"	396,944	486,800	510,900	827,700
Capital of Railway Companies (net Payments)	"	574,127	3,143,400	3,350,700	3,763,100
Remittances (net)	"	14,333	69,300	...	...
Secretary of State's Bills paid	"	14,682,540	14,548,500	15,119,900	14,690,900
TOTAL DISBURSEMENTS	...	99,241,344	103,341,900	113,701,900	106,219,900
Balance on 31st March—India	...	13,883,701	11,581,385	12,900,001	12,553,301
England	...	5,900,697	2,278,429	3,849,797	2,146,697
GRAND TOTAL	...	119,025,742	117,201,714	130,451,698	120,919,898

	Rx.	*Rx.*	*Rx.*	*Rx.*
Revenue	78,759,744	80,010,500	81,585,500	82,935,300
Expenditure chargeable thereon	80,788,576	80,708,500	81,787,200	82,829,000
Surplus (+) or Deficit (—)	—2,028,832	—698,000	—201,700	+106,300

FORT WILLIAM,
DEPT. OF FINANCE AND COMMERCE;
The 27th March 1889.

E. W. KELLNER,
Deputy Comptroller General.

E. GAY,
Comptroller General.

E. J. SINKINSON,
Offg. Secretary to the Government of India.

A.—*Statement of the Revenue of India, in India and in England.*

Figures nearest to 100 in columns for Estimates.

HEADS OF REVENUE.	ACCOUNTS, 1887-88. India. Imperial.	ACCOUNTS, 1887-88. India. Provincial and Local.	ACCOUNTS, 1887-88. England.	ACCOUNTS, 1887-88. Exchange.* 1-4·90d.	ACCOUNTS, 1887-88. Total.	REVISED ESTIMATE, 1888-89. India. Imperial.	REVISED ESTIMATE, 1888-89. India. Provincial and Local.	REVISED ESTIMATE, 1888-89. England.	REVISED ESTIMATE, 1888-89. Exchange. 1-4·38d.	REVISED ESTIMATE, 1888-89. Total.	Increase + Decrease − of Revised, as compared with Budget Estimates, 1888-89.	BUDGET ESTIMATE, 1889-90. India. Imperial.	BUDGET ESTIMATE, 1889-90. India. Provincial and Local.	BUDGET ESTIMATE, 1889-90. England.	BUDGET ESTIMATE, 1889-90. Exchange. 1-4·32d.	BUDGET ESTIMATE, 1889-90. Total.	Increase + Decrease − of Budget 1889-90 as compared with Budget, 1888-89.	Increase + Decrease − of Budget, 1889-90, as compared with Revised Estimates, 1888-89.
	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.
Principal Heads of Revenue—																		
I.—Land Revenue	14,214,844	8,974,448	...	...	23,189,292	14,143,300	9,059,000	...	...	23,202,300	+ 111,800	14,918,400	8,473,300	...	...	23,391,700	+ 301,200	+ 189,400
II.—Opium	8,515,462	...	...	...	8,515,462	8,560,900	...	...	...	8,560,900	+ 107,000	8,260,000	...	...	...	8,260,000	− 193,900	− 300,900
III.—Salt	6,643,454	27,274	...	..	6,670,728	7,654,600	22,300	...	...	7,676,900	− 445,600	8,007,300	22,600	...	...	8,029,900	− 92,600	+ 353,000
IV.—Stamps	1,127,166	2,749,132	...	...	3,876,298	1,147,200	2,785,000	...	...	3,932,200	+ 77,800	1,155,400	2,804,100	...	...	3,959,500	+ 105,100	+ 27,300
V.—Excise	3,325,752	1,208,903	...	...	4,534,655	3,445,600	1,260,100	...	...	4,705,700	+ 96,200	3,542,900	1,184,400	...	...	4,727,300	+ 117,800	+ 21,600
VI.—Provincial Rates	850	3,034,473	...	...	3,035,323	600	3,018,800	...	...	3,019,400	+ 6,100	600	3,257,400	...	...	3,258,000	+ 244,700	+ 238,600
VII.—Customs	1,333,401	15,436	...	...	1,348,837	1,354,800	15,200	...	...	1,370,000	+ 900	1,402,500	15,900	...	...	1,418,400	+ 49,300	+ 48,400
VIII.—Assessed Taxes	823,667	607,769	...	..	1,431,436	890,700	617,900	...	...	1,508,600	+ 56,800	875,700	639,600	...	...	1,515,300	+ 63,500	+ 6,700
IX.—Forest	521,415	602,710	...	...	1,124,125	682,300	643,400	...	...	1,325,700	+ 154,100	636,300	633,300	...	...	1,269,600	+ 98,000	− 56,100
X.—Registration	156,710	154,543	...	...	311,253	165,300	163,500	...	...	328,800	+ 20,900	166,900	164,200	...	...	331,100	+ 23,200	+ 2,300
XI.—Tributes from Native States	743,597	...	...	..	743,597	767,000	...	...	...	767,000	− 900	783,000	...	...	...	783,000	+ 15,100	+ 16,000
TOTAL	37,406,318	17,374,688	...	...	54,781,006	38,812,300	17,585,200	...	...	56,397,500	+ 185,100	39,749,000	17,194,800	...	...	56,943,800	+ 731,400	+ 546,300
XII.—Interest	621,664	31,189	65,978	27,724	746,555	555,000	89,000	133,000	61,800	838,800	+ 182,500	597,600	92,700	30,000	13,900	734,200	+ 77,900	− 104,600
Post Office, Telegraph, and Mint—																		
XIII.—Post Office	1,209,329	4,867	...	...	1,214,196	1,285,600	6,300	...	...	1,291,900	+ 49,800	1,341,000	7,000	...	...	1,348,000	+ 105,900	+ 56,100
XIV.—Telegraph	747,466	505	11,206	4,709	763,886	707,700	500	16,700	7,800	732,700	+ 33,400	730,800	500	14,200	6,600	752,100	+ 52,800	+ 19,400
XV.—Mint	251,437	...	19	8	251,464	215,800	...	..	...	215,800	+ 25,900	228,600	...	..	...	228,600	+ 38,700	+ 12,800
TOTAL	2,208,232	5,372	11,225	4,717	2,229,546	2,209,100	6,800	16,700	7,800	2,240,400	+ 109,100	2,300,400	7,500	14,200	6,600	2,328,700	+ 197,400	+ 88,300
Receipts by Civil Departments—																		
XVI.—Law and Justice { Courts	23,547	299,415	...	...	322,962	28,200	304,700	...	...	332,900	+ 28,300	25,800	301,000	...	...	326,800	+ 22,200	− 6,100
XVI.—Law and Justice { Jails	30,071	218,817	...	...	248,888	34,500	234,400	...	...	268,900	+ 10,800	36,100	234,000	...	...	270,100	+ 12,000	+ 1,200
XVII.—Police	25,711	324,582	...	...	350,293	29,800	318,100	...	...	347,900	+ 26,100	24,700	321,300	...	...	346,000	+ 24,200	− 1,900
XVIII.—Marine	73,254	121,773	...	...	195,027	74,100	117,300	...	...	191,400	+ 3,100	67,300	117,400	...	...	184,700	− 3,600	− 6,700
XIX.—Education	1,410	223,795	...	...	225,205	1,600	205,300	...	...	206,900	+ 5,500	800	211,600	...	...	212,400	+ 11,000	+ 5,500
XX.—Medical	120	55,907	2,764	1,161	59,952	500	55,900	2,500	1,200	60,100	− 1,600	500	52,000	2,500	1,200	56,200	− 5,500	− 3,900
XXI.—Scientific and other Minor Departments	29,775	62,768	614	258	93,415	5,200	65,100	1,400	700	72,400	− 15,700	3,100	64,000	600	300	68,000	− 20 100	− 4,400
TOTAL	183,888	1,307,057	3,378	1,419	1,493,742	173,900	1,300,800	3,900	1,900	1,480,500	+ 56,500	158,300	1,301,300	3,100	1,500	1,464,200	+ 40,200	− 16,300
Miscellaneous—																		
XXII.—Receipts in aid of Superannuation, &c.	218,692	37,184	104,118	43,751	403,745	233,400	38,500	103,800	48,300	424,000	+ 41,900	232,400	38,600	98,400	45,700	415,100	+ 33,000	− 8,900
XXIII.—Stationery and Printing	34,031	46,251	...	...	80,282	23,100	44,800	...	...	67,900	+ 7,800	21,600	44,000	...	...	65,600	+ 5,500	− 2,300
XXIV.—Exchange	744,471	...	...	...	744,471	951,800	...	...	...	951,800	+ 536,800	527,300	...	...	...	527,300	+ 112,300	− 424,500
XXV.—Miscellaneous	99,371	265,609	8,893	3,737	377,610	80,000	269,300	2,400	1,100	352,800	+ 43,800	63,800	264,800	2,500	1,200	332,300	+ 23,300	− 20,500
TOTAL	1,096,565	349,044	113,011	47,488	1,606,108	1,288,300	352,600	106,200	49,400	1,796,500	+ 630,300	845,100	347,400	100,900	46,900	1,340,300	+ 174,100	− 456,200
Railways—																		
XXVI.—State Railways (gross Receipts)	9,371,808	1,499,791	230	97	10,871,926	10,206,100	1,534,000	200	100	11,740,400	− 500	11,516,200	1,587,000	200	100	13,103,500	+ 1,362,600	+ 1,363,100
XXVII.—Guaranteed Companies (Net Traffic Receipts)	3,636,670	...	...	...	3,636,670	3,652,500	...	...	...	3,652,500	+ 247,500	3,560,000	...	...	...	3,560,000	+ 155,000	− 92,500
XXVIII.—Subsidized Companies (Repayment of Advances of Interest)	24,764	...	...	...	24,764	35,100	...	...	...	35,100	− 3,700	23,000	...	...	...	23,000	− 15,800	− 12,100
TOTAL	13,033,242	1,499,791	230	97	14,533,360	13,893,700	1,534,000	200	100	15,428,000	+ 243,300	15,099,200	1,587,000	200	100	16,686,500	+ 1,501,800	+ 1,258,500
Irrigation—																		
XXIX.—Major Works: Direct Receipts	418,453	532,508	...	...	950,961	464,200	596,500	...	...	1,060,700	+ 46,600	493,600	596,500	...	...	1,090,100	+ 76,000	+ 29,400
Portion of Land Revenue due to Irrigation	602,555	...	...	...	602,555	612,100	...	...	...	612,100	+ 21,800	629,400	...	...	...	629,400	+ 39,100	+ 17,300
XXX.—Minor Works and Navigation	32,139	128,619	...	...	160,758	30,600	135,500	...	...	166,100	+ 11,800	32,600	137,200	...	...	169,800	+ 15,500	+ 3,700
TOTAL	1,053,147	661,127	...	...	1,714,274	1,106,900	732,000	...	...	1,838,900	+ 80,200	1,155,600	733,700	...	...	1,889,300	+ 130,600	+ 50,400
Buildings and Roads—																		
XXXI.—Military Works	40,413	...	...	...	40,413	39,700	...	...	...	39,700	+ 3,700	38,900	...	...	...	38,900	+ 2,900	− 800
XXXII.—Civil Works	11,972	503,594	25,601	10,758	551,925	10,800	500,000	26,100	12,100	549,000	+ 29,900	10,200	516,900	25,700	12,000	564,800	+ 45,700	+ 15,800
TOTAL	52,385	503,594	25,601	10,758	592,338	50,500	500,000	26,100	12,100	588,700	+ 33,600	49,100	516,900	25,700	12,000	603,700	+ 48,600	+ 15,000
Receipts by Military Departments—																		
XXXIII.—Army: Effective	931,027	...	36,752	15,444	983,223	863,500	...	34,900	16,200	914,600	+ 52,200	829,400	...	33,500	15,600	878,500	+ 16,100	− 36,100
Non-effective	70,673	...	4,872	2,047	77,592	52,500	...	6,200	2,900	61,600	+ 2,200	56,600	...	6,500	3,000	66,100	+ 6,700	+ 4,500
TOTAL	1,001,700	...	41,624	17,491	1,060,815	916,000	...	41,100	19,100	976,200	+ 54,400	886,000	...	40,000	18,600	944,600	+ 22,800	− 31,600
TOTAL REVENUES	56,657,141	21,731,862	261,047	109,694	78,759,744	59,005,700	22,100,400	327,200	152,200	81,585,500	+ 1,575,000	60,840,300	21,781,300	214,100	99,600	82,935,300	+ 2,924,800	+ 1,349,800

* The columns headed "Exchange" show, under the several heads of Revenue and Expenditure which include transactions in England the Exchange thereon calculated in accordance with the average Rate obtained for Bills and Telegraphic Transfers sold during the year.

B.—*Statement of the Expenditure chargeable on the Revenues of India, in India and in England.*

Figures nearest to 100 in columns for Estimates.

Heads of Expenditure.	Accounts, 1887-88. India. Imperial.	Accounts, 1887-88. India. Provincial and Local.	Accounts, 1887-88. England.	Accounts, 1887-88. Exchange.† 1-4·90d.	Accounts, 1887-88. Total.	Revised Estimate, 1888-89. India. Imperial.	Revised Estimate, 1888-89. India. Provincial and Local.	Revised Estimate, 1888-89. England.	Revised Estimate, 1888-89. Exchange.† 1-4·38d.	Revised Estimate, 1888-89. Total.	Increase + Decrease — of Revised, as compared with Budget Estimates, 1888-89.	Budget Estimate, 1889-90. India. Imperial.	Budget Estimate, 1889-90. India. Provincial and Local.	Budget Estimate, 1889-90. England.	Budget Estimate, 1889-90. Exchange. 1-4·38d.	Budget Estimate, 1889-90. Total.	Increase + Decrease — of Budget, 1889-90 as compared with Budget, 1888-89.	Increase + Decrease — of Budget, 1889-90 as compared with Revised Estimate, 1888-89.
	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.
Direct Demands on the Revenues—																		
1.—Refunds and Drawbacks	150,468	73,514	...	...	223,982	152,100	76,600	...	...	228,700	+33,600	153,500	67,600	...	...	221,100	+26,000	−7,600
2.—Assignments and Compensations	541,538	927,425	...	...	1,468,963	550,700	929,100	...	...	1,479,800	−14,200	571,600	969,800	...	...	1,541,400	+47,400	+61,600
Charges in respect of Collection, *viz.*:—																		
3.—Land Revenue	241,393	3,245,103	133	56	3,486,685	267,200	3,270,700	700	300	3,538,900	−145,200	293,200	3,334,600	900	400	3,629,100	−55,000	+90,200
4.—Opium (including cost of Production)	2,423,238	...	941	396	2,424,575	2,647,300	...	800	400	2,648,500	+93,800	2,362,700	...	1,100	500	2,364,300	−190,400	−284,200
5.—Salt (including cost of Production)	409,191	1,435	55	23	410,704	419,300	2,500	300	100	422,200	−28,700	459,400	2,500	100	...	462,000	+11,100	+39,800
6.—Stamps	−5,750	91,993	54,338	23,833	163,414	−10,200	94,500	48,000	22,300	154,600	−20,400	−12,100	97,200	33,600	15,600	134,300	−46,700	−20,300
7.—Excise	93,059	34,012	5	2	127,078	101,300	36,300	200	100	137,900	+10,200	114,600	39,500	100	...	154,200	+26,500	+16,300
8.—Provincial Rates	...	62,138	...	...	62,138	...	62,000	...	...	62,000	+4,400	...	60,500	...	..	60,500	+2,900	−1,500
9.—Customs	48,679	86,184	20	8	134,891	48,700	86,000	100	...	134,800	−5,700	49,700	88,300	200	100	138,300	−200	+3,500
10.—Assessed Taxes	15,019	13,660	...	...	28,679	16,000	12,400	...	...	28,400	+1,100	15,000	13,800	...	...	28,800	+1,500	+400
11.—Forest	322,955	394,342	1,758	739	719,794	395,800	411,000	2,400	1,100	810,300	+39,700	364,700	433,500	2,100	1,000	801,300	+30,700	−9,000
12.—Registration	93,981	93,279	...	...	187,260	96,300	95,400	...	...	191,700	+4,200	97,800	96,900	...	...	194,700	+7,200	+3,000
Total	4,333,771	5,023,085	57,250	24,057	9,438,163	4,684,500	5,076,500	52,500	24,300	9,837,800	−25,200	4,470,100	5,204,200	38,100	17,600	9,730,000	−133,000	−107,800
Interest—																		
13.—Interest on Debt* other than that charged to Railways and Irrigation Works	275,441	...	3,365,222	1,414,099	5,054,762	315,900	48,800	2,662,000	1,237,800	4,264,500	+189,100	290,900	57,300	2,426,500	1,128,300	3,903,000	−172,400	−361,500
14.—Interest on other Obligations	384,045	2,539	287	121	386,992	433,300	2,700	500	200	436,700	+3,700	452,400	2,500	500	200	455,600	+22,600	+18,900
Total	659,486	2,539	3,365,509	1,414,220	5,441,754	749,200	51,500	2,662,500	1,238,000	4,701,200	+192,800	743,300	59,800	2,427,000	1,128,500	4,358,600	−149,800	−342,600
Post Office, Telegraph, and Mint—																		
15.—Post Office	1,102,304	109,658	114,940	48,299	1,375,201	1,108,200	109,300	89,300	41,500	1,348,300	−11,900	1,157,600	112,500	90,600	42,100	1,402,800	+42,600	+54,500
16.—Telegraph	604,849	473	127,661	53,644	786,627	571,200	500	102,100	47,500	721,300	−14,700	600,500	500	110,200	51,200	762,400	+26,400	+41,100
17.—Mint	87,339	...	4,691	1,971	94,001	87,300	...	7,300	3,400	98,000	+12,000	84,800	...	12,500	5,800	103,100	+17,100	+5,100
Total	1,794,492	110,131	247,292	103,914	2,255,829	1,766,700	109,800	198,700	92,400	2,167,600	−14,600	1,842,900	113,000	213,300	99,100	2,268,300	+86,100	+100,700
Salaries and Expenses of Civil Departments—																		
18.—General Administration	612,381	777,140	267,858	112,556	1,769,935	597,400	797,900	243,100	113,100	1,751,500	+8,600	610,400	806,900	247,500	115,100	1,779,900	+37,000	+28,400
19.—Law and Justice { Courts	75,868	2,574,540	453	190	2,651,051	82,000	2,602,900	700	300	2,686,500	−26,900	93,500	2,625,200	2,600	1,200	2,722,500	+9,100	+36,000
19.—Law and Justice { Jails	152,145	619,727	...	...	771,872	163,400	666,400	...	...	829,800	+29,600	165,900	675,900	...	...	841,800	+41,600	+12,000
20.—Police	795,005	2,898,616	...	...	3,693,621	881,800	2,888,900	...	...	3,770,700	−5,500	959,700	2,985,300	...	...	3,945,000	+168,800	+174,300
21.—Marine (including river Navigation)	333,421	135,118	142,448	59,858	670,845	286,000	147,400	97,500	45,300	576,200	−40,100	315,500	139,600	86,600	40,300	582,000	−34,300	+5,800
22.—Education	16,894	1,274,031	624	262	1,291,811	16,000	1,291,600	1,200	600	1,309,400	−21,800	17,300	1,335,000	1,400	700	1,354,400	+23,200	+45,000
23.—Ecclesiastical	158,341	...	550	231	159,122	158,000	...	500	200	158,700	−8,300	163,600	...	300	100	164,000	−3,000	+5,300
24.—Medical	40,211	715,008	6,848	2,878	764,945	32,300	724,300	6,900	3,200	766,700	−23,700	40,900	741,000	7,000	3,300	792,200	+1,800	+25,500
25.—Political	626,085	15,111	30,604	12,860	684,660	668,500	54,400	29,700	13,800	766,400	+51,800	585,900	56,100	27,300	12,700	682,000	−32,600	−84,400
26.—Scientific and other Minor Departments	277,030	145,028	18,620	7,824	448,502	241,300	153,200	18,800	8,800	422,100	−24,000	245,600	148,200	22,900	10,700	427,400	−18,700	+5,300
Total	3,087,381	9,154,319	468,005	196,659	12,906,364	3,127,300	9,327,000	398,400	185,300	13,038,000	−60,300	3,198,300	9,513,200	395,600	184,100	13,291,200	+192,900	+253,200
Miscellaneous Civil Charges—																		
27.—Territorial and Political Pensions	572,846	...	15,749	6,618	595,213	509,800	...	21,200	9,900	540,900	−29,400	504,300	...	12,600	5,900	522,800	−47,500	−18,100
28.—Civil Furlough and Absentee Allowances	2,597	...	215,560	90,580	308,737	8,700	...	214,000	99,500	322,200	+11,000	9,100	...	217,000	100,900	327,000	+15,800	+4,800
29.—Superannuation Allowances and Pensions	88,263	629,444	1,597,940	671,470	2,987,117	85,200	662,500	1,618,000	752,400	3,118,100	+88,800	85,900	673,400	1,630,000	758,000	3,147,300	+118,000	+29,200
30.—Stationery and Printing	60,903	389,419	89,317	37,532	577,171	68,300	387,600	55,000	25,600	536,500	−71,000	67,000	390,600	47,000	21,900	526,500	−81,000	−10,000
31.—Exchange	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	
32.—Miscellaneous	61,065	185,192	32,837	13,798	292,892	131,900	201,300	30,700	14,300	378,200	+38,600	56,500	196,200	32,000	14,900	299,600	−40,000	−78,600
Total	785,674	1,204,055	1,951,403	819,998	4,761,130	803,900	1,251,400	1,938,900	901,700	4,895,900	+38,000	722,800	1,260,200	1,938,600	901,600	4,823,200	−34,700	−72,700
Famine Relief and Insurance—																		
33.—Famine Relief	...	402	...	...	402	...	10,200	...	...	10,200	+9,700	...	20,500	...	...	20,500	+20,000	+10,300
34.—Construction of Protective Railways	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
35.—Construction of Protective Irrigation Works	91,006	...	...	...	91,006	72,700	...	...	...	72,700	...	80,000	...	...	...	80,000	+7,300	+7,300
36.—Reduction of Debt	...	...	...	...	...			...	...		...	...	...	...	...	...	...	...
Total	91,006	402	...	...	91,408	72,700	10,200	...	...	82,900	+9,700	80,000	20,500	...	...	100,500	+27,300	+17,600
Carried over	10,751,810	15,494,531	6,089,459	2,568,848	34,894,648	11,204,300	15,826,400	5,251,000	2,441,700	34,723,400	+140,400	11,057,400	16,170,900	5,012,600	2,330,900	34,571,800	−11,200	−151,600

The "Interest on Debt" is distributed as follows:—

	Accounts, 1887-88. India.	Accounts, 1887-88. England.	Accounts, 1887-88. Exchange.	Accounts, 1887-88. Total.
	Rx.	£	Rx.	Rx.
Interest on Debt (other than that charged to Railways and Irrigation Works) as above	275,441	3,365,222	1,414,099	5,054,762
Under Railway Revenue Account	2,557,786	552,080	331,990	3,441,856
Under Irrigation	1,017,542	...	...	1,017,542
Total	3,850,769	3,917,302	1,746,089	9,414,160

See foot-note to Statement No.

	Revised Estimate, 1888-89. India.	Revised Estimate, 1888-89. England.	Revised Estimate, 1888-89. Exchange.	Revised Estimate, 1888-89. Total.	Budget Estimate, 1889-90. India.	Budget Estimate, 1889-90. England.	Budget Estimate, 1889-90. Exchange.	Budget Estimate, 1889-90. Total.
	Rx.	£	Rx.	Rx.	Rx.	£	Rx.	Rx.
Interest on Debt (other than that charged to Railways and Irrigation Works) as above	364,700	2,662,000	1,237,800	4,264,500	348,200	2,426,500	1,128,300	3,903,000
Under Railway Revenue Account	2,668,800	631,900	293,800	3,594,500	2,759,800	908,700	422,600	4,091,100*
Under Irrigation	1,041,400	...	...	1,041,400	1,065,100	...	...	1,065,100
Total	4,074,900	3,293,900	1,531,600	8,900,400	4,173,100	3,335,200	1,550,900	9,059,200

* Includes 69,300 charged to "Interest chargeable against Companies on advances."

B.—*Statement of the Expenditure chargeable on the Revenues of India, in India and in England*—continued.

HEADS OF EXPENDITURE.	ACCOUNTS, 1887-88. India. Imperial.	ACCOUNTS, 1887-88. India. Provincial and Local.	ACCOUNTS, 1887-88. England.	ACCOUNTS, 1887-88. Exchange.* 1-4'90d.	ACCOUNTS, 1887-88. Total.	REVISED ESTIMATE, 1888-89. India. Imperial.	REVISED ESTIMATE, 1888-89. India. Provincial and Local.
	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.
Brought forward	10,751,810	15,494,531	6,089,459	2,558,848	34,894,648	11,204,300	15,826,400
37.—Construction of Railways (Charged against Revenue in addition to that under Famine Insurance)	...	80,945	...	...	80,945	...	18,000
Railway Revenue Account—							
38.—State Railways: Working Expenses	4,792,939	801,248	...	...	5,594,187	5,214,800	828,600
Interest on Debt	2,120,328	437,458	552,080	231,990	3,341,856	2,211,300	457,500
Annuities in purchase of Railways	...	...	1,683,456	707,405	2,390,861	...	...
Interest chargeable against Companies on Advances	...	...	...	...	...	...	...
Interest on Capital deposited by Companies	378	...	468,936	197,051	666,365	19,400	...
39.—Guaranteed Companies: Surplus Profits, Land and Supervision	714,057	...	...	...	714,057	569,100	...
Interest	25,595	...	2,694,920	1,132,431	3,852,046	7,200	...
40.—Subsidized Companies: Land, &c.	29,011	14,616	...		43,627	14,500	14,500
Advances of Interest	...	...	...	...	...	...	...
41.—Miscellaneous Railway Expenditure	42,598	9,249	...	...	51,847	56,000	19,000
TOTAL	7,724,906	1,262,571	5,399,392	2,268,877	16,655,746	8,092,300	1,319,600
Irrigation—							
42.—Major Works: Working Expenses	326,043	351,564	...	...	677,607	356,300	363,100
Interest on Debt	513,608	503,934	...	...	1,017,542	532,900	508,500
43.—Minor Works and Navigation	292,815	473,649	23	10	766,497	305,900	563,500
TOTAL	1,132,466	1,329,147	23	10	2,461,646	1,195,100	1,435,100
Buildings and Roads—							
44.—Military Works	1,222,763	...	6,546	2,751	1,232,060	1,100,500	...
45.—Civil Works	893,026	3,194,077	92,864	39,022	4,218,989	768,900	3,298,200
TOTAL	2,115,789	3,194,077	99,410	41,773	5,451,049	1,869,400	3,298,200
Army Services—							
46.—Army: Effective	14,243,976	...	1,843,046	774,466	16,861,488	13,958,900	...
Non-Effective	860,932	...	1,897,969	797,545	3,556,446	881,100	...
TOTAL	15,104,908	...	3,741,015	1,572,011	20,417,934	14,840,000	...
Special Defence Works—							
47.—Special Defence Works	371,137	...	59,766	25,114	456,017	450,000	...
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL	37,201,016	21,361,271	15,389,065	6,466,633	80,417,985	37,651,100	21,897,300
Add—Portion of Allotments to Provincial Governments not spent by them in the year		+423,685					
Deduct—Portion of Provincial Expenditure defrayed from Provincial balances		−53,094			+370,591		+238,300 / −35,200
Total Expenditure charged against Revenue		21,731,862			80,788,576		22,100,400

	ACCOUNTS, 1887-88. India.	England.	Exchange (charged against Revenue).	Total.
Expenditure not charged to Revenue—				
Capital Outlay, Railways and Irrigation Works—				
	Rx.	£	Rx.	Rx.
48.—State Railways: Construction	676,725	1,109,027	466,024	2,251,776
49.—Irrigation Works	523,222	6,919	2,907	533,048
TOTAL	1,199,947	1,115,946	468,931	2,784,824
50.—CAPITAL CHARGE INVOLVED IN REDEMPTION OF LIABILITIES	...			

* See foot-note to Statement No. 2, p. 7.

Figures nearest to 100 in columns for Estimate.

ESTIMATE, 1888-89. England.	Exchange* 1-4·38d.	Total.	Increase + Decrease— of Revised, as compared with Budget Estimates, 1888-89.	BUDGET ESTIMATE, 1889-90. India. Imperial.	India. Provincial and Local.	England.	Exchange, 1-4·38d.	Total.	Increase + Decrease — of Budget, 1889-90, as compared with Budget, 1888-89.	Increase + Decrease— of Budget, 1889-90, as compared with Revised Estimates, 1888-89.
£	Rx.	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.
5,251,000	2,441,700	34,723,400	+140,400	11,057,400	16,170,900	5,012,600	2,330,900	34,571,800	−11,200	−151,600
...	...	18,000	−25,800	...	10,200	...	...	10,200	−33,600	−7,800
...	...	6,043,400	+61,200	6,055,200	818,900	...	...	6,874,100	+891,900	+830,700
631,900	293,800	3,594,500	+108,200	2,285,400	474,400	861,400	400,600	4,021,800	+535,500	+427,300
1,688,600	785,200	2,473,800	+75,800	...	...	1,687,800	784,800	2,472,600	+74,600	−1,200
...	...	...	...	...	...	47,300	22,000	69,300	+69,300	+69,300
634,300	294,900	948,600	+17,200	19,400	...	680,400	316,400	1,016,200	+84,800	+67,600
...	...	569,100	+41,600	650,000	...	...	...	650,000	+122,500	+80,900
2,697,800	1,254,500	3,959,500	+85,800	30,100	...	2,327,000	1,082,000	3,439,100	−434,600	−520,400
...	...	29,000	−3,200	73,000	14,500	...	...	87,500	+55,300	+58,500
...	...	...		...	...	...	...	...	...	...
...	...	75,000	+6,700	66,000	16,500	...	...	82,500	+14,200	+7,500
5,652,600	2,628,400	17,692,900	+393,300	9,179,100	1,324,300	5,603,900	2,605,800	18,713,100	+1,413,500	+1,020,200
...	...	719,400	+48,600	322,400	369,500	...	...	691,900	+21,100	−27,500
...	...	1,041,400	−5,300	550,800	514,300	...	...	1,065,100	+18,400	+23,700
400	200	870,000	+5,200	289,600	559,300	6,000	2,800	857,700	−7,100	−12,300
400	200	2,630,800	+48,500	1,162,800	1,443,100	6,000	2,800	2,614,700	+32,400	−16,100
10,000	4,700	1,115,200	−42,100	1,134,000	...	16,000	7,400	1,157,400	+100	[illegible]
100,300	46,600	4,214,000	−221,600	638,100	3,473,600	145,600	67,700	4,325,000	−110,800	[illegible]
110,300	51,300	5,329,200	−263,700	1,772,100	3,473,600	161,600	75,100	5,482,400	−110,500	[illegible]
1,786,700	830,800	16,576,400	+350,700	14,231,900	...	1,947,800	905,700	17,085,400	+859,700	+508,000
1,989,100	924,900	3,795,100	+51,800	875,100	...	2,057,500	956,700	3,889,300	+146,000	+94,[illegible]
3,775,800	1,755,700	20,371,500	+402,500	15,107,000	...	4,005,300	1,862,400	20,974,700	+1,005,700	+603,[illegible]
251,400	116,900	818,300	−303,200	545,000	...	380,800	177,100	1,102,900	−18,600	+284,[illegible]
15,041,500	6,994,200	81,584,100	+392,000	38,823,400	22,422,100	15,170,200	7,054,100	83,469,800	+2,277,700	+1,885,700
					+24,600					
		+203,100			−565,400			−640,800		
		81,787,200			21,781,300			82,829,000		

REVISED ESTIMATE, 1888-89. India.	England.	Exchange.	Total.	BUDGET ESTIMATE, 1889-90. India.	England.	Exchange.	Total.
Rx.	£	Rx.	Rx.	Rx.	£	Rx.	Rx.
310,400	788,000	366,400	1,364,800	1,697,100	1,273,000	591,900	3,562,000
286,800	4,200	2,000	493,000	527,500	...	...	527,500
597,200	792,200	368,400	1,857,800	2,224,600	1,273,000	591,900	4,089,500
...	10,336,000	...	10,336,000	...	...	...	...

* See foot-note to Statement.

C.—*Statement of Receipts and Disbursements other than Revenue and Expenditure of the Government of India, in India and in England.*

Figures nearest to 100 in columns for Estimates.

	Accounts, 1887-88.			Revised Estimate, 1888-89.			Budget Estimate, 1889-90.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	Rx.	Rx.	£	Rx.	Rx.	£	Rx.
Revenue (from Statement A)	78,389,003	261,047	78,650,050	81,106,100	327,200	81,433,300	82,621,600	214,100	82,835,700
Exchange added to Revenue	109,694	...	109,694	152,200	...	152,200	99,600	...	99,600
Extraordinary Receipts	63,690	...	63,690	...	...	...	...	...	...
Total	78,562,387	261,047	78,823,434	81,258,300	327,200	81,585,500	82,721,200	214,100	82,935,300
Permanent Debt incurred—									
Sterling Debt—									
3½ p. c. India Stock	...	...		...	4,030,700		...	...	
3 p. c. Stock	...	...		...	6,921,000		...	3,750,000	
Debenture and Debenture Stock	...	...		...	3,415,000		...	...	
Proposed Loan	...	...		...	...		...	...	
Rupee Debt—									
4 p. c. Rupee Loan	2,000,009	...		4,630,300	...		17,300	...	
Gwalior Loan	3,500,000	...		...	...		...	...	
Stock Notes	5,264	...		2,300	...		...	...	
Miscellaneous	...	...		...	...		...	...	
Proposed Loan	...	...		...	...		2,500,000	...	
Total	5,505,273	...	5,505,273	4,632,600	14,366,700	18,999,300	2,517,300	3,750,000	6,267,300
Net			5,435,799			13,413,500			5,871,400
Unfunded Debt—									
Temporary Loans	...	...		...	...		...	...	
Special Loans	...	...		17,500	...		17,500	...	
Treasury Notes	100	...		...	...		...	...	
Deposits of Service Funds	123,322	...		126,700	...		128,500	...	
Savings Bank Deposits	4,679,185	...		5,387,200	...		4,335,800	...	
Total	4,802,607	...	4,802,607	5,531,400	...	5,531,400	4,481,800	...	
Net			926,491			1,043,700			4,481,800
Deposits and Advances—									
Balances of Provincial Allotments	423,685	...		238,300	...		24,600	...	
Excluded Local Funds	720,734	...		612,400	...		615,200	...	
Political and Railway Funds	309,115	...		3,600	...		7,600	...	
Departmental and Judicial Deposits	14,255,238	...		13,507,400	...		12,937,400	...	
Advances	10,126,503	9,090		9,248,600	5,800		7,147,200	4,600	
Suspense Accounts	83,972	...		58,800	...		24,200	...	
Exchange on Remittance Accounts, net	...	...		...	...		645,100	...	
Miscellaneous	368,642	...		49,700	500		44,700	...	
Total	26,287,889	9,090	26,296,979	23,718,800	6,300	23,725,100	21,446,000	4,600	
Net			4,827	...	...	0	...	...	21,450,600
Carried over	115,158,156	270,137		115,141,100	14,700,200		111,166,300	3,968,700	0

	Accounts, 1887-88.			Revised Estimate, 1888-89.			Budget Estimate, 1889-90.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	Rx.	Rx.	£	Rx.	Rx.	£	Rx.
Expenditure, Imperial and Provincial (from Statement B)	58,562,287	15,389,065	73,951,352	59,548,400	15,041,500	74,589,900	61,245,500	15,170,200	76,415,700
Exchange, charged as Expenditure	6,466,633	...	6,466,633	6,994,200	...	6,994,200	7,054,100	...	7,054,100
Add—Provincial Surpluses, transferred to "Deposits"	423,685	...	423,685	238,300	...	238,300	24,600	...	24,600
Deduct—Provincial Deficits, charged against "Deposits"	—53,094	...	—53,094	35,200	...	35,200	665,400	...	665,400
Total	65,399,511	15,389,065	80,788,576	66,745,700	15,041,500	81,787,200	67,658,800	15,170,200	82,829,000
Expenditure not charged to Revenue—									
Capital outlay on Railways and Irrigation Works	1,199,947	1,115,946		697,200	792,200		2,224,600	1,273,000	
Capital Charge involved in Redemption of Liabilities	...	...		...	10,336,000		...	...	
Add—Exchange on Expenditure not charged to Revenue	468,931	...		368,400	...		591,900	...	
	1,668,878	1,115,946	2,784,824	1,065,600	11,128,200	12,193,800	2,816,500	1,273,000	4,089,500
Permanent Debt discharged—									
Sterling Debt—									
East India Bonds	...	...		...	...		...	...	
India 5 p. c. Stock	...	...		...	...		...	...	
India 4 p. c. Debentures	...	...		...	...		...	...	
India 4 p. c. Stock	...	...		...	3,730,700		...	300,000	
East Indian Railway Debentures	...	...		...	...		...	...	
East Indian Railway Debenture Stock	...	...		...	...		...	...	
Eastern Bengal Railway Debentures	...	...		...	...		...	...	
Do. Debenture Stock	...	...		...	...		...	...	
Rupee Debt—									
5½ p. c. Loans	670	...		...	...		...	...	
5 p. c. Loans	50	...		...	...		...	...	
4½ p. c. Loans	1,540	...		1,490,000	...		...	...	
4 p. c. Loans	66,701	...		...	...		...	...	
Loans under discharge	...	...		216,100	...		84,400	...	
Provincial Debentures	...	...		1,400	...		1,500	...	
Stock Notes	513	...		147,600	...		10,000	...	
Miscellaneous	...	...		...	...		...	...	
Total	69,474		69,474	1,855,100	3,730,700	5,585,800	95,900	300,000	395,900
Net			0			0			0
Unfunded Debt—									
Temporary Loans	...	...		...	...		...	...	
Special Loans	524	...		200	...		200	...	
Treasury Notes	...	...		...	...		...	...	
Deposits of Service Funds	81,122	...		81,600	...		80,600	...	
Savings Bank Deposits	3,794,470	...		4,405,900	...		3,771,300	...	
Total	3,876,116	...	3,876,116	4,487,700	...	4,487,700	3,852,100	...	
Net			0			0			3,852,100
Deposits and Advances—									
Balances of Provincial Allotments	53,094	...		35,200	...		665,400	...	
Excluded Local Funds	708,969	...		607,800	...		637,000	...	
Political and Railway Funds	262,387	...		100,700	...		20,000	...	
Departmental and Judicial Deposits	14,188,352	...		13,508,800	...		12,901,700	...	
Advances	10,322,203	8,439		9,286,800	5,500		7,173,400	7,300	
Suspense Accounts	212,169	...		17,200	...		18,600	...	
Exchange on Remittance Accounts net	489,482	...		499,000	...		...	...	
Miscellaneous	45,035	2,022		403,500	...		46,900	...	
Total	26,281,691	10,461	26,292,152	24,459,000	5,500	24,464,500	21,463,000	7,300	21,470,300
Net			0			739,400			19,700
Carried over	97,295,670	16,515,472		98,613,100	29,905,900		95,886,300	16,750,500	

C.—*Statement of Receipts and Disbursements other than Revenue and Expenditure of the Govt. of India, in India and in England*—continued.

Figures nearest to 100 in columns for Estimates.

	Accounts, 1887-88.			Revised Estimate, 1888-89.			Budget Estimate, 1889-90.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	Rx.	Rx.	£	Rx.	Rx.	£	Rx.
Brought forward	115,158,156	270,137		115,141,100	14,700,200		111,166,300	3,968,700	
Loans to Municipalities, Native States, &c.	271,197	...	271,197	183,700	...	183,700	136,100	...	136,100
Net			0			0			0
Capital Receipts from Railway Companies—									
On account of Subscribed Capital	594	5,564,153		...	2,536,300		...	515,000	
Repayments	1,388,007	29,715		1,377,800	8,800		1,236,100	...	
Total	1,388,601	5,593,868	6,982,469	1,377,800	2,545,100	3,922,900	1,236,100	515,000	1,751,100
Net			0			0			0
Remittances—									
Inland Money Orders	11,665,664	...		12,635,000	...		13,942,500	...	
Other Local Remittances (net)	...	...		...	...		...	...	
Other Departmental Accounts	274,527	...		500,100	...		483,900	...	
Net Receipts by Civil Treasuries from—									
Post Office	921,993	...		1,138,000	...		794,300	...	
Guaranteed Railways	3,272,499	...		3,724,200	...		3,637,200	...	
Net Receipts from Civil Treasuries by—									
Telegraph	77,388	...		32,900	...		43,500	...	
Marine	299,263	...		270,600	...		268,900	...	
Military	13,682,427	...		13,477,800	...		13,803,600	...	
Public Works	3,934,992	...		3,421,900	...		2,382,000	...	
Remittance Account between England and India	1,192,092	205,994		1,303,000	151,300		1,169,600	126,100	
Total	35,320,845	205,994	35,526,839	36,503,500	151,300	36,654,800	36,525,500	126,100	36,651,600
Net			0			314,500			43,800
Secretary of State's Bills drawn	...	15,358,577	15,358,577	...	14,310,100	14,310,100	...	14,689,900	14,689,900
Total Receipts	152,138,799	21,428,576		153,206,100	31,706,700		149,064,000	19,299,700	
Opening Balance	13,195,785	5,280,829		13,883,701	5,900,697		12,900,001	3,849,797	
GRAND TOTAL	165,334,584	26,709,405		167,089,801	37,607,397		161,964,001	23,149,497	

	Accounts, 1887-88.			Revised Estimate, 1888-89.			Budget Estimate, 1889-90.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	Rx.	Rx.	£	Rx.	Rx.	£	Rx.
Brought forward	97,295,670	16,515,472		98,613,100	29,905,900		95,886,300	16,750,500	
Loans to Municipalities, Native States, &c.	668,141	...	668,141	694,600	...	694,600	963,800	...	963,800
Net			396,944			510,900			827,700
Payments to Railway Companies on Capital Account—									
For discharge of Debenture	...	426,000		...	200		...	913,700	
For Expenditure	4,420,287	2,710,309		4,723,600	2,549,800		2,457,500	2,143,000	
Total	4,420,287	3,136,309	7,556,596	4,723,600	2,550,000	7,273,600	2,457,500	3,056,700	5,514,200
Net			574,127			3,350,700			3,763,100
Remittances—									
Inland Money Orders	11,660,656	...		12,635,000	...		13,942,500	...	
Other Local Remittances	20,947	...		...	...		...	...	
Other Departmental Accounts	267,640	...		500,400	...		482,900	...	
Net Payments into Civil Treasuries by—									
Post Office	928,788	...		1,138,000	...		794,300	...	
Guaranteed Railways	3,272,499	...		3,724,200	...		3,637,200	...	
Net Issues from Civil Treasuries to—									
Telegraph	77,271	...		32,900	...		43,500	...	
Marine	304,532	...		270,600	...		268,900	...	
Military	13,745,552	...		13,477,800	...		13,803,600	...	
Public Works	3,905,236	...		3,098,900	...		2,382,000	...	
Remittance Account between England and India	201,124	1,156,927		160,800	1,301,700		57,300	1,195,600	
Total	34,384,245	1,156,927	35,541,172	35,038,600	1,301,700	36,340,300	35,412,200	1,195,600	36,607,800
Net			14,333			0			
Secretary of State's Bills paid	14,682,540	...	14,682,540	15,119,900	...	15,119,900	14,690,900	...	14,690,900
Total Disbursements	151,450,883	20,808,708		154,189,800	33,757,600		149,410,700	21,002,800	
Closing Balance	13,883,701	5,900,697		12,900,001	3,849,797		12,553,301	2,146,697	
GRAND TOTAL	165,334,584	26,709,405		167,089,801	37,607,397		161,964,001	23,149,497	

FORT WILLIAM,
DEPT. OF FINANCE AND COMMERCE;
The 27th March 1889.

E. W. KELLNER,
Deputy Comptroller General.

E. GAY,
Comptroller General.

E. J. SINKINSON,
Offg. Secretary to the Government of India.

D.—*Account of Provincial and Local Savings charged to Revenue, and held at the disposal of Provincial Governments under their Provincial contracts.*

Provincial and Local Balances.

NOTE.—These balances do not include the Balances of Deposits and Advances upon Local Fund Accounts.

	India.	Central Provinces.	Burmah.	Assam.	Bengal.	N.-W. P. & Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Accounts, 1887-88.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Balance at end of 1886-87(a)	11,853	261,730	114,591	72,129	417,541	449,987	356,517	968,931	765,479	3,418,758
Added in 1887-88	691	10,226	85,596	6,494	135,493	...	20,100	148,531	16,554	423,685
Spent in 1887-88	...	...	...	...	...	53,094	...	...	...	53,094
Balance at end of 1887-88	12,544	271,956	200,187	78,623	553,034	396,893	376,617	1,117,462	782,033	3,789,349
Revised Estimate, 1888-89.										
Balance at end of 1887-88 (by Accounts).	12,544	271,956	200,187	78,623	553,034	396,893	376,617	1,117,462	782,033	3,789,349
Added in 1888-89	...	2,700	(b)9,100	35,000	...	41,300	20,300	95,400	34,500	238,300
Spent in 1888-89	400	...	(c)9,500	...	25,300	...	...	...	...	35,200
Balance at end of 1888-89	12,144	274,656	199,787	113,623	527,734	438,193	396,917	1,212,862	816,533	3,992,449
Budget Estimate, 1889-90.										
Balance at end of 1888-89 (by Revised Estimate).	12,144	274,656	199,787	113,623	527,734	438,193	396,917	1,212,862	816,533	3,992,449
Added in 1889-90	...	...	(b) 3,400	...	...	21,200	...	...	...	24,600
Spent in 1889-90	900	141,200	(c) 46,000	24,500	39,100	...	64,300	139,500	209,900	665,400
Balance at end of 1889-90	11,244	133,456	157,187	89,123	488,634	459,893	332,617	1,073,362	606,633	3,351,649

(a) See Appropriation Report, Abstract D.
(b) Upper Burma.
(c) Lower Burma.

E. W. KELLNER,
Deputy Comptroller General.

E. GAY,
Comptroller General.

E. J. SINKINSON,
Offg. Secretary to the Government of India.

FORT WILLIAM,
DEPT. OF FINANCE AND COMMERCE;
The 27th March 1889.

E.—*Statement of Net Revenue and Expenditure—England and India.*

Figures to nearest 100

Net Revenue.

ACCOUNTS, 1887-88.

	Gross Revenue.	Refunds and Drawbacks.	Total after deducting Refunds and Drawbacks.	Charges in respect of Collection.	Net Revenue.
	Rx.	Rx.	Rx.	Rx.	Rx.
Land Revenue	23,189,292	47,997	23,141,295	3,486,685	19,652,610
Opium	8,515,462	129	8,515,333	2,424,575	6,090,758
Salt	6,679,728	34,461	6,636,267	410,704	6,225,563
Stamps	3,870,298	44,302	3,831,996	103,414	3,668,582
Excise	4,534,655	33,553	4,501,102	127,078	4,374,024
Provincial Rates	3,035,323	7,970	3,027,353	62,138	2,965,215
Customs	1,348,837	32,076	1,316,761	134,891	1,181,870
Assessed Taxes	1,431,436	19,949	1,411,487	28,679	1,382,808
Forest	1,124,125	2,451	1,121,674	719,794	401,880
Registration	311,253	1,094	310,159	187,260	122,899
Tributes from Native States	743,597	...	743,597	...	743,597
	54,781,006	223,982	54,557,024	7,745,218	46,811,806
DEDUCT—Assignments and Compensations	...	...	...	...	1,468,963
TOTAL NET REVENUE					45,342,843

BUDGET ESTIMATE, 1889-90.

	Gross Revenue.	Refunds and Drawbacks.	Total after deducting Refunds and Drawbacks.	Charges in respect of Collection.	Net Revenue.
	Rx.	Rx.	Rx.	Rx.	Rx.
Land Revenue	23,391,700	37,200	23,354,500	3,629,100	19,725,400
Opium	8,260,000	200	8,259,800	2,364,300	5,895,500
Salt	8,029,900	31,400	7,998,000	402,000	7,536,000
Stamps	3,959,500	45,600	3,913,900	134,300	3,779,600
Excise	4,727,300	27,200	4,700,100	154,200	4,545,900
Provincial Rates	3,258,000	8,000	3,250,000	60,500	3,189,500
Customs	1,418,400	49,400	1,369,000	138,300	1,230,700
Assessed Taxes	1,515,300	16,200	1,499,100	28,800	1,470,300
Forest	1,269,600	4,300	1,265,300	801,300	464,000
Registration	331,100	1,100	330,000	194,700	135,300
Tributes from Native States	783,000	...	783,000	...	783,000
	56,943,800	221,100	56,722,700	7,967,500	48,755,200
DEDUCT—Assignments and Compensations					1,541,400
TOTAL NET REVENUE					47,213,800

Net Expenditure.

ACCOUNTS, 1887-88.

	Gross Expenditure.	Receipts.	Net Expenditure.
	Rx.	Rx.	Rx.
Interest	5,441,754	746,555	4,695,199
Post Office, Telegraph, & Mint	2,255,829	2,229,546	26,283
Civil Departments	12,906,364	1,495,742	11,410,622
Miscellaneous Civil Charges	4,761,139	1,606,108	3,155,022
Famine Relief and Insurance	91,408	...	91,408
Construction of Rys. (charged against Reve. in addition to that under Famine Insurance)	80,945	...	80,945
Railways Revenue Account	16,655,746	14,533,360	2,122,386
Irrigation	2,461,646	1,714,274	747,372
Buildings and Roads	5,451,049	592,338	4,858,711
Army Services	20,417,934	1,060,815	19,357,119
Special Defence Works	456,017	...	456,017
	70,979,822	23,978,738	47,001,084
Provincial and Local Surpluses and Deficits	+423,685 —53,094	...	+370,591
TOTAL NET EXPENDITURE	...	...	47,371,675
Surplus (+) or Deficit (—)	...	...	—2,028,832
			45,342,843

BUDGET ESTIMATE, 1889-90.

	Gross Expenditure.	Receipts.	Net Expenditure.
	Rx.	Rx.	Rx.
Interest	4,358,600	734,200	3,624,400
Post Office, Telegraph, & Mint	2,268,300	2,328,700	—60,400
Civil Departments	13,291,200	1,464,200	11,827,000
Miscellaneous Civil Charges	4,823,200	1,340,300	3,482,900
Famine Relief and Insurance	100,500	...	100,500
Construction of Rys. (charged against Reve. in addition to that under Famine Insurance)	10,200	...	10,200
Railways Revenue Account	18,713,100	16,686,500	2,026,600
Irrigation	2,614,700	1,889,300	725,400
Buildings and Roads	5,482,400	603,700	4,878,700
Army Services	20,974,700	944,600	20,030,100
Special Defence Works	1,102,900	...	1,102,900
	73,739,800	25,991,500	47,748,300
Provincial and Local Surpluses and Deficits	+24,600 —665,400	...	—640,800
TOTAL NET EXPENDITURE			47,107,500
Surplus (+) or Deficit (—)			+106,300
			47,213,800

E. W. KELLNER,
Deputy Comptroller General.

E. GAY,
Comptroller General.

E. J. SINKINSON,
Offg. Secretary to the Government of India.

FORT WILLIAM,
DEPT. OF FINANCE AND COMMERCE;
The 27th March 1889.

TABLE I.—*Miscellaneous.*

	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89, Revised Estimate.	1889-90, Budget.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Recorded Receipts compared with the recorded Expenditure, excluding Capital Expenditure on Public Works not charged against Revenue							
Ordinary Revenue	1,387,496	149,735	.....	178,427	.....	.....	106,900
Suspense	.....	.....	2,801,796	.....	2,029,832	201,700	...
Deficit	3,992,029	5,399,898	5,276,364	5,670,494	2,744,924	1,857,800	4,089,500
Capital Expenditure on Public Works not charged against Revenue	3,062,963	1,493,924	3,684,979	9,727,538	5,435,799	13,413,500	5,854,100
Net Public Debt incurred	2,219,361	901,966	7,735,903	9,042,165	4,861,673	10,082,800	2,031,100
Net Public Debt incurred, including Capital transactions with	89,176,000	89,355,000	88,841,000	89,470,000	90,544,000		
Guaranteed Railway and other Companies	69,279,600	55,703,000	55,661,000	61,777,000	65,005,000		
Value of commodities exported, excluding Gold and Silver							
Ditto imported, ditto ditto							
Excess of Exports over Imports, excluding Gold and Silver	37,997,000	27,552,000	23,225,000	26,693,000	25,539,000	31,369,000	31,800,000
Net Imports of Gold	5,483,000	4,672,000	2,763,000	2,177,000	2,992,000	4,931,000	4,931,000
Ditto of Silver	6,405,000	7,248,000	11,667,000	7,156,000	9,229,000	7,490,000	5,379,000
Total Net Imports of Gold and Silver	11,868,000	11,918,000	14,370,000	9,333,000	12,221,000	12,411,000	10,223,000
Excess of Exports over Imports, including Gold and Silver	21,029,000	15,634,000	13,855,000	17,360,000	13,318,000	18,978,000	21,577,000
Grand Total value of Imports and Exports of all Kinds	157,344,000	154,917,000	156,125,000	163,021,000	170,973,000	160,076,000	163,450,001
Secretary of State's Bills sold (Rupees)	21,62,15,462	17,10,22,119	13,62,53,689	16,70,48,279	21,81,24,000	18,56,56,593	22,21,09,350
Sterling Equivalent received	17,59,905	13,73,969	11,73,969	12,61,969	15,358,578*	15,120,521	18,412,429 (c)
Silver coined at the Indian Mints	6,663,400	7,794,130	10,295,568	1,618,537	10,741,368	6,698,457	2,186,275
Minimum rate of Exchange on London	51 1/16 (May and June)	51 (Feb.)	50 5/8 (May)	47 7/8 (Jan.)	45 7/8 (Dec.)	52 7/8 (June)	62 1/4
Maximum price of a sovereign in Calcutta		49 3/4 (Feb.)	46 7/16 (Jan.)	43 (Aug.)	43 (March)	50 (Dec.)	50 7/8 (July)
Minimum ditto							12 6-4
Average exchange upon Secy. of State's Bills sold per rupee	1s. 7·5362d.	1s. 7·3082d.	1s. 6·2542d.	1s. 5·4463d.	1s. 4·8984d.	1s. 7·8262d.	
Fixed rate of exchange for the adjustment of transactions between the Indian and Imperial Treasuries	1s. 7¼d.	1s. 7¼d.	1s. 7¼d.	1s. 6¼d.	1s. 6d.	1s. 8d.	
Maximum rate of discount on loans on demand at the Bank of Bengal, Calcutta	9 (March)	11 (April & May)	9 (May)	6 (June to Jan.)	9 (April & May)	9 (Feb.)	10 (Apl.)
Minimum ditto ditto	5	3 (Nov. & Dec.)	4 (From 4 to 5 Jan.)	5 (Nov. Dec. & Jan.)	3 (Oct. to Aug.)	3 (Oct. to Jan.)	4 (Sep.)
Maximum rate of discount at the Bank of England	4	6 (Nov., Dec. & Jan.)	2 (May to Nov.)	4 (Nov. Dec. & Jan.)	4 (Sep. to Jan.)	4 (Sep. to Jan.)	5 (sep.)
Minimum ditto ditto	3	2 (June to Sept.)		2	2 (Apl. to Aug.)	2 (April & May)	3 (March)
Maximum money balances of the three Presidency Banks	5,556,700 (Aug.)	5,731,200 (Nov.)	6,486,800 (Dec.)	4,594,600 (June)	2,585,900 (Feb. & Mar.)	4,395,500 (June)	6,712,800 (Oct.)
Minimum ditto ditto	3,167,100 (Jan.)	2,991,900 (May)	3,038,800 (May)	3,396,500 (Sept.)	2,861,500 (Dec.)	2,791,900 (Nov.)	3,424,300 (Apl).
Maximum price in Calcutta of Govt. Four per cent. Rupee Securities	9 (March)	101-1 (Apl.)	99·14 (July)	99—3 (Sept.)	100 (Oct.)	101—1 (Sept.)	102-4 (Feb.)
Minimum ditto ditto	5	94-8 (Feb.)	91·12 (May)	96—0 (Feb.)	96—4 (Apl.)	96—6 (Jan.)	99 (Oct.)
Maximum amount outstanding on London Register of Rupee Securities refaced for Interest Drafts	21,405,500 (May)	21,008,000 (May)	20,502,400 (Apl.)	19,710,300 (Oct.)	20,816,000 (March)	20,900,600 (April)	21,420,700 (Feb.)
Minimum ditto ditto	20,628,200 (Aug.)	20,694,400 (Feb.)	19,179,300 (Apl.)	18,056,200 (Mar.)	18,919,500 (Oct.)	21,875,500 (Oct.)	21,069,000 (Aug.)
Maximum price in London of 4 per cent. Securities (in Gold)	81¼	82¼ (May)	79¼ (July)	75¼ (Sept.)	70¼ (Sept.)	68¼ (May)	85-4 (May).
Minimum ditto ditto	77¼	74 (March)	71¼ (Jan.)	66¼ (Aug.)	67 (April)	64¼ (Dec.)	75¼ (Dec.)
Maximum price in London of India Four per cent. Sterling Bonds	103¼ (Jan.)	104¼ (Aug.)	108¼ (Feb.)	108 (Aug.)	104 (May)	101¼ (Aug.)	105 (Jan.)
Minimum ditto ditto	101¼ (Sept.)	98 (March)	97¼ (April)	100¼ (Mar.)	100 (Nov.)	96¼ (Sept.)	102¼ (Oct.)
Maximum Government Paper Currency outstanding	14,517,800 (Nov.)	15,762,700 (Nov.)	15,112,200 (Oct.)	14,675,300 (Nov.)	18,610,300 (Nov.)	18,055,300 (July)	16,412,300 (Dec.)
Minimum ditto ditto	12,023,300 (Feb.)	12,345,500 (Apl.)	13,017,900 (April)	13,779,400 (Apl.)	13,479,600 (Apl.)	14,796,000 (Feb.)	13,884,700 (Apl.)
Number of Savings Banks	555	5,859	6,128	6,183			346
Number of Depositors in Savings Banks	205,951	243,057	263,128	332,176			109,340
Amount deposited in Savings Banks	4,008,950	4,667,0 3	5,081,185	6,676,471			3,615,405
Average of each deposit	19	19	19	20			33
Net addition to deposits	386,836	661,152	394,101	714,066	+880,333		345,758

Includes £300,000 Hong-Kong Bills.

* Includes £300,000 Hong-Kong Bills.

APPENDIX.

Commercial and Financial Statistics.

Table II.—*Sea-borne Trade for the year.*

(Principal articles arranged in order of their declared value)

No.	Exports.		1883-84.	1884-85.	1885-86.	1886-87.	1887-88.
1	Cotton—						
	Raw—						
	Quantity	Cwt.	5,979,494	5,066,057	4,189,718	5,432,648	5,371,542
	Value	Rx.	11,383,728	13,286,307	10,777,264	12,468,420	14,412,842
	Average declared value per lb.— Annas		As. 3 5	As. 3 9	As. 3 8	As. 3 6	As. 3 10
	Average declared value per lb.— Pence, at average exchange		4·17	4·53	4·18	3·81	4·05
	Twist and yarn—						
	Quantity	Lbs.	49,876,666	65,897,183	78,241,771	91,804,244	113,451,375
	Value	Rx.	1,926,162	2,441,101	2,755,252	3,336,861	4,077,380
	Average declared value per lb.	Annas	As. 6 2	As. 5 11	As. 5 8	As. 5 10	As. 5 9
	Other manufactures—Value	Rx.	927,008	896,920	880,258	945,614	1,150,542
	Average declared value per yard— Grey or unbleached	Annas	As. 1 9	As. 1 ·9	As. 1 9	As. 1 10	As. 1 10
	Average declared value per yard— Coloured, printed or dyed	,,	As. 4 7	As. 4 10	As. 3 9	As. 4 7	As. 4 5
	Percentage of manufactures on whole value exported		16·55	20·08	25·22	24·13	26·62
2	Opium—						
	Quantity	Chests	91,963	86,578	87,956	95,839	90,096
	Value	Rx.	11,294,460	10,882,666	10,735,518	11,077,669	10,067,764
	Average declared value per chest in Rupees		1,228	1,257	1,221	1,1 6	1,117
3	Seeds—						
	Quantity	Cwt.	17,355,588	18,250,088	17,280,147	15,866,604	16,060,400
	Value	Rx.	10,083,758	10,745,203	9,948,350	9,198,560	9,385,024
	Average declared value of linseed per cwt— Rupees		5 5 10	5 9 10	5 13 1	5 15 9	5 13 8
	Average declared value of linseed per cwt— Shillings, at average exchange		8·73	9·03	8·85	8·70	8·24
4	Rice and paddy—						
	Quantity	Cwt.	27,039,859	22,051,532	28,222,595	26,879,272	28,534,057
	Value	Rx.	8,362,080	7,192,198	9,247,126	8,836,827	9,291,086
	Average declared value of husked rice per cwt.— Rupees		3 1 8	3 4 6	3 4 9	3 5 0	3 4 5
	Average declared value of husked rice per cwt.— Shillings, at average exchange		5·05	5·28	5·01	4·81	4·61
5	Jute—						
	Raw and manufactured—Value	Rx	5,926,780	6,205,238	5,486,171	6,021,672	7,786,739
	Average declared value of raw jute per cwt.— Rupees		6 8 8	5 9 1	5 9 6	5 13 10	6 4 3
	Average declared value of raw jute per cwt.— Shillings, at average exchange		10·65	8·06	8·50	8·52	8·82
	Percentage of manufactures on whole value exported		22·51	24·88	20·61	19·13	22·43
6	Wheat—						
	Quantity	Cwt.	20,956,405	15,830,754	21,660,519	22,263,320	13,538,169
	Value	Rx.	8,877,501	6,309,140	8,002,350	8,625,864	5,562,373
	Average declared value per cwt.— Rupees		4 3 9	3 15 9	3 12 9	3 14 0	4 1 9
	Average declared value per cwt.— Shillings, at average exchange		6·89	6·41	5·78	5·63	5·79
7	Tea—						
	Quantity	Lbs.	59,911,703	64,162,055	68,784,249	78,702,857	87,514,505
	Value	Rx.	4,083,880	4,044,759	4,306,133	4,727,992	5,174,440
	Average declared value per lb.— Annas		As. 10 11	As. 10 1	As. 10 0	As. 9 7	As. 9 6
	Average declared value per lb.— Shillings, at average exchange		1·11	1·01	·95	·87	·84
8	Hides and skins—						
	Quantity	No.	28,153,063	29,164,677	32,376,309	31,860,787	30,914,151
	Value	Rx.	4,663,736	4,934,340	5,334,602	5,149,218	4,852,382
	Percentage of dressed or manufactured on whole value		46·99	42·07	43·91	45·40	52·07
9	Indigo—						
	Quantity	Cwt.	168,590	154,620	132,495	138,396	139,644
	Value	Rx.	4,640,991	4,068,900	3,783,160	3,691,677	3,890,649
	Average declared value per cwt.— Rupees		275 4 6	203 2 3	285 8 6	266 11 11	278 9 9
	Average declared value per cwt.— Sterling, at average exchange	Rx.	22·40	21·17	21·72	19·38	19·62
10	Coffee—						
	Quantity	Cwt.	340,025	328,317	371,027	370,458	273,775
	Value	Rx.	1,438,863	1,245,506	1,348,395	1,502,251	1,529,680
	Average declared value per cwt.— Rupees		42 5 1	37 15 0	36 5 6	40 8 10	55 14 0
	Average declared value per cwt.— Shillings, at average exchange		68·87	61·05	55·28	58·94	78·68
11	Wool—						
	Raw and manufactured—Value	Rx.	876,541	831,919	953,069	985,484	1,086,404
	Average declared value of raw wool per lb.— Annas		As. 6 0	As. 6 0	As. 6 0	As. 6 2	As. 6 6
	Average declared value of raw wool per lb.— Pence, at average exchange		7·32	7·24	6·85	6·72	6·86
12	Silk—						
	Raw and manufactured—Value	Rx.	913,345	792,354	661,835	802,443	860,107
	Average declared value of raw silk per lb.— Rupees		3 14 8	2 15 4	2 4 11	3 0 11	2 15 4
	Average declared value of raw silk per lb.— Shillings, at average exchange		6·37	4·76	3·51	4·44	4·17
13	Lac—						
	Value	Rx.	556,739	599,399	588,286	520,169	501,888
14	Oils—						
	Value	Rx	495,977	534,011	395,563	458,812	471,055
15	Sugar—						
	Value	Rx.	943,218	546,069	525,412	504,803	465,829
16	Teak wood—						
	Quantity	Cubic Tons.	46,471	47,556	50,075	23,916	40,446
	Value	Rx.	525,447	532,120	550,515	223,154	367,274
	Average declared value per cubic ton— Rupees		113 1 1	111 14 4	109 15 0	93 3 1	90 12 11
	Average declared value per cubic ton— Sterling, at average exchange	Rx.	9·20	9·0	8·3	6·77	6·39
17	Saltpetre—						
	Quantity	Cwt.	491,668	451,917	402,174	397,572	386,396
	Value	Rx.	404,410	425,000	370,260	376,091	364,016
	Average declared value per cwt. Rupees		9 7 2	9 6 6	9 3 3	9 7 4	9 6 9
	Average declared value per cwt. Shillings, at average exchange		15·38	15·14	14·0	13·75	13·27

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE II.—*Sea-borne Trade for the year*—continued.

No.	IMPORTS.		1883-84.	1884-85.	1885-86.	1886-87.	1887-88.
1	COTTON—						
	Twist and yarn—						
	Quantity	Lbs.	45,379,516	45,801,397	45,916,126	49,014,194	51,543,277
	Value	Rx.	3,465,968	3,360,540	*3,172,178	3,318,404	3,582,033
	Average declared value per lb. — Annas		12·22	11·74	11·05	10·83	11·12
	Average declared value per lb. — Pence, at average exchange		1s. 2·92*d.*	1s. 2·17*d.*	1s. 0·60*d.*	0s. 11·80*d*	0s. 11·74*d.*
	Other manufactures—						
	Value	Rx.	21,651,392	21,207,106	21,124,848	25,853,827	23,930,241
	TOTAL COTTON GOODS—Gross imports	Rx.	25,117,360	24,567,646	24,297,026	29,172,231	27,512,274
	Re-exports—						
	Twist and yarn—						
	Quantity	Lbs.	1,344,396	958,419	1,082,610	1,319,248	1,058,963
	Value	Rx.	86,857	65,516	66,303	81,146	69,345
	Other manufactures—						
	Value	Rx.	1,399,010	1,183,088	1,368,715	1,490,700	1,648,312
	Total Re-exports	Rx.	1,485,867	1,248,604	1,435,018	1,571,846	1,717,657
	TOTAL COTTON GOODS—Net imports	Rx.	23,631,493	23,319,042	22,862,008	27,600,385	25,794,617
2	METALS	Value Rx.	5,380,181	4,978,577	4,986,307	4,845,736	5,575,392
3	RAILWAY PLANT AND ROLLING-STOCK	,, ,,	2,870,942	2,830,082	4,317,565	3,327,832	3,826,264
4	SILK (raw and manufactured)	,, ,,	2,170,923	2,020,917	1,830,960	2,177,111	2,918,139
5	SUGAR	,, ,,	1,148,370	2,140,838	1,458,097	2,080,540	2,113,617
6	MACHINERY AND MILLWORK	,, ,,	1,839,816	1,570,824	1,057,833	1,429,764	1,860,583
7	WOOLLEN MANUFACTURES	,, ,,	1,372,403	1,326,669	1,46[illegible],023	1,660,905	1,823,358
8	COAL (excluding coke and patent fuel)						
	Quantity	Tons	681,244	713,972	770,517	740,155	821,626
	Value	Rx.	1,104,788	1,199,739	1,249,710	1,258,793	1,599,593
	Average declared value per ton — Rupees		16·22	16·80	16·22	17·01	19·47
	Average declared value per ton — Shillings, at average exchange		26·40	27·03	24·67	24·72	27·42
9	LIQUORS	Value Rx.	1,554,819	1,360,280	1,387,143	1,474,643	1,506,667
10	PROVISIONS	,, ,,	1,033,932	1,103,321	1,101,881	1,179,474	1,504,436
11	OILS	,, ,,	654,228	1,229,497	961,130	1,408,430	1,486,791
12	APPAREL	,, ,,	909,084	890,923	956,097	1,001,848	1,156,182
13	SPICES	,, ,,	557,109	602,165	718,678	663,845	931,518
14	SALT—						
	Quantity	Tons.	383,090	412,839	363,088	416,592	423,897
	Value	Rx.	623,011	649,233	596,048	768,987	795,521
	Average declared value per ton — Rupees		16·26	15·73	16·42	18·46	18·77
	Average declared value per ton — Shillings, at average exchange		26·46	25·31	24·97	26·83	26·43

TABLE III.—*Sea-borne Trade for the first eleven months of the year.*
(*Principal articles arranged in order of their declared value.*)

	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Value of commodities Exported, excluding gold and silver	74,457,959	74,380,930	79,157,402	81,366,106	86,428,508
Value of commodities Imported, excluding gold and silver	50,852,346	50,404,672	56,029,666	58,544,193	63,380,833
EXCESS EXPORTS	23,605,613	23,976,258	23,127,736	22,821,913	23,047,675
Net Imports of silver	6,441,677	10,180,734	6,158,858	8,061,245	7,049,572
Net Imports of gold	4,596,926	2,369,208	1,730,585	2,951,713	2,300,909
TOTAL NET IMPORTS OF GOLD AND SILVER	11,038,603	12,549,942	7,889,443	11,012,958	9,350,481
GRAND TOTAL IMPORTS AND EXPORTS OF ALL KINDS	140,001,659	139,521,800	146,442,972	153,822,459	162,416,638

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE III.—*Sea-borne Trade for the first eleven months of the year*—continued.

No.	EXPORTS.		Eleven months, 1st April to the end of February. 1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
1	COTTON, RAW — Quantity	Cwt.	4,503,678	3,387,909	4,536,417	4,657,287	4,343,527
	COTTON, RAW — Value	Rx.	11,012,642	8,786,171	11,226,193	12,332,010	12,214,412
	COTTON, RAW — Average value per lb.	R	0-3-9	0-3-8	0-3-6	0-3-9	0-4-0
	,, MANUFACTURES—						
	TWIST AND YARN — Quantity	Lbs.	61,006,927	69,489,658	82,676,694	103,729,341	115,742,933
	TWIST AND YARN — Value	Rx.	2,260,719	2,445,421	3,018,559	3,717,994	4,670,185
	TWIST AND YARN — Average value per lb.	R	0-5-11	0-5-8	0-5-10	0-5-9	0-6-5
	Other manufactures—value	Rx.	791,859	805,155	865,600	1,043,887	1,089,361
	TOTAL COTTON (RAW AND MANUFACTURED)	Rx.	14,865,220	12,036,747	15,110,352	17,093,891	17,973,958
2	JUTE (raw and manufactured)—Value	Rx.	5,889,800	5,016,489	5,430,353	7,259,139	9,722,433
3	OPIUM — Quantity	Chests.	79,247	80,382	88,070	82,613	79,110
	OPIUM — Value	Rx.	9,977,646	9,822,278	10,191,881	9,232,336	9,460,587
	OPIUM — Average value per chest	R	1,259-0-11	1,221-15-2	1,157-4-0	1,117-8-8	1,195-14-0
4	SEEDS — Quantity	Cwt.	16,239,624	15,760,875	14,849,048	15,077,692	14,605,680
	SEEDS — Value	Rx.	9,543,640	9,029,893	8,590,881	8,789,736	8,958,440
	SEEDS — Average value per cwt,	R	5-14-0	5-11-8	5-12-7	5-13-3	6-2-2
5	WHEAT — Quantity	Cwt.	14,263,914	20,216,118	21,659,241	13,031,489	16,829,114
	WHEAT — Value	Rx.	5,721,098	7,685,[illegible]63	8,373,563	5,348,318	7,166,562
	WHEAT — Average value per cwt.	R	4-0-2	3-12-10	3-13-10	4-1-9	4-4-2
6	RICE AND PADDY — Quantity	Cwt.	16,630,191	21,408,823	20,587,925	22,411,006	17,555,987
	RICE AND PADDY — Value	Rx.	5,637,598	7,133,649	6,968,866	7,409,021	6,102,539
	RICE AND PADDY — Average value per cwt.	R	3-6-3	3-5-4	3-6-2	3-4-11	3-7-7
7	TEA — Quantity	Lbs.	62,413,413	67,827,916	77,543,424	86,831,319	95,824,272
	TEA — Value	Rx.	3,934,628	4,245,219	4,665,307	5,137,612	5,209,613
	TEA — Average value per lb.	R	0-10-1	0-10-0	0-9-8	0-9-6	0-8-8
8	HIDES AND SKINS — Quantity	Cwt.	870,298	963,103	875,558	770,128	757,884
	HIDES AND SKINS — Value	Rx.	4,279,517	4,659,631	4,561,806	4,291,598	4,273,511
	HIDES AND SKINS — Average value per cwt.	R	49-2-9	48-6-1	52-1-8	55-11-7	56-6-2
9	INDIGO — Quantity	Cwt.	144,722	126,044	128,902	129,018	133,121
	INDIGO — Value	Rx.	3,835,117	3,629,759	3,472,657	3,638,526	3,740,370
	INDIGO — Average value per cwt.	R	265-0-0	287-15-7	269-6-5	282-0-3	280-15-7
10	COFFEE — Quantity	Cwt.	257,116	273,609	294,071	210,142	285,497
	COFFEE — Value	Rx.	951,191	975,846	1,125,480	1,183,220	1,433,281
	COFFEE — Average value per cwt.	R	36-15-11	35-10-8	38-4-4	56-4-11	50-3-3
11	WOOL (raw and manufactured)—Value	Rx.	758,953	853,955	917,475	992,513	1,008,990
12	SILK (raw and manufactured)—Value	Rx.	715,962	602,723	702,303	763,774	713,036
13	TEAK — Quantity	Cubic tons	43,795	47,480	21,607	36,409	48,469
	TEAK — Value	Rx.	490,654	524,417	200,158	323,902	531,801
	TEAK — Average value per cubic ton	R	112-0-7	110-7-2	92-10-2	88-15-5	109-11-6
14	SUGAR	Rx.	538,358	463,269	470,272	424,369	473,888
15	OILS	Rx.	446,279	352,454	406,925	417,470	380,603
16	SALTPETRE — Quantity	Cwt.	392,503	370,623	350,257	349,351	387,775
	SALTPETRE — Value	Rx.	369,646	340,199	329,148	329,515	369,503
	SALTPETRE — Average value per cwt.	R	9-6-8	9-2-10	9-6-4	9-6-11	9-8-6
17	LAC	Rx.	534,028	529,711	458,583	458,524	353,413

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE III.—*Sea-borne Trade for the first eleven months of the year*—concluded.

No.	IMPORTS.		Eleven Months, 1st April to the end of February. 1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
1	COTTON— Twist and yarn	Quantity	lbs. 42,652,756	41,038,974	43,504,229	46,098,900	48,200,848
		Value	Rx. 3,139,078	2,852,513	2,960,518	3,180,532	3,446,031
		Average value per lb.	R 0-11-9	0-11-1	0-10-11	0-11-1	0-11-5
		Ditto in sterling at average exchange	1s. 2¼d.	1s. 0⅝d.	1s.	0s. 11¾d.	0s. 11¾d.
	Other manufactures—Value		Rx. 19,292,548	18,973,701	23,578,344	21,593,462	25,234,914
	TOTAL COTTON GOODS—Gross imports		Rx. 22,431,626	21,826,214	26,538,862	24,782,994	28,680,945
	Re-exports— Twist and yarn	*Quantity*	*lbs.* 862,546	1,008,115	1,252,289	910,704	1,525,866
		Value	Rx. 58,158	61,632	76,695	58,858	105,979
		Average value per lb.	R 0-9-9	0-9-9	0-9-10	0-10-4	0-11-1
	Other manufactures—Value		Rx. 1,075,055	1,267,783	1,351,181	1,481,772	1,537,813
	Total Re-exports		Rx. 1,133,213	1,329,415	1,427,876	1,540,630	1,643,792
	TOTAL COTTON GOODS—Net imports		Rx. 21,298,413	20,496,799	25,110,986	23,242,364	27,037,153
2	METALS		Value Rx. 4,546,007	4,502,923	4,262,191	4,952,260	3,947,320
3	RAILWAY PLANT AND ROLLING-STOCK		„ „ 2,574,666	3,854,058	3,117,919	3,322,923	3,504,251
4	SILK (raw and manufactured)		„ „ 1,896,309	1,732,387	2,000,998	2,688,346	2,399,327
5	MACHINERY AND MILLWORK		„ „ 1,441,243	979,235	1,252,302	1,649,858	2,184,981
6	OILS		„ „ 1,127,285	821,644	1,235,681	1,337,586	1,889,799
7	COAL (excluding coke and patent fuel)—	Quantity	Tons. 588,173	670,475	648,651	708,599	756,766
		Value	Rx. 985,394	1,097,144	1,076,688	1,367,428	1,726,986
		Average value per ton	R 16-12-1	16-2-4	16-9-7	19-4-9	22-13-2
8	WOOLLEN MANUFACTURES		Value Rx. 1,250,370	1,380,889	1,581,179	1,719,112	1,619,659
9	SUGAR		„ „ 1,926,411	1,379,888	1,959,382	1,848,829	1,582,199
10	PROVISIONS		„ „ 1,016,958	1,104,301	1,081,645	1,389,890	1,483,457
11	LIQUORS		„ „ 1,227,760	1,264,426	1,317,005	1,349,099	1,369,770
12	APPAREL		„ „ 823,997	871,117	909,646	1,055,797	1,054,237
13	SALT	Quantity	Tons. 385,543	332,291	379,617	411,158	304,381
		Value	Rx. 601,761	542,266	695,295	760,708	805,278
		Average value per ton	R 15-9-9	16-5-1	18-5-1	18-8-0	22-1-7
14	SPICES		Value Rx. 539,036	659,516	608,298	845,118	758,490

TABLE IV.—*Wholesale Prices of typical commodities in Gold and Silver in London and Calcutta in December in each year.*

(*Prices of March 1873=100*).

IN LONDON—(*prices quoted from the* LONDON ECONOMIST.)	Measured in Gold. 1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	Measured in Silver.* 1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.
Scotch pig iron (warrants)	44	41	36	36	35	37	37	35	51	49	42	43	45	48	49	50
Coals, Hetton, Wallsend (London)	51	54	54	52	51	51	49	51	59	65	63	62	66	67	66	71
Copper, Chili Bars	79	73	65	54	45	43	95	87	91	87	76	64	58	56	1.7	121
Straits Tin	76	64	58	52	64	69	115	68	88	76	68	62	81	89	153	95
Wheat	80	74	70	57	55	61	56	55	92	88	82	68	69	86	74	78
Flour, town-made	61	71	67	54	53	56	54	61	105	85	78	65	68	71	73	85
Beef, inferior	97	97	97	98	75	75	75	67	112	110	113	117	95	97	100	95
Cotton, No. 40, mule twist	77	70	69	70	64	60	62	65	89	84	81	83	82	77	84	91
Wool, Southdown hogs	68	59	61	52	51	59	55	54	78	71	71	63	65	76	73	75
Sugar foreign muscovado	71	62	64	44	60	42	50	53	82	74	75	52	77	55	75	75
Coffee	64	74	83	60	65	80	102	101	74	88	97	79	83	111	136	142
Saltpetre	105	90	87	81	78	77	77	77	121	108	102	97	106	99	103	107
Gold	...	...	...	...	...	...	...	...	115	109	117	119	127	130	134	140
Silver	87	84	85	84	79	77	75	71	...	...	...	...	...	...	...	...
IN CALCUTTA (*prices quoted from the* CALCUTTA PRICE CURRENT).																
Grey shirtings (9¼ lbs)									78	75	74	76	80	81	79	81
Mule twist, white, good, No. 40									81	75	75	72	71	62	72	75
„ „ turkey red, No. 40 (12 lbs.)									69	55	65	58	57	58	58	57
„ „ orange, No. 40—60									85	80	82	78	73	75	86	85
Copper, sheathing									87	79	77	65	58	65	90	99
Iron, flat, bolt, bar and square									65	60	62	54	50	53	59	65
Spelter, hard									96	125	79	84	97	109	128	107
Hides, buffalo, slaughtered									88	87	72	71	77	80	69	74
Indigo, good									113	101	116	103	110	72	82	93
Jute, picked									140	96	164	110	118	131	153	192
Lac dye, fine									36	27	...	...	...	...	...	...
Shell lac, fine, orange									93	80	98	56	59	56	68	76
Linseed, fine, bold, clean									93	86	95	95	101	98	94	112
Rice, ballam									97	109	138	139	176	106	118	147
Silk, raw, Cossimbazar									86	78	66	60	73	89	64	76
Tea, good, Souchong									82	59	64	55	64	55	50	52
Wheat, doodiah									92	84	85	66	72	81	76	87
Gold									112	115	112	119	122	123	131	135

* The values measured in silver in London have been calculated from the values in gold on the basis of the price of standard silver in London.

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE V.—Statement showing the true financial results to the Revenues of India of the guarantee of interest upon the Capital of Guaranteed Railway Companies.

	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89. Budget Estimate.	1888-89. Revised Estimate.	1889-90. Budget Estimate.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Open mileage at end of official year	4,636	4,528	*3,921	3,896	3,912	3,910	†3,219½	3,219½
	Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Gross traffic receipts	7,836,035	7,606,685	7,809,537	7,280,512	7,241,465	6,985,000	7,344,000	6,917,500
Working expenses	4,147,892	4,128,385	4,084,462	3,633,396	3,604,795	3,580,000	3,691,500	3,357,500
Percentage of working expenses on receipts	52·86	54·27	52·30	49·91	49·78	51·25	50·27	48·54
Net traffic receipts	3,688,143	3,478,300	3,725,075	3,647,116	3,636,670	3,405,000	3,652,500	3,560,000
Net gain by the remittance to England of Capital receipts and disbursements in India at the contract rates of exchange instead of at the average yearly rates obtained for the Secretary of State's bills	...	1,036	...	...	...	...	...	...
Total Revenue	3,688,143	3,479,336	3,725,075	3,647,116	3,636,670	3,405,000	3,652,500	3,560,000
Gross guaranteed interest paid in India	12,521	29,650	49,767	10,648	25,595	8,500	7,200	30,100
Ditto in London £	3,284,241	3,217,240	3,180,735	2,696,976	2,694,920	2,722,000	2,697,800	2,327,000
Total guaranteed interest (sterling payments converted at the average exchange of the year)	4,047,246	4,028,654	4,231,707	3,721,864	3,852,947	3,873,700	3,959,500	3,439,100
Surplus paid to Railway Companies	569,946	431,495	397,129	534,598	662,622	470,000	524,300	612,500
Land and Supervision	67,326	61,457	79,553	66,235	51,436	57,500	44,800	37,500
Interest on Revenue balances	1,872	1,865	1,419	1,827	2,265	3,000	3,300	...
Net loss on receipts and disbursements of Capital in India calculated in the same way as the gain	86,675	...	48,006	115,343	78,683	93,200	103,900	92,010
Total Expenditure	4,773,065	4,523,471	4,757,814	4,439,867	4,647,953	4,497,400	4,635,800	4,181,110
Net Expenditure from the Public Treasury	1,084,922	1,044,135	1,032,739	792,751	1,011,283	1,092,400	983,300	621,110
Net Revenue	...	...	...	...	...	...	...	...

* The Sind, Punjab and Delhi Railway, 691 miles, was purchased by the State on 1st January 1886, and the mileage is shown under State Railways.

† The Oudh and Rohilkhund Railway, 692 miles, was purchased by the State on 1st January 1889 and the mileage is shown under State Railways.

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COMMERCIAL AND FINANCIAL STATISTICS.

TABLE V.—Actual Capital expenditure on State Railways in 1887-88, and estimated expenditure on such works in 1888-89 and 1889-90, and to end of 1889-90.

Railways.	Accounts, 1887-88.	Revised Estimate, 1888-89.	Budget Estimate, 1889-90.	To end of 1889-90.	Sanctioned outlay.	Balance remaining unspent.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Open Lines.						
East Indian	58,287	5,000	130,000	14,331,735	14,331,735	..
Rajputana-Malwa	126,558	28,700	30,800	9,312,425	9,312,425	...
Holkar	884	1,700	4,900	1,303,195	1,303,195	...
Rewari-Ferozepore	—14,319	5,300	9,300	1,274,563	1,274,563	...
Bhopal	...	...	...	131,057	131,057	...
Wardha Coal	—14,180	—2,500	1,300	710,020	710,020	...
Umaria Colliery	15,353	12,800	12,000	99,016	99,016	...
Burma	22,780	84,180	19,050	2,994,765	2,994,765	...
Jorhat	5,416	3,500	400	72,983	72,983	..
Cherra-Companygunj	10,354	1,520	...	76,054	76,054	...
Eastern Bengal	206,858	132,470	198,950	6,737,130	6,737,130	...
Tirhoot	34,577	19,600	} 15,000	2,117,018	2,117,018	...
Assam-Behar—Tirhoot Section	41,042	74,200				
Patna-Gya	2,403	6,200	5,000	437,675	437,675	...
Nalhati	—23	650	...	35,032	35,032	...
Kaunia-Dhurla	—185	—1,000	—200	95,028	95,028	...
Oudh and Rohilkhund	...	10,395,400	53,200	10,448,600	10,448,600	...
Dildarnagar-Ghazipur	—3	340	...	70,642	70,642	...
Cawnpore-Achnera	—9,882	14,300	5,000	1,167,651	1,167,651	...
Bareilly-Pilibhit	1,772	680	1,200	153,844	153,844	...
Lucknow-Sitapur-Seramau	65,360	13,960	10,000	394,962	512,690	117,728
North-Western { Ordinary Works	} 952,113	{ 84,600	129,200 }	24,687,166	24,687,166	...
North-Western { Military requirements		{ 800	83,200 }			
Sind-Pishin—Main line	164,172	205,260	124,400	4,866,709	4,866,709	...
Amritsar-Pathankot	—1,098	700	1,900	562,329	562,329	...
Villupuram-Dharmaveram—Nellore Branch	85,765	14,140	—10,000	630,716	630,716	...
Dhond and Manmad	1,217	2,700	3,500	1,101,644	1,101,644	...
Total	1,755,221	11,105,200	828,100	83,811,959	83,929,687	117,728
Lines under Construction.						
North Western—Gradient Improvements	...*	25,700	100,000	208,991	500,000	291,009
East Indian—Barrakar Branch	...	...	110,000	110,000	110,000‖	...
Bhopal (alterations and improvements)	...	...	20,000	20,000	20,000‖	...
Tounghoo-Mandalay Extension	1,056,938	741,520	42,660	2,066,679	2,044,434	—22,245‡
Mu Valley	...	...	200,000	200,000	2,160,000†	1,960,000
Assam-Behar—Assam-Behar Section	172,494	222,900	87,300	1,116,976	1,155,382	38,406
Sind Sagar—Western Section	230,817	187,600	49,400	2,171,145	2,509,867	338,722
Chenab Bridge	9,211	226,700	171,100	407,011	407,500†	489
Peshawar Jumrood	...	...	70,000	70,000	70,000†	...
Sind-Pishin—Chaman Extension—Construction	166,618	502,900	523,900	1,216,329	1,311,197	94,868
,, ,, Petroleum Operations	...	1,100	5,000	6,100	6,100	...
Bolan (high level line)	77,247	91,630	9,758	178,635	155,176	—23,459§
Jummu-Kashmir	...	12,000	23,000	35,000	35,000†	...
Kandahar Reserve Material	48,015	—111,100	—5,000	261,031	261,031†	...
Bezvada Extension	84,983	54,000	3,500	143,130	167,000	23,870
Villupuram-Dharmaveram	1,426	99,000	1,021,600	1,152,518	1,962,212	809,694
Kistna Ferry	.	....	20,000	20,000	20,000‖	
Total	1,847,749	2,053,950	2,452,218	9,383,545	12,894,899	3,557,058 / —45,704
Carried forward	3,602,970	13,159,150	3,280,318	93,195,504	96,824,586	3,674,786 / —45,704

† Approximate Estimates.

‡ It is estimated that stores to the value of Rx. 25,000 will be in hand at the end of 1889-90.

§ A Revised Estimate has been called for.

* Not known separately. Included under North Western Railway above.

‖ These represent sums held in Reserve for expenditure likely to be incurred during 1889-90, if the projects are sanctioned.

APPENDIX.

TABLE VI.—Actual Capital expenditure on State Railways in 1887-88, and estimated expenditure on such works in 1888-89 and 1889-90, and to end of 1889-90—*contd.*

Railways.	Accounts, 1887-88.	Revised Estimate, 1888-89.	Budget Estimate, 1889-90.	To end of 1889-90.	Sanctioned outlay.	Balance remaining unspent.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought over	3,602,970	13,159,150	3,280,318	93,195,504	96,824,586	3,674,786 / —45,704
Lines under Survey.						
Hindupur Extension Survey	119	560	300	4,481	4,481	...
Lines in abeyance or transferred to Companies.						
Sindia	189	—921,000	...	...	...	...
Katni-Umaria	11,094	—485,700	...	...	...	...
Nagpur-Chhattisgarh	—1,210,255	...	...	...	...	...
Bengal-Nagpur	—169,701	...	...	...	...	...
Ranaghat-Bhagwangola	10	80	...	30,264	30,264	...
Southern Mahratta	...	...	...	52,707*	52,707	...
Bellary-Kistna	421,232	300	...	1,654,865	1,654,865	...
Bilaspur-Etawah	—10,428	...	...	7,514	7,514	...
Vizagapatam-Raipur	...	...	...	24,504	24,504	...
Total	—957,859	—1,406,320	...	1,769,854	1,769,854	...
Stores and Reserve	—312,509	—34,610	159,582	189,265	189,265	...
Metre gauge Rolling Stock, Plant and Machinery to be taken back from the Bengal-Nagpur Railway	...	...	132,000	132,000	132,000	...
Grand Total	2,332,721	11,718,780	3,572,200	95,291,104	98,920,186	3,674,786 / —45,704
Distributed as under:—						
Capital expenditure on Public Works (not charged against Revenue)—						
State Railways—Construction	2,251,776	11,700,800	3,562,000	86,449,697	...	...
Famine Relief and Insurance—						
Protective Railways	...	...	...	2,933,979	...	...
Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	80,945	17,980	10,200	5,907,428	...	...
Total as above	2,332,721	11,718,780	3,572,200	95,291,104	...	...

* Represents depreciation on works and stores allowed by Government on transfer to the Company.

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE VII.—Capital expenditure on Irrigation—Major Works, in 1887-88, and estimated expenditure on such works in 1888-89, 1889-90, and to the end of 1889-90, &c.

	Accounts, 1887-88.	Revised Estimate, 1888-89.	Budget Estimate, 1889-90.	Total to end of 1889-90.	Sanctioned Estimate.	Balance of sanctioned Estimate remaining to be spent.
IRRIGATION WORKS.	£	£	£	£	£	£
CAPITAL EXPENDITURE NOT CHARGED AGAINST REVENUE.						
Orissa canals	40,610	60,430	50,000	2,401,814	3,110,213	708,399
Midnapore canal	135	570	3,000	829,905	824,900	...
Tidal canal	...	...	...	179,549	177,270	...
Sone canals	13,817	23,000	13,000	2,549,624	2,788,870	239,246
Ganges canal	8,845	7,638	9,554	2,672,913	2,923,442	250,529
Lower Ganges canal	136,442	93,084	71,063	3,091,049	2,772,451	...
Agra canal	4,824	4,930	3,175	845,768	871,670	25,902
Eastern Jumna canal	1,733	9,413	11,708	315,756	344,191	28,435
Western Jumna canal	27,874	18,800	15,000	1,067,718	1,078,050	10,332
Bari Doab canal	1,710	14,200	10,000	1,570,662	1,579,860	3,198
Sirhind canal (State outlay)	75 068	27,400	15,000	2,246,698	2,220,440	...
Chenab canal	77,306	56,700	50,000	356,906	293,559	...
Jhelum canal	...	...	50,000	50,000	...	...
Sirsa Branch Canal	...	...	40,000	40,000	289,267	249,267
Godavari Delta System	19,422	11,829	12,000	1,090 386	1,108,869	18,483
Kistna " "	41,306	51,584	49,000	881,986	1,391,978	509,992
Sangam Anicut "	13,075	9,762	5,500	300,170	289,644	...
Periyar Project	27,099	76,700	80,000	183,799	542,500	358,801
Desert canal	5,716	4,061	3,000	124,739	123,479	...
Begari canal	609	...	...	162,561	162,561	...
Eastern Nara Works	11,375	10,545	11,000	511,605	527,670	16,065
Mutha canals	6,781	4,896	4 500	607,200	605,323	...
Other projects	22,096	14,942	28,742	3,252,986	...	...
	535,843	500,484	535,242	25,339,794	...	
Deduct—Outlay incurred from ordinary funds	2,795	7,484	7,742	5,441,614	...	
TOTAL	533,048	493,000	527,500	19,898,180	...	
FAMINE RELIEF AND INSURANCE.						
PROTECTIVE IRRIGATION WORKS.						
Betwa canal	7,571	4,100	2,700	396,099	425,141	29,042
Swat River canal	8,207	5,400	7,000	345,650	354,581	8,931
Rushikulya project	25,457	20,700	35,000	142,177	260,139	117,962
Nira canal	39,794	35,966	33,000	464,485	397,736	...
Other projects (including grants-in-aid)	9,976	534	2,300	410,676	...	...
	91,005	72,700	80,000	1,759 087	...	
Deduct—Outlay incurred from ordinary funds	...	...	...	285,434	...	
TOTAL	91,005	72,700	80,000	1,473,653	...	
GRAND TOTAL	624,053	565,700	607,500	21,371,833	...	

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE VIII.—Gross receipts, working expenses, and net traffic receipts of Guaranteed and State Railways for five years ending 1887-88, with Revised Estimates for 1888-89 and Budget Estimates for 1889-90.

	Accounts.					Revised Estimate, 1888-89.	Budget Estimate, 1889-90.
	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.		
GUARANTEED RAILWAYS.	M.	M.	M.	M.	M.	M.	M.
Open mileage at beginning of year	4,611	4,636	4,528	3,921*	3,896	3,912	‡3,219½
Gross receipts.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Eastern Bengal	488,951	82,325	...	...	...	...	...
Madras	691,041	716,965	760,952	794,264	821,527	845,000	850,000
South Indian	400,362	423,774	450,440	512,196	506,398	545,000	560,000
Bombay, Baroda and Central India	1,211,703	1,221,595	1,318,202	1,343,613	1,227,163	1,290,000	1,307,500
Great Indian Peninsula	3,342,851	3,514,397	3,654,192	3,971,652	3,984,601	4,180,000	4,200,000
Oudh and Rohilkhund	578,858	517,633	571,517	658,787	701,776	484,000	...
Sind, Punjab and Delhi	1,122,269	1,129,996	1,054,234	...	...	...	...
TOTAL	7,836,035	7,606,685	7,809,337	7,280,512	7,241,465	7,344,000	6,917,500
Working expenses.							
Eastern Bengal	262,305	85,153	...	...	...	...	...
Madras	404,655	424,121	439,380	504,611	513,922	500,000	510,000
South Indian	252,836	281,515	297,325	346,206	372,378	372,500	375,000
Bombay, Baroda and Central India	497,646	550,449	543,498	562,972	520,158	555,000	542,500
Great Indian Peninsula	1,751,373	1,779,690	1,850,110	1,857,344	1,842,185	1,950,000	1,930,000
Oudh and Rohilkhund	303,145	307,793	367,053	362,263	356,152	314,000	...
Sind, Punjab and Delhi	675,932	699,664	587,096	...	...	...	...
TOTAL	4,147,892	4,128,385	4,084,462	3,633,396	3,604,795	3,691,500	3,357,500
Net traffic receipts.							
Eastern Bengal	226,646	—2,828	...	...	...	...	...
Madras	286,386	292,844	321,572	289,653	307,605	345,000	340,000
South Indian	147,526	142,259	153,115	165,990	134,020	172,500	185,000
Bombay, Baroda and Central India	714,057	671,146	774,704	780,641	707,005	735,000	765,000
Great Indian Peninsula	1,591,478	1,734,707	1,804,082	2,114,308	2,142,416	2,230,000	2,270,000
Oudh and Rohilkhund	275,713	209,840	204,464	296,524	345,624	170,000	...
Sind, Punjab and Delhi	446,337	430,332	467,138	...	...	...	...
TOTAL	3,688,143	3,478,300	3,725,075	3,647,116	3,636,670	3,652,500	3,560,000

* The Sind, Punjab and Delhi Railway, 691 miles, was purchased by the State on 1st January 1886, and the mileage is shown under State Railways.

† The Bellary Branch of the Madras Railway, 33 miles in length, having been transferred to the Southern Mahratta Railway, the mileage is shown under State Railways.

‡ The Oudh and Rohilkhund Railway, 692 miles, was purchased by the State on 1st January 1889, and the mileage is shown under State Railways.

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STATE RAILWAYS.	Accounts. 1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	Revised Estimate, 1888-89.	Budget Estimate, 1889-90.
	M.	M.	M.	M.	M.	M.	M.
Open mileage at beginning of year	5,153	5,632	(a) 6,966	7,227	8,081	8,979	(b) 10,429
Gross receipts.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
East Indian	4,999,462	4,310,425	4,703,587	4,707,202	4,603,216	4,450,300	4,460,300
Rajputana-Malwa	1,364,850	1,399,592	1,665,023	1,688,259	} 1,698,296	1,875,000	1,880,000
Cawnpore-Achnera	57,736	92,930	95,819	130,092			
Sindia	25,155	36,833	39,408	39,183	45,739	37,000	7,000
Bhopal	2,557	1,281	2,643	3,505	4,976	5,500	13,700
Wardha Coal	76,529	67,822	64,820	74,742	78,021	85,500	86,000
Bengal-Nagpur	129,565	136,239	147,349	131,760	137,477	188,500	270,000
Katni-Umaria	...	...	...	3,326	8,125	...	...
Umaria Colliery	...	1,572	2,224	6,873	11,447	17,300	35,000
Burma	167,717	216,640	233,585	291,663	331,041	327,500	345,000
Tounghoo-Mandalay	...	...	...	...	...	20,000	115,000
Jorhat	...	383	3,624	3,911	4,968	6,000	6,000
Cherra-Companygunj	...	...	...	226	1,220	1,000	1,200
EASTERN BENGAL: Eastern Bengal	31,806	463,346	455,588	537,136			
EASTERN BENGAL: Northern Bengal	213,274	216,628	233,920	262,401			
EASTERN BENGAL: Kaunia-Dhurla	14,080	15,676	12,981	14,543	} 958,431	1,050,000	1,070,000
EASTERN BENGAL: Dacca	...	2,559	12,723	27,997			
Tirhoot	98,167	124,972	128,026	159,921	180,506	165,000	180,000
Nalhati	8,063	7,638	7,880	8,654	9,405	10,200	10,100
Patna-Gya	47,019	51,793	51,750	53,645	52,887	49,800	49,000
Bengal Central	...	...	54,129	34,575	75,538	70,000	72,500
Oudh and Rohilkhund	...	...	...	...	...	170,000	740,000
Benares Branch	...	...	...	...	175	700	...
Indian Midland	...	...	...	9,234	30,563	112,500	500,000
Dildarnagar-Ghazipur	3,480	4,673	4,650	4,738	4,833	4,600	4,700
Bareilly-Pilibhit	...	899	8,393	10,126	9,558	9,400	10,000
Lucknow-Sitapur-Seramau	...	...	...	1,656	18,305	25,500	27,000
North Western	1,010,063	1,126,401	1,808,224	2,373,245	2,188,185	2,550,000	2,600,000
Amritsar-Pathankot	...	19,958	28,985	7,320†	7,350†	8,750†	10,200†
Villupuram-Dharmaveram—Nellore Branch	...	...	...	...	4,845	23,600	25,000
Bellary-Kistna	...	...	...	...	6,181	...	...
Dhond and Manmad*	19,165	20,427	22,062	23,376	22,734	25,200	25,200
Southern Mahratta	77	33,244	102,818	182,317	326,423	392,500	440,000
Mysore	...	...	...	37,401	51,481	59,000	108,600
Bezvada Extension	...	...	...	...	...	...	12,000
TOTAL	8,268,765	8,351,931	9,890,211	10,829,027	10,871,926	11,740,350	13,103,500
Working expenses.							
East Indian	1,996,842	1,829,235	1,882,269	1,721,762	1,662,581	1,690,000	1,725,000
Rajputana-Malwa	728,710	772,169	897,238	899,303	} 907,154	960,000	977,500
Cawnpore-Achnera	36,802	68,492	79,222	80,728			
Sindia	11,361	19,572	19,440	19,472	21,322	17,800	18,000
Bhopal	2,984	1,746	3,731	2,556	4,457	5,000	11,400
Wardha Coal	21,620	47,603	51,594	59,627	68,028	64,000	64,000
Bengal-Nagpur	64,572	80,480	94,705	80,370	86,760	110,500	145,000
Katni-Umaria	...	...	...	2,588	9,600	...	...
Umaria Colliery	...	1,379	9,265	8,149	2,634	16,800	24,000
Burma	102,117	134,468	174,769	173,250	175,841	200,000	180,000
Tounghoo-Mandalay	...	...	...	...	...	20,000	100,000
Jorhat	...	725	4,229	5,376	6,441	5,700	5,500
Cherra-Companygunj	...	...	...	2,361	3,716	2,200	2,300
EASTERN BENGAL: Eastern Bengal	19,513	197,262	298,637	326,752			
EASTERN BENGAL: Northern Bengal	123,543	152,031	149,034	141,174			
EASTERN BENGAL: Kaunia-Dhurla	7	11,980	11,019	11,229	} 481,139	490,000	500,000
EASTERN BENGAL: Dacca	...	707	18,458	28,699			
Carried over	3,118,139	3,317,849	3,693,610	3,563,396	3,429,673	3,582,000	3,752,700

* The working of this line has been transferred to the Great Indian Peninsula Railway from 1st January 1881; the Government of India only receives a percentage of the gross receipts.

† Net Receipts.

(a) Includes one-fifth the length of the Bhopal Railway and the whole length of the Sind, Punjab and Delhi Railway.

(b) Includes the length of the Oudh and Rohilkhund Railway.

APPENDIX.

	Accounts. 1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	Revised Estimate, 1888-89.	Budget Estimate, 1889-90.
Working expenses—continued.	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*	*Rx.*
Brought forward	3,118,139	3,317,849	3,693,610	3,563,396	3,429,673	3,582,000	3,752,700
Tirhoot	67,863	96,847	91,558	98,583	106,156	97,500	97,000
Nalhati	5,632	7,213	6,678	6,711	6,192	8,000	7,600
Patna-Gya	23,356	29,825	27,179	27,898	24,613	23,900	23,500
Bengal Central	...	...	54,713	43,351	67,611	50,000	46,500
Oudh and Rohilkhund	...	...	...	...	...	57,500	360,000
Benares Branch	...	...	...	...	69	80	...
Indian Midland	...	...	...	8,199	20,098	75,000	350,000
Dildarnagar-Ghazipur	1,222	2,727	2,436	2,461	2,245	2,200	2,300
Bareilly-Pilibhit	...	1,385	6,113	7,675	6,766	6,700	7,000
Lucknow-Sitapur-Seramau	...	...	...	1,207	14,998	18,500	19,500
North Western	643,987	600,255	845,651	1,316,886	1,633,529	1,755,000	1,780,000
Amritsar-Pathankot	...	17,535	24,171	—2,218	...	...	...
Villupuram-Dharmaveram—Nellore Branch	...	...	...	...	9,154	27,000	24,000
Bellary-Kistna	...	...	...	...	8,519	...	...
Dhond and Manmad*	...	...	...	...	...	...	...
Southern Mahratta	172	33,183	81,302	125,596	222,138	292,500	320,000
Mysore	...	...	...	20,144	42,426	47,500	76,000
Bezvada Extension	...	...	...	...	...	...	8,000
Exchange	29,752	38,795	...	...	...	...	...
TOTAL	3,890,123	4,145,614	4,833,411	5,219,889	5,594,117	6,043,380	6,874,100
Net Traffic receipts.							
East Indian	3,002,620	2,481,190	2,821,318	2,985,440	2,940,635	2,760,300	2,735,300
Rajputana-Malwa	636,140	627,423	767,785	788,956	} 791,142	915,000	902,500
Cawnpore-Achnera	20,934	24,438	16,597	49,364			
Sindia	13,794	17,261	19,968	19,711	24,417	19,200	—11,000
Bhopal	—427	—465	—1,088	949	519	500	2,300
Wardha Coal	54,909	20,219	13,226	25,115	9,993	21,500	22,000
Bengal-Nagpur	64,993	55,759	52,644	51,390	50,717	78,000	125,000
Katni-Umaria	...	...	...	738	—1,475	...	...
Umaria Colliery	...	193	—7,041	—1,276	8,813	500	11,000
Burma	65,600	82,172	58,816	118,413	155,200	127,500	165,000
Tounghoo-Mandalay	...	...	...	...	...	...	15,000
Jorhat	...	—342	—605	—1,465	—1,473	300	500
Cherra-Companygunj	...	...	...	—2,135	—2,496	—1,200	—1,100
EASTERN BENGAL: Eastern Bengal	12,293	266,084	156,951	210,384			
EASTERN BENGAL: Northern Bengal	89,731	64,597	84,886	121,227			
EASTERN BENGAL: Kaunia-Dhurla	4,005	3,696	1,962	3,314	} 477,292	560,000	570,000
EASTERN BENGAL: Dacca	...	1,852	—5,735	—702			
Tirhoot	30,304	28,125	36,468	61,338	74,350	67,500	83,000
Nalhati	2,431	425	1,202	1,943	3,213	2,200	2,500
Patna-Gya	23,663	21,968	24,571	25,747	28,274	25,900	25,500
Bengal Central	...	...	—584	—8,776	7,927	20,000	25,000
Oudh and Rohilkhund	...	...	...	...	...	112,500	380,000
Benares Branch	...	...	...	...	106	620	...
Indian Midland	...	...	...	1,035	10,465	37,500	[illegible]
Dildarnagar-Ghazipur	2,258	1,946	2,214	2,277	2,588	2,400	[illegible]
Bareilly-Pilibhit	...	—486	2,280	2,451	2,792	2,700	[illegible]
Lucknow-Sitapur-Seramau	...	...	...	449	3,307	7,000	[illegible]
North Western	366,076	526,146	962,573	1,056,359	554,656	795,000	[illegible]
Amritsar-Pathankot	...	2,423	4,814	9,538	7,350	8,750	10,200
Villupuram-Dharmaveram—Nellore Branch	...	...	...	...	—4,309	—3,400	1,000
Bellary-Kistna	...	...	...	...	—2,338	...	...
Dhond and Manmad*	19,165	20,427	22,062	23,376	22,734	25,200	25,200
Southern Mahratta	—95	61	21,516	56,721	104,285	100,000	120,000
Mysore	...	...	...	17,257	9,055	11,500	32,600
Bezvada Extension	...	...	...	...	...	...	4,000
Exchange	—29,752	—38,795	...	...	...	...	...
TOTAL	4,378,642	4,206,317	5,056,800	5,609,138	5,277,739	5,696,970	6,229,400

* The working of this line has been transferred to the Great Indian Peninsula Railway from 1st January 1881; the Government of India only receives a percentage of the gross receipts.

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE IX.—Gross earnings, working expenses and net earnings of Irrigation—Major Works, for five years ending 1887-88, with Revised Estimate for 1888-89, and Budget Estimate for 1889-90.

	Actuals.					Revised Estimate, 1888-89.	Budget Estimate, 1889-90.
	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.		
	£	£	£	£	£	£	£
Direct Receipts—							
Orissa canals	23,787	14,358	20,735	17,961	22,304	21,600	21,600
Midnapore canal	26,457	25,796	26,249	23,419	23,438	24,000	24,000
Tidal canal	6,359	4,351	5,245	5,440	4,186	4,900	4,900
Sone canals	60,381	86,247	106,264	91,843	60,395	85,300	85,300
Ganges canal	242,697	291,662	194,967	220,926	197,254	213,200	213,200
Lower Ganges canal	151,441	169,434	135,688	105,666	106,614	130,470	130,470
Agra canal	64,373	79,190	46,689	61,338	48,148	45,740	45,740
Eastern Jumna canal	76,452	79,374	61,034	69,864	70,305	71,310	71,310
Betwa canal	...	...	...	2,070	3,057	7,200	7,200
Western Jumna canal	139,240	160,237	82,635	83,898	135,366	97,300	116,000
Chenab canal	...	...	...	...	25	4,000	6,000
Bari Doab canal	100,354	105,421	118,887	129,138	126 141	136,000	125,000
Sirhind canal	22	3,249	13,467	35,491	69,900	110,000	125,000
Swat River canal	...	...	25	2,672	10,326	22,700	22,500
Godavari Delta System	7,560	9,601	10,738	10,601	12,431	11,300	11,500
Kistna " "	3,356	3,300	3,522	3,791	4,394	4,162	4,265
Sangam anicut "	...	...	...	...	86	...	60
Desert canal	1,519	2,865	2,158	3,735	3,697	5,334	4,363
Begari canal	3,117	3,456	3,131	4,544	2,549	3,828	3,459
Eastern Nara Works	2,193	1,804	1,872	1,772	1,599	1,901	1,976
Mutha canals	15,834	14,069	15,055	18,340	18,958	18,940	19,740
Nira canal	...	...	24	274	768	939	1,640
Other projects	11,439	20,612	16,388	17,041	29,020	40,552	44,905
Total	936,581	1,075,026	864,773	909,824	950,961	1,060,676	1,090,128
Portion of Land Revenue due to Irrigation—							
Ganges canal	44,301	44,301	44,301	44,301	44,301	44,301	44,301
Lower Ganges canal	20,783	20,783	20,783	20,783	20,783	20,959	20,959
Eastern Jumna canal	22,154	22,154	22,153	22,153	22,154	22,153	22,153
Western Jumna canal	6,265	5,832	5,833	5,832	5,140	5,500	5,500
Bari Doab canal	66,189	27,557	34,250	60,497	37,526	39,000	30,000
Godavari Delta System	153,262	160,678	173,695	178,140	183,853	182,780	190,380
Kistna " "	94,929	101,609	110,592	113,667	132,273	130,340	139,650
Sangam Anicut System	...	...	3,970	5,824	8,041	9,405	11,400
Desert canal	8,534	10,834	9,389	6,072	8,254	9,140	9,640
Begari canal	15,163	20,386	23,651	19,377	19,391	23,234	23,804
Eastern Nara Works	14,236	17,880	19,039	22,753	28,020	31,234	36,394
Mutha canals	...	...	—345	—476	—468	...	...
Nira canal	...	...	...	—6	—31	...	...
Other projects	88,310	33,804	95,296	98,552	93,318	94,056	95,226
Total	55[illegible],126	465,818	562,607	597,469	602,555	612,102	629,407
Net Revenue—							
Orissa canals	23,787	14,358	20,735	17,961	22,304	21,600	21,600
Midnapore canal	26,457	25,796	26,249	23,419	23,438	24,000	24,000
Tidal canal	6,359	4,351	5,245	5,440	4,186	4,900	4,900
Sone canals	60,381	86,247	106,264	91,843	60,395	85,300	85,300
Ganges canal	286,998	335,963	239,268	265,227	241,555	257,501	257,501
Lower Ganges canal	172,224	190,217	156,471	126,449	127,397	151,429	151,429
Agra canal	64,373	79,190	46,689	61,338	48,148	45,740	45,740
Eastern Jumna canal	98,606	101,528	83,187	92,017	92,459	93,463	93,463
Betwa canal	...	...	...	2,070	3,057	7,200	7,200
Western Jumna canal	145,505	166,069	88,468	89,730	140,506	102,800	121,500
Chenab canal	...	...	...	...	25	4,000	6,000
Bari Doab canal	166,543	132,978	153,137	189,635	163,667	175,000	155,000
Sirhind canal	22	3,249	13,467	35,491	69,900	110,000	125,000
Swat River canal	...	...	25	2,672	10,326	22,700	22,500
Godavari Delta System	160,822	170,279	184,433	188,741	196,284	194,980	201,880
Kistna " "	98,285	104,909	114,114	117,458	136,667	134,508	143,915
Sangam Anicut System	...	...	3,970	5,824	8,127	9,405	11,660
Desert canal	10,053	13,699	11,547	9,807	1[illegible],951	14,474	14,003
Begari canal	18,280	23,842	26,782	23,921	21,940	27,062	27,261
Eastern Nara Works	16,429	19,684	20,911	24,525	29,619	33,135	38,370
Mutha canals	15,834	13,752	14,710	17,864	18,490	18,940	19,740
Nira canal	...	...	24	268	737	939	1,640
Other projects	99,749	54,733	111,684	115,59[illegible]	122,338	134,608	140,131
Total	1,470,707	1,540,844	1,427,380	1,507,293	1,553,516	1,672,778	1,719,535

APPENDIX.

COMMERCIAL AND FINANCIAL STATISTICS.

TABLE IX.—Gross earnings, working expenses and net earnings of Irrigation—Major Works, for five years ending 1887-88, with Revised Estimate for 1888-89 and Budget Estimate for 1889-90—*contd.*

	Actuals.					Revised Estimate, 1888-89.	Budget Estimate, 1889-90.
	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.		
	£	£	£	£	£	£	£
Working Expenses—							
Orissa canals	29,313	31,573	34,258	50,193	48,131	43,000	42,500
Midnapore canal	21,565	22,317	20,985	22,637	24,007	23,430	21,000
Tidal canal	4,658	3,689	4,862	2,284	6,490	7,700	4,500
Sone canals	51,447	60,396	55,237	58,146	71,731	68,500	74,000
Ganges canal	86,198	92,609	86,026	85,535	88,300	91,069	89,675
Lower Ganges canal	64,751	82,154	81,327	79,186	86,397	97,189	93,156
Agra canal	23,859	26,565	26,313	28,337	24,478	26,192	26,699
Eastern Jumna canal	19,564	19,164	18,128	20,562	19,266	23,117	22,538
Betwa canal	...	...	208	6,995	8,295	10,274	10,930
Western Jumna canal	44,284	44,177	47,834	48,869	55,527	46,500	40,000
Chenab canal	...	...	...	...	5,733	7,900	7,500
Bari Doab canal	52,960	47,289	52,014	55,781	49,665	56,700	49,000
Sirhind canal	1,653	14,022	21,276	23,071	34,537	53,500	45,000
Swat River canal	...	...	2,372	5,243	8,375	9,400	10,600
Godavari Delta System	38,243	50,476	56,486	48,594	51,680	49,898	46,400
Kistna " "	27,922	27,691	29,413	32,514	32,663	32,473	33,800
Sangam Anicut System	...	...	468	2,577	4,369	4,530	4,550
Desert canal	2,040	3,149	2,848	4,075	4,041	2,940	2,540
Begari canal	5,549	5,835	5,042	5,300	6,126	6,597	5,850
Eastern Nara Works	5,903	6,488	6,467	6,443	5,474	7,587	6,627
Mutha canals	5,961	6,831	6,120	6,838	6,034	6,477	6,300
Nira canal	...	...	1,256	1,822	1,673	2,470	3,220
Other projects	28,967	26,998	34,216	31,771	34,615	41,998	45,563
Total	514,837	571,423	593,150	626,773	677,607	719,441	691,948
Net Revenue—							
Orissa canals	—5,526	—17,215	—13,523	—32,232	—25,827	—21,400	—20,900
Midnapore canal	4,892	3,479	5,264	782	—569	570	3,000
Tidal canal	1,701	662	383	3,156	—2,304	—2,800	[illegible]
Sone canals	8,934	25,851	51,027	33,697	—11,336	16,800	[illegible]
Ganges canal	200,800	243,354	153,242	179,692	153,255	166,432	[illegible]
Lower Ganges canal	107,473	108,063	75,144	47,263	41,000	54,240	[illegible]
Agra canal	40,514	52,625	20,376	33,001	23,670	19,548	[illegible]
Eastern Jumna canal	79,042	82,364	65,059	71,455	73,193	70,346	[illegible]
Betwa canal	...	...	—208	—4,925	—5,238	—3,074	[illegible]
Western Jumna canal	101,221	121,892	40,634	40,861	84,979	56,300	[illegible]
Chenab canal	...	...	...	...	—5,708	—3,900	[illegible]
Bari Doab canal	113,583	85,689	101,123	133,854	114,002	118,300	[illegible]
Sirhind canal	—1,631	—10,773	—7,809	12,420	35,363	56,500	[illegible]
Swat River canal	...	...	—2,347	—2,571	1,951	13,300	[illegible]
Godavari Delta System	122,579	119,803	127,947	140,147	144,604	144 182	[illegible]
Kistna " "	70,363	77,218	84,701	84,944	104,004	103,029	[illegible]
Sangam Anicut System	...	...	3,502	3,247	3,758	4,875	[illegible]
Desert canal	8,013	10,550	8,699	5,732	7,910	11,534	[illegible]
Begari canal	12,731	18,007	21,740	18,621	15,814	20,465	[illegible]
Eastern Nara Works	10,526	13,196	14,444	18,082	24,145	25,548	[illegible]
Mutha canals	9,873	6,921	8,590	11,026	12,456	12,463	[illegible]
Nira canal	...	...	—1,232	—1,554	—936	—1,531	[illegible]
Other projects	70,782	27,735	77,474	83,822	87,723	92,510	[illegible]
Total	955,870	969,421	834,230	880,520	875,909	953,337	1,027[illegible]

APPENDIX.

Capital Account of Guaranteed and Subsidized Railways.

TABLE X.—Abstract of Budget Estimates of Capital transactions of Guaranteed and Subsidized Railways, 1888-89 and 1889-90.

RAILWAYS.	Amount in Rupees.			Amount of Exchange.			Amount in Pounds Sterling.		
	1888-89.		Budget, 1889-90.	1888-89.		Budget, 1889-90.	1888-89.		Budget, 1889-90.
	Budget.	Revised.		Budget.	Revised.		Budget.	Revised.	
GUARANTEED RAILWAYS.	R	R	R	R	R	R	£	£	£
RECEIPTS.									
Madras	22,50,000	20,50,000	22,00,000	1,88,000	1,71,000	1,83,000	206,200	1,87,900	201,700
South Indian	18,75,000	18,85,000	18,50,000	78,000	78,000	77,000	179,700	180,700	177,300
Bombay, Baroda and Central India	23,00,000	25,00,000	23,50,000	1,92,000	2,08,000	1,96,000	210,800	229,200	215,400
Great Indian Peninsula	70,00,000	72,00,000	70,00,000	5,83,000	6,00,000	5,83,000	641,700	6,60,000	641,700
Oudh and Rohilkhund	14,50,000	12,00,000	...	...	...	...	145,000	120,000	...
TOTAL	1,48,75,000	1,48,35,000	1,34,00,000	10,41,000	10,57,000	10,39,000	1,383,400	1,377,800	1,236,100
ADVANCES.									
Madras	16,25,000	19,25,000	20,00,000	1,36,000	1,60,000	1,67,000	148,900	176,500	183,300
South Indian	12,00,000	13,50,000	11,50,000	50,000	56,000	48,000	115,000	129,400	110,200
Bombay, Baroda and Central India	15,00,000	15,00,000	15,50,000	1,25,000	1,25,000	1,29,000	137,500	137,500	142,100
Great Indian Peninsula	48,00,000	44,50,000	49,00,000	4,00,000	3,71,000	4,08,000	410,000	407,900	449,200
Oudh and Rohilkhund	14,85,000	12,50,000	...	...	...	...	148,500	125,000	...
TOTAL	1,06,10,000	1,04,75,000	96,00,000	7,11,000	7,12,000	7,52,000	989,900	976,300	884,800
NET RECEIPTS.									
Madras	6,25,000	1,25,000	2,00,000	52,000	11,000	16,000	57,300	11,400	18,400
South Indian	6,75,000	5,35,000	7,00,000	28,000	22,000	29,000	64,700	51,300	67,100
Bombay, Baroda and Central India	8,00,000	10,00,000	8,00,000	67,000	83,000	67,000	73,300	91,700	73,300
Great Indian Peninsula	22,00,000	27,50,000	21,00,000	1,83,000	2,29,000	1,75,000	201,700	252,100	192,500
Oudh and Rohilkhund	—35,000	—50,000	...	...	...	...	—3,500	—5,000	...
TOTAL	42,65,000	43,60,000	38,00,000	3,30,000	3,45,000	2,87,000	393,500	401,500	351,300
SUBSIDIZED RAILWAYS.									
RECEIPTS.									
Capital received in India — Southern Mahratta	...	...	...	...	...	...	...	...	...
Capital received in India — Indian Midland	...	...	...	...	...	...	...	...	...
Gain on remittances to India — Southern Mahratta	...	...	...	4,25,000	1,57,000	85,000	—42,500	—15,700	—8,500
Gain on remittances to India — Mysore	...	...	...		29,000	5,000		—2,900	—500
Gain on remittances to India — Indian Midland	...	...	...	8,64,000	6,48,000	9,78,000	—86,400	—64,800	—97,800
Gain on remittances to India — Bengal Central	...	...	...	...	...	...	...	...	...
Gain on remittances to India — Bengal-Nagpur	...	...	...	8,05,000	9,82,000	5,71,000	—80,500	—98,200	—57,100
TOTAL	...	...	...	20,94,000	18,16,000	16,39,000	—209,400	—181,600	—168,900
WITHDRAWALS.									
Southern Mahratta	14,88,000	51,55,000	21,62,000	2,48,000	13,18,000	3,60,000	124,000	388,700	180,200
Mysore-Kistna	43,00,000			12,29,000			307,100		
Mysore	38,00,000	29,18,000	9,00,000	9,50,000	7,29,500	2,25,000	285,000	218,850	67,500
Indian Midland	1,50,00,000	1,88,00,000	40,47,000	30,00,000	36,60,000	8,09,400	1,200,000	1,464,000	323,760
Bengal Central	1,40,000	1,60,000	2,03,000	40,000	46,000	58,000	10,000	11,400	14,500
Bengal-Nagpur	1,50,00,000	1,93,40,000	1,06,98,000	34,61,000	44,63,000	24,70,000	1,153,900	1,487,700	823,800
TOTAL	3,97,28,000	4,58,73,000	1,80,10,000	89,28,000	1,02,16,500	39,22,400	3,080,000	3,565,650	1,408,760
Net Withdrawals	3,97,28,000	4,58,73,000	1,80,10,000	68,34,000	84,00,500	22,83,400	3,289,400	3,747,250	1,572,660
GUARANTEED AND SUBSIDIZED RAILWAYS. Net Withdrawals	3,54,63,000	4,15,13,000	1,42,10,000	65,04,000	80,55,500	19,96,400	2,895,900	3,345,750	1,221,360

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and prospects of the Crops.

Madras.—*For week ending 23rd March, 1889.*—Slight rain in Ganjam, Tanjore, Madura, Tinnevelly, Coimbatore, Nilgiris, Salem, and Malabar; none elsewhere. Rain wanted in Ganjam, Vizagapatam, Cuddapah, Anantapur, North Arcot, Trichinopoly, Tinnevelly, and Coimbatore. Standing crops generally good, but wet crops withering in parts of Cuddapah, Anantapur, and Kurnool; late crops withering or diseased in parts of Bellary. Pasture deficient in Ganjam, Vizagapatam, Tinnevelly, Coimbatore, Salem, and Malabar. Prices rising in ten districts, falling in six and stationary in others. General prospects favourable except in Ganjam; improving in Coimbatore. Labourers employed on last day of week on Rushikulya works 6,623 and on Gopalpur canal 8,191.

Bombay.—*For week ending 27th March, 1889.*—Rain in parts of Shikarpur and Upper Sind Frontier. Late crops in three talukas of Surat and one of Sholapur unsatisfactory. Exotic cotton in parts of Dharwar blighted. Opium in Baroda good. Harvesting progressing generally, and preparations for next season's crops commenced in parts of Karachi, Ratnagiri, Sholapur, Bijapur, Kanara, and Kathiawar. Probable outturn of late crops in Belgaum from six to nine annas. Fodder scarce in Khandesh and parts of Karachi, Ratnagiri, Poona, Ahmednagar, Dharwar, Kathiawar, and Baroda.

Bengal.—*For week ending 26th March, 1889.*—Showers reported during the week in several districts of Bengal Proper, Orissa, and Chota Nagpore, but no rain in Behar. The rain there has done good to the spring rice, which is doing well, and has also facilitated the ploughing and sowing of autumn rice and jute. More rain is still wanted in Central and Eastern Bengal. The *rabi* harvest is proceeding, and a fair outturn is generally expected, but in Chota Nagpore the crop will be rather short. The extraction of opium is nearly over, and the weighments are about to begin. In Behar *cheena* and *mung* are doing well, and the indigo sowings are nearly finished. Sugarcane is being planted satisfactorily. *Mohua* is being gathered and promises well, but in Manbhoom the crop has been damaged by high winds, and the outturn will not exceed eight annas. The latest report regarding the affected tracts in the Patna Division shows that distress is more keenly felt in Balwa and Madhwapore in the Durbhanga district; that the attendance on the relief works in Mozufferpore has considerably increased; that in Chumparun works have been opened for the infirm, old and young; and that gratuitous relief is being given on a limited scale.

North-Western Provinces and Oudh.—*For week ending 27th March, 1889.*—Weather seasonable. Slight rain in some districts. Harvesting of *rabi* continues and a good outturn expected. Opium extraction in progress. Supplies ample. Prices falling.

Punjab.—*For week ending 27th March, 1889.*—Slight rain in a few districts. Prices falling in Delhi, Amballa, Lahore, Rawalpindi, Shahpur, Dera Ismail Khan, and Peshawar, and stationary in other districts. Ploughing for *kharif* in progress; sowings for cotton and sugarcane have also commenced. Prospects of *rabi* crops are generally good throughout the province. No damage done to crops. Stock cattle are healthy. Fodder sufficient except in Lahore. Poppy crops are reported good in Jullundur and Amritsar.

Central Provinces.—*For week ending 27th March, 1889.*—Weather cloudy with storms in Jabalpur and Seoni. Hail has caused damage in Jabalpur. Anticipated wheat outturn, Saugor 11, Hoshangabad 5½, Nagpur 12, and Bilaspur 9 annas. Scarcity of water felt in places.

Burma.—*For week ending 23rd March, 1889.*—A little rain fell in several districts in Upper Burma, except in Bhamo where more rain is required. The dry

weather crops promise well. The price of paddy has risen in Akyab, Rangoon, Tharrawaddy, Bassein, Thôngwa, Henzada, and Magwé. Prices are lower in Prome, Amherst, Tavoy, and Pyinmana, and elsewhere are stationary.

Assam.—*For week ending 27th March, 1889.*—Weather warm; moderate rainfall in most districts. Sowing of summer rice progressing well; pressing of sugarcane nearly finished. Tea operations commenced.

Mysore and Coorg.—*For week ending 27th March, 1889.*—No rain in Mysore. Standing crops in good condition, except in parts of the Kolar district where want of rain is felt. Prospects generally favourable. Fodder and water-supply reported to be deficient in parts of the Mysore district. Prices slightly risen in the Kadur district.

Rain has fallen in parts of South Coorg during the week.

Berar and Hyderabad.—*For week ending 27th March, 1889.*—Cultivators engaged in threshing *rabi* crops, and preparing the soil for the ensuing season in Berar. Prospects favourable. Agricultural stock generally good. Fodder and water insufficient in certain districts. Prices somewhat high in the Akola and Ellichpur districts.

No rain in Hyderabad during the week. Weeding of hot-weather crops finished. Harvesting of *rabi* continues. Tanks and wells drying up for want of rain. Prices stationary.

Central India.—*For week ending 27th March, 1889.*—Slight fall of rain in Baghelkhand and Western Malwa Agencies. Agricultural operations reported completed in Bundelkhand. Prices of food grains continue to fall in Bhopal. Weather warm and cloudy in Bhopawar and Indore.

Rajputana.—*For week ending 27th March, 1889.*—Good rain in Alwar, slight in Harowti and Bikanir. Agricultural operations satisfactory. Standing crops being harvested. Harvests poor in Kherwara, above average in Kerowli. Agricultural stock good. Pasturage or fodder sufficient except in Marwar, Kherwara, Meywar, and parts of Serohi. Prices falling at many places. Opium satisfactory in Kotah and Jeypur, damaged in Harowti.

Nepal.—*For week ending 21st March, 1889.*—Slight rain. Mornings and evenings cool. Weather beginning to be hot during the day. Prospects good.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XLVIII OF 1888-89.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Last Return received.	Railways.	Total mean length open.	Receipts for week ending 3rd March, 1888. Total.	Receipts for week ending 3rd March, 1888. Per mile open.	Total mean length open.	Receipts for week ending 2nd March, 1889. Total.	Receipts for week ending 2nd March, 1889. Per mile open.	Total Receipts from 1st April, 1887, to 3rd March, 1888. Total.	Total Receipts from 1st April, 1887, to 3rd March, 1888. Per mile open per week.	Total Receipts from 1st April, 1888, to 2nd March, 1889. Total.	Total Receipts from 1st April, 1888, to 2nd March, 1889. Per mile open per week.	Total Increase in 1888-89.	Total Decrease in 1888-89.
	State Lines worked by Companies.		R	R		R	R	R	R	R	R	R	R
31st Mar., 1889	East Indian	1,514	10,11,743	668	1,514	9,79,367	647	4,25,59,999	586	4,07,98,289	561	...	17,61,710
31st ditto	Rajputana-Malwa (a)	1,664	4,08,424	245	1,664	4,47,000	269	1,54,31,579	192	1,71,77,426	215	17,45,847	...
First 5 days of February, 1889	Sindia	75	6,801	91	54	(b)6,045	112	4,09,084	114	(c)3,35,449	93	...	73,635
5th ditto	Patna-Gya	57	12,821	224	57	9,961	174	4,78,263	174	4,42,773	161	...	35,490
5th ditto	Bengal-Nagpur (d)	186	26,761	144	293	46,425	158	13,00,788	145	16,06,344	162	3,05,556	...
5th ditto	Dildarnagar-Ghazipur	12	1,047	87	12	791	66	44,305	77	41,069	71	...	3,236
5th ditto	Mysore	140	10,809	77	219	12,096	55	4,74,442	71	5,06,008	74	31,566	...
5th ditto	Southern Mahratta(e)	850	62,532	74	857	74,574	87	30,01,732	80	35,71,710	87	5,69,978	...
2nd ditto	Indian Midland	136	13,998	103	480	(f)61,246	128	2,07,335	84	(f)9,13,637	104	7,06,302	...
2nd ditto	Villupuram-Dharmavaram (*Nellore Branch*)	83	3,686	44	83	7,834	94	(g) 82,837	41	2,29,805	58	1,46,968	...
2nd ditto	Bareilly-Pilibhit	36	1,390	39	36	2,965	82	81,959	48	84,936	50	2,977	...
29th ditto	Lucknow-Sitapur-Sihramau	105	3,489	33	105	6,449	61	1,95,950	39	2,41,625	48	45,675	...
	Total	4,858	15,63,501	322	5,374	16,54,753	308	6,42,68,273	285	6,59,49,071	278	16,80,798	...
	State Lines worked by Government.												
9th Mar., 1889	North-Western (h)	2,481	4,56,316	184	2,390	4,82,676	202	1,94,47,589	180	2,34,38,980	204	39,91,391	...
9th ditto	Oudh & Rohilkhand	693	1,27,666	184	692	1,40,719	203	62,76,902	190	61,98,004	187	...	78,898
9th ditto	Wardha Coal	45	5,345	119	45	22,049	490	6,89,256	317	7,89,090	365	99,834	...
2nd ditto	Bengal Central	125	14,796	118	125	13,990	112	6,20,817	103	6,52,288	109	31,471	...
2nd ditto	Eastern Bengal Railways (i)	645	1,92,001	298	673	1,97,740	294	89,75,094	290	98,59,176	305	8,84,082	...
16th ditto	Nalhati	27	2,288	84	27	2,226	82	86,131	67	93,180	73	7,049	...
16th ditto	Tirhoot	259	48,824	189	273	31,415	115	16,71,405	141	15,11,947	121	...	1,59,458
16th ditto	Burma	333	93,473	281	533	1,07,882	195	25,91,333	187	30,04,947	154	13,614	...
2nd ditto	Jorhat	31	887	29	31	956	31	46,243	34	56,480	40	10,237	...
9th ditto	Cherra-Companyganj	7	141	19	7	50	7	10,255	28	7,956	22	...	2,299
	Total	4,646	9,41,737	203	4,816	9,99,703	208	4,08,15,025	192	4,56,12,048	204	47,97,023	...
	Lines worked by Guaranteed Companies.												
2nd Mar., 1889	Madras	840	1,61,174	192	840	1,60,081	191	75,84,920	187	77,35,676	192	1,50,756	...
9th ditto	South Indian	654	94,367	144	654	93,865	144	47,08,591	149	50,39,242	161	3,30,651	...
9th ditto	Great Indian Peninsula	1,504	6,82,093	454	1,447	8,29,591	573	3,60,63,582	498	3,81,69,503	533	21,05,921	...
16th ditto	Bombay, Baroda and Central India	461	2,99,211	649	461	2,94,000	638	1,11,57,645	501	1,17,71,969	532	6,14,324	...
	Total	3,459	12,36,845	358	3,402	13,77,537	405	5,95,14,738	356	6,27,16,390	384	32,01,652	...
	GRAND TOTAL (GUARANTEED AND STATE)	12,963	37,42,083	296	13,592	40,31,993	297	16,45,98,036	272	17,42,77,509	279	96,79,473	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	8,47,80,972	140	9,02,25,560	145	54,44,588	...
	NET RECEIPTS	...	...	...	...	...	...	7,98,17,064	132	8,40,51,949	134	42,34,885	...
	Assisted Companies.												
8th Mar., 1889	Bengal and North-Western	376	38,532	102	376	38,590	103	18,78,119	103	20,34,614	113	1,56,495	...
16th ditto	Tarakeshwar	22	6,426	289	22	7,926	356	2,46,225	231	2,53,593	237	7,368	...
2nd ditto	Rohilkhand-Kumaun	67	4,737	71	67	6,586	98	2,89,688	92	3,10,356	99	20,668	...
2nd ditto	Dibru-Sadiya	78	8,716	112	78	8,272	106	3,78,196	100	4,03,051	108	24,855	...
	Total	543	58,411	108	543	61,374	113	27,92,228	106	30,01,614	115	2,09,386	...
	Native States.												
2nd Mar., 1889	The Nizam's Guaranteed Company	277	33,257	120	354	39,686	112	14,82,765	139	16,66,912	116	1,84,147	...
[illegible]	The Gaekwar's	59	2,171	37	59	2,850	48	1,44,417	51	1,29,584	46	...	14,833
[illegible]	The Gaekwar's Mehsana-Vadnagar	21	873	42	27	850	31	35,605	35	42,288	39	6,683	...
9th ditto	Bhavnagar-Gondal-Junagarh-Porbandar	193	24,745	128	260	38,093	147	9,41,139	101	10,46,614	106	1,05,475	...
9th ditto	Morvi	68	2,574	38	68	2,648	39	1,26,466	39	1,51,460	46	24,994	...
16th ditto	Jodhpore	124	7,777	63	124	7,600	61	3,24,159	54	3,23,215	54	...	944
	Total	742	71,397	96	892	91,727	103	30,54,551	92	33,60,073	89	3,05,522	...

(a) Includes the Cawnpore-Achnera State Railway.
(b) Receipts for last 5 days of February 1889.
(c) Total Receipts from 1st April, 1888, to 28th February, 1889.
(d) Includes Katni-Umaria State Railway.
(e) Includes the Bellary-Kistna State Railway.
(f) Includes the Bhopal-Itarsi Railway from 1st January, 1889, and the Sindia State Railway from 1st March, 1889.
(g) Total receipts from 15th September, 1887, to 3rd March, 1888.
(h) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(i) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.

M. C. BRACKENBURY, *Major, R.E.*
Offg. Deputy Secretary.

CALCUTTA,
The 29th March, 1889.

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SUPPLEMENT TO

The Gazette of India.

No. 14.] CALCUTTA, SATURDAY, APRIL 6, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and prospects of the Crops.

Madras.—*For week ending 30th March, 1889.*—No rain at Godavery, Kistna, Cuddapah, Bellary, Madras, Chingleput, South Arcot, Trichinopoly, and South Canara, slight elsewhere and in Ganjam. Rain wanted in Ganjam, Vizagapatam, Cuddapah, Anantapur, Trichinopoly, Tinnevelly, and Coimbatore. Standing crops good, but withering in parts generally of Cuddapah, Bellary, Anantapur, and Tinnevelly. Pasture deficient in Ganjam, Vizagapatam, Tinnevelly, Salem, and Malabar. Prices rising in six districts, falling in six, and stationary in others. General prospects favourable except in Ganjam, improving in Coimbatore. Labourers employed on last day of week on Rushikulya works 11,097; Gopalpur canal 8,149.

Bombay.—*For week ending 3rd April, 1889.*—Slight rain in parts of Poona. Late crops in three talukas of Surat and one of Sholapur unsatisfactory; standing crops in one taluka of Karachi damaged by insects and drought, and exotic cotton in parts of Dharwar blighted. Harvesting of late crops and ploughing for next season's crops progressing. Fodder scarce in Khandesh and parts of Poona, Ahmednagar, Dharwar and Kathiawar.

Bengal.—*For week ending 2nd April, 1889.*—The last few days have been cloudy, but without rain, which is now generally wanted for *boro* (spring rice), and other standing crops, and for the cultivation of *aus* (autumn rice), and jute. *Aus* sowings have begun in some districts. The *rabi* harvest is still proceeding, and a fair outturn is generally expected, but in Chota Nagpore it will be from six to twelve annas only. Opium collection is over, and weighments have begun. *Cheena, mung* and indigo are promising crops. In Durbhanga

and Sarun damage to indigo from caterpillars is apprehended. *Mahua* is a good crop in Bhagulpur, the Sonthal Pergunnahs, and Hazareebagh, but short in Manbhoom, and the Palamow Sub-Division of Lohardugga. In Rajshahye the *ganja* crop has been somewhat damaged by hail. Prices of rice are almost stationary throughout the province. No further report has been received concerning the distressed tracts in the Patna Division.

North-Western Provinces and Oudh.—*For week ending 3rd April, 1889.*—Weather seasonable. *Rabi* harvest approaching completion, a good outturn expected in the eastern districts. Threshing operations are in progress. Collecting of opium continues. Markets well supplied, but prices are fluctuating.

Punjab.—*For week ending 3rd April, 1889.*—Slight rain in certain districts. Prices falling in Sialkot and Shahpur, rising in Rawalpindi, stationary elsewhere. Ploughing for *kharif* in progress; sowings for cotton, sugarcane, tobacco and melons continuing. Prospects of *rabi* crops are generally good throughout the province. Crops are slightly affected by rust in Tahsil Chunian in the Lahore district. Stock cattle are healthy, except in Muktsar in the Ferozepur district. Fodder sufficient except in parts of Lahore. Poppy crops are reported good in Jullundur.

Central Provinces.—*For week ending 3rd April, 1889.*—Weather cloudy with sprinkling of rain in places. Harvesting of winter crops continues. Wheat outturn expected in Saugor 11, Hoshangabad 6, Nagpur 8, and Bilaspur 9 annas.

Burma.—*For week ending 30th March, 1889.*—Slight rain fell in Mergui, Bhamo, Myadaung, Shwebo, Yeu, Sagaing and Myingyan. Crop prospects good, but rain wanted for dry-weather crops in Bhamo and Tigyaing. Price of paddy remains much the same as last week.

Assam.—*For week ending 3rd April, 1889.*—Weather seasonable. Rain fell in Cachar and most districts of the Brahmaputra Valley. Sowing of early rice in progress. Tea doing well.

Mysore and Coorg.—*For week ending 3rd April, 1889.*—Slight rain in parts of Mysore. Crops in good condition except in parts of the Kolar district. Outturn of crops harvested generally fair. Water supply and pasturage diminishing in parts of the Mysore district. No material change in prices.

Slight rain in Coorg. More rain wanted for coffee blossoms.

Berar and Hyderabad.—*For week ending 3rd April, 1889.*—Preparation of fields for the next *kharif* sowings continued in Berar. Harvesting of *rabi* crops almost completed. Prospects good. Cattle generally healthy. Fodder and water same as last week. No material change in prices.

No rain during week at Hyderabad. *Rabi* and hot-weather crops continue to be harvested. Scarcity of fodder felt in some places. Prices stationary.

Central India.—*For week ending 3rd April, 1889.*—Prices of food grains reported rising in Bundelkhand, slightly fallen in Dhar and Manpur. Apprehensions of water famine in the Neemuch district.

Rajputana.—*For week ending 3rd April, 1889.*—Good rain in Alwar, slight in Bikaneer. Agricultural operations satisfactory. Standing crops being harvested; harvest poor in Kherwara. Agricultural stock good. Pasturage or fodder sufficient, except in Marwar, Kherwara, Meywar and parts of Sirohi. Prices falling at many places.

Nepal.—*For week ending 28th March, 1889.*—No rain. Strong wind in the evenings during the week. Prospects good.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1888.

Districts.	Average wages per month. Able-bodied agricultural labourer.	Syce or horse-keeper.	Common mason, Carpenter or Blacksmith.
	R a. p.	R a. p.	R a. p.
Burma—			
Tenasserim—			
Mergui	15 0 0	15 0 0	30 0 0
Tavoy	10 0 0	15 0 0	30 0 0
Moulmein and Amherst	25 0 0	12 0 0	25 0 0
Pegu (deltaic)—			
Pegu	18 0 0	12 0 0	30 0 0
Rangoon	15 0 0	13 0 0	30 0 0
Thongwa	15 0 0	12 0 0	30 0 0
Bassein	15 0 0	15 0 0	40 0 0
Pegu (inland)			
Shwaygyin	20-0 to 30-0	12-0 to 15-0	25-0 to 40-0
Tharawadi	30 0 0	12-0 to 15-0	30-0 to 45-0
Henzada	15 0 0	12 0 0	22 0 0
Prome	15 0 0	12 0 0	30 0 0
Toungoo	15 0 0	13 0 0	40 0 0
Thayetmyo	12 0 0	12 0 0	30 0 0
Upper Burma—			
Mandalay	7 8 0	12 0 0	15 0 0
Arakan—			
Sandoway	15 0 0	10 0 0	30 0 0
Kyouk-pyu	10 0 0	15 0 0	30 0 0
Akyab	15-0 to 20-0	10-0 to 12-0	15-0 to 20-0
Assam—			
Surma—			
Sylhet	5 0 0	6-0 to 7-0	11-0 to 30-0
Cachar	7-0 to 8-0	7-0 to 8-0	15-0 to 20-0
Khási and Jaintia Hills	7-0 to 15-0	7-0 to 12-0	12-0 to 35-0
Gáro Hills	5-10 to 7-8	7-8 to 12-0	20-0 to 45-0
Brahmáputra—			
Goálpára	6-0 to 7-0	7-0 to 8-0	15-0 to 35-0
Kámrúp	7-0 to 8-0	8-0 to 9-0	12-0 to 15-0
Darrang	5-0 to 7-0	8-0 to 10-0	12-0 to 45-0
Nowgong	7 0 0	9-0 to 10-0	10-0 to 30-0
Sibságar	8-0 to 12-0	8-0 to 12-0	10-0 to 45-0
Lakhimpur	8-0 to 10-0	8-0 to 10-0	15-0 to 40-0
Bengal—			
Eastern hill tracts—			
Chittagong Hill Tracts	12 0 0	...	...
Hill Tipperah	8 0 0	6 0 0	15 0 0
Nága Hills	10-0 to 20-0	10-0 to 15-0	30-0 to 45-0
Eastern—			
Backergunge	7 8 0	6 0 0	10-0 to 15-0
Noakholly	7-0 to 10-0	5-0 to 7-0	7-0 to 20-0
Chittagong	8 0 0	8 0 0	9-0 to 11-8
Tipperah	10 0 0	8 0 0	12-0 to 15-0
Dacca	6-0 to 8-0	8-0 to 15-0	8-0 to 20-0
Mymensingh	7-0 to 10-0	6-0 to 7-0	12-0 to 30-0
Deltaic—			
Kooliua	7-8 to 9-6	7-0 to 8-0	15-0 to 30-0
24-Pergunnahs	9-0 to 10-0	6 0 0	15-0 to 22-0
Midnapore	6 0 0	5 0 0	7-8 to 12-0
Howrah	7-8 to 15-0	7 0 0	12-0 to 25-0
Calcutta	5 0 0	6 0 0	15 0 0
Hooghly	9 13 6	5-0 to 6-0	8-0 to 30-0
Nuddea (Kishnaghur)	6 0 0	6 0 0	7-8 to 15-0
Jessore	5-0 to 7-8	4-0 to 6-0	10-0 to 15-0
Furreedpore	7 8 0	8 0 0	10-0 to 15-0
Central—			
Bankoora	6-0 to 10-0	5-0 to 8-0	8-0 to 15-0
Burdwan	8 0 0	6 8 0	10-0 to 15-0
Beerbhoom	5 0 0	6 0 0	12 0 0
Moorshedabad	6 1 0	5 0 0	5-0 to 16-0
Sonthal Pergunnahs	3 12 0	5 0 0	7-8 to 9-6
Pubna	5-0 to 7-0	6-0 to 10-0	8-0 to 20-0
Bogra	7-0 to 7-8	5-0 to 7-8	12-0 to 22-0
Rajshahye	5-0 to 6-0	4-0 to 6-0	8-0 to 16-0
Maldah	7 8 0	5 0 0	8-0 to 10-0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1888—*continued.*

Districts.	Average wages per month. Able-bodied agricultural labourer.	Syce or horse-keeper.	Common mason, Carpenter or Blacksmith.
	R a. p.	R a. p.	R a. p.
Bengal—*continud.*			
Northern—			
Rungpore	7 8 0	6-0 to 7-0	12-0 to 15-0
Dinagepore	7 8 0	6-0 to 8-0	10-0 to 15-0
Jalpáiguri	7 8 0	9 0 0	20 0 0
Darjeeling	6 0 0	7-8 to 9-0	12-0 to 22-0
Orissa—			
Pooree	6 0 0	5 0 0	8-0 to 10-0
Cuttack	5 10 0	4 0 0	7-8 to 10-0
Balasore	4-0 to 5-0	4-0 to 6-0	7-8 to 12-3
Chota-Nagpur—			
Singbhoom	3 0 0	5 0 0	12-0 to 15-0
Manbhoom	4 11 0	5 0 0	13-2 to 15-0
Lohardugga	3-4-6 to 3-12-0	3-0 to 4-8	6-0 to 12-0
Hazáribágh	3 12 0	4-0 to 5-0	7 8 0
Behar, south—			
Monghyr	5 10 0	3-0 to 4-0	6-0 to 8-0
Gya	2-8 to 3-0	3-0 to 5-0	6-0 to 8-0
Patna	4-0 to 5-0	4-8 to 5-0	6-0 to 8-0
Shahabad	5 0 0	4-0 to 6-0	6-0 to 7-8
Behar, north—			
Purneah	4-11 to 5-10	4-0 to 5-0	7-0 to 16-0
Bhágalpur	3-12 to 5-10	3-0 to 5-0	6-9 to 11-4
Durbhunga	3-12 to 5-0	3-0 to 5-0	3-12 to 9-8
Mozufferpore	3-0 to 5-0	4-0 to 5-0	5-0 to 8-0
Sarun	3-12 to 7-8	4-0 to 7-0	6-9 to 10-0
Chumparun	2-13 to 3-12	4-0 to 6-0	5-10 to 9-6
N.-W. Provinces—			
Eastern—			
Mirzapur	3 12 0	3 12 0	7 8 0
Benares	4 0 0	4 8 0	6-4 to 8-11
Ghazipur	4 1 0	5 0 0	7 8 0
Jaunpur	3 8 0	5 0 0	4-0 to 7-8
Allahabad	4 8 0	5 0 0	12-8 to 15-0
Central—			
Bánda	3 2 0	5 0 0	8-12 to 9-0
Fatehpur	2 13 0	4 0 0	6-0 to 8-0
Hamirpur	3 0 0	4 0 0	6-0 to 7-0
Jalaun	3 8 0	5 0 0	6-0 to 8-0
Cawnpore	4 0 0	4 8 0	10 0 0
Etawah	4 4 0	5 0 0	9 8 0
Farukhabad	4 12 0	5 0 0	10 0 0
Mainpuri	4 0 0	5 0 0	8-0 to 10-0
Etah	4 0 0	5 0 0	5-0 to 8-0
Western—			
Lalitpur	3 8 0	5 0 0	7-0 to 10-0
Jhánsi	3 8 0	5 8 0	11 0 0
Agra	4 8 0	4 8 0	4-0 to 9-0
Muttra	4 11 0	5 0 0	9-4 to 10-0
Aligarh	4 8 0	4 8 0	10 0 0
Bulandshahr	4 0 0	4 8 0	8-0 to 10-0
Meerut	5 8 0	5 8 0	5-8 to 13-8
Sub-montane—			
Ballia	3 12 0	4 0 0	7 8 0
Azamgarh	3 12 0	5 10 0	7-0 to 7-8
Gorakhpur	3 12 0	4 8 0	7-8 to 9-12
Basti	3 12 0	4 8 0	12 0 0
Shâhjahánpur	2 8 0	5 0 0	8-0 to 8-12
Budaun	3 0 0	4 0 0	4-0 to 8-0
Pilibhit	3 8 0	4 0 0	8 0 0
Bareilly	3 12 0	4 0 0	7 8 0
Moradabad	2 13 0	4 8 0	7-8 to 9-6
Tarái	5 0 0	6 0 0	8-0 to 10-0
Bijnor	4 11 0	5 0 0	7-8 to 9-6
Muzaffarnagar	4 0 0	4 8 0	6-0 to 12-0
Saháranpur	5 8 0	5 0 0	9-0 to 10-0
Dehra Dun	5 0 0	6 0 0	10 0 0
Kumáon	6 0 0	5 0 0	8-0 to 11-0
Garhwal	5 10 0	5 0 0	10-0 to 11-0
Oudh—			
Southern—			
Partabgarh	3 0 0	3 8 0	6-0 to 7-8
Sultánpur	3 12 0	5 0 0	7 8 0
Rae-Bareli	3 8 0	4 0 0	7-4 to 7-8
Unao	3 12 0	4 8 0	7-8 to 8-0
Luchnow	4 0 0	4 0 0	7-8 to 13-2
Harjoi	3 12 0	4 0 0	7-8 to 9-6

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1888—*continued.*

Districts.	Average wages per month. Able-bodied agricultural labourer.	Syce or horse-keeper.	Common mason, Carpenter or Blacksmith.
	R a. p.	R a. p.	R a. p.
Oudh—*continued.*			
Northern—			
Fyzabad	2 13 0	3 12 0	7-8 to 9-6
Barabanki	3 8 0	4 0 0	6-0 to 8-0
Gonda	2 12 0	3 4 0	6-8 to 8-0
Bahraich	3 0 0	4 8 0	5-0 to 10-0
Sitapur	4 0 0	4 0 0	8 0 0
Kheri	4 0 0	4 8 0	7-0 to 7-8
Rajputana—			
Eastern—			
Partábgarh	7 8 0	5 10 0	15-0 to 16-14
Bánswára	5 0 0	5 0 0	11-4 to 18-12
Meywar (Oodeypore)	4-0 to 6-0	5-0 to 6-0	12-0 to 30-0
Sirohi	5 10 0	6 0 0	15 0 0
Erinpura	6 0 0	6 0 0	12 0 0
Ajmere	3-0 to 4-0	5-0 to 8-0	10-0 to 20-0
Abu	7 8 0	7 0 0	18 12 0
Kishengarh	3-0 to 5-0	5-0 to 7-0	4-11 to 15-12
Boondee	5 10 0	5 10 0	7-8 to 15-0
Kotah	4 0 0	4 0 0	7-8 to 8-0
Jhalláwar	4-0 to 5-0	4-0 to 7-0	5-0 to 30-0
Tonk	5 10 0	5 10 0	7-8 to 15-0
Jeypore	2-0 to 3-0	3-8 to 6-0	7-8 to 12-4
Kerauli	2 0 0	...	4-0 to 5-8
Dholpur	4 0 0	...	5-8 to 7-0
Bhartpur	4 0 0	...	5-8 to 7-0
Alwar	4 0 0	4-0 to 6-0	8-0 to 12-0
Deoli Cantonment	3-12 to 5-10	...	7-8 to 9-6
Nasirabad Cantonment	6-0 to 7-0	6-0 to 9-0	10-0 to 15-0
Hilly Tracts of Meywar	5 4 0	4 9 0	9-6 to 15-0
Bálmer	5 7 6	...	11 7 4
Anádra	7 8 0	6 0 0	...
Shahpura	3 12 0	4 11 0	7-8 to 9-6
Western—			
Jodhpur	5 10 0	5 2 1	9 6 0
Jaisulmer	...	15 0 0	...
Bickanir	3 12 0	2 13 0	8-7 to 8-14-6
Central India—			
Indore	6 0 0	7 0 0	12-0 to 15-0
Nimach Cantonment	5 10 0	7 0 0	12-0 to 15-0
Baghelkhand (Satna)	3 8 0	4 8 0	9-11 to 17-8
Goona	4-0 to 5-0	4-0 to 5-0	12-0 to 15-0
Gwalior	6 0 0	6 0 0	10-0 to 15-0
Punjab—			
Southern—			
Hissar	5 0 0	5 0 0	10 0 0
Ferozepore	5 10 0	5 8 0	13 0 0
Montgomery	6 0 0	6 0 0	14 0 0
Central—			
Gurgaon	4 11 0	5 2 0	11 4 0
Delhi	5 10 0	6 0 0	12 15 0
Rohtak	6 0 0	6 0 0	9 0 0
Karnál	5 8 0	4 12 0	11 2 0
Lahore	5 0 0	6 0 0	15 0 0
Sub-Montane—			
Umballa	7 8 0	5 0 0	10 10 0
Ludhiána	5 0 0	6 0 0	11 5 0
Jullundur	5 0 0	6 0 0	10 0 0
Hoshiárpur	5 0 0	6 0 0	10 0 0
Gurdáspur	5 10 0	5 0 0	13 0 0
Amritsar	7 0 0	5 8 0	14 8 0
Hills—			
Simla	7 8 0	5 10 0	16 14 0
Kángra	7 8 0	5 10 0	13 0 0
North-western—			
Siálkote	6 0 0	6 0 0	15 0 0
Gujránwála	5 8 0	6 8 0	14 8 0
Gujrát	4 0 0	4 0 0	11 0 0
Jhelum	5 10 0	6 0 0	15 0 0
Ráwalpindi	8 0 0	8 0 0	11 5 0
Hazára	6 0 0	7 0 0	12 5 0
Pesháwar	6 0 0	6 0 0	24 0 0
Kohát	9 0 0	7 0 0	24 0 0
Western—			
Shahpur	5 5 0	6 0 0	15 0 0
Jhang	6 0 0	7 0 0	15 0 0
Moultan	8 0 0	6 8 0	20 0 0
Bannu	7 8 0	6 0 0	17 0 0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1888—*continued.*

Districts.	Average wages per month. Able-bodied agricultural labourer.	Syce or horse-keeper.	Common mason, Carpenter or Blacksmith.
	R a. p.	R a. p.	R a. p.
Punjab—*contd.*			
Western—contd.			
D. I. Khán	5 0 0	6 0 0	21 4 0
Muzaffargarh	7 0 0	6 8 0	16 8 0
D. G. Khán	4 0 0	6 0 0	15 0 0
Sind and Baluchistan—			
Karáchi	12-0 to 20-0	12-0 to 15-0	30-0 to 40-0
Hyderabad (Gidu Bandar)	12 0 0	8 0 0	30 0 0
Thar and Párkar (Umarkot)	8-0 to 12-0	10 0 0	19-0 to 39-0
Sukkur	8 0 0	10 0 0	30 0 0
Shikárpur	9 0 0	8 0 0	26-0 to 30-0
Upper Sind Frontier	9 6 0	11 4 0	23 12 0
Quétta	15 0 0	15 0 0	40-0 to 45-0
Bombay—			
Konkan—			
Karwar	7 8 0	8 0 0	19 0 0
Ratnágiri	7 8 0	9 0 0	15 0 0
Colába (Alibág)	5 10 0	10 0 0	22 8 0
Bombay	10 15 0	9 8 0	32-8 to 48-3-3
Tanna (Salsette)	9 6 0	10 0 0	22 8 0
Deccan—			
Dharwar (Hubli)	8 0 0	6 0 0	15-0 to 20-0
Belgaum	6 2 0	7 4 0	16 4 0
Satara	5 5 0	7 0 0	14-0 to 17-13
Sholápur	7 0 0	9 0 0	20-0 to 25-0
Bijápur	7 8 0	7 8 0	15-0 to 22-8
Poona (City)	7 8 0	10 0 0	15-0 to 22-8
Khandesh—			
Ahmednagar	7 8 0	10 0 0	20-0 to 22-0
Násik	9 0 0	9 0 0	15-0 to 30-0
Khandesh (Dhulia)	7 0 0	9 0 0	14-0 to 20-0
Guserat—			
Surat	5-0 to 8-0	8-0 to 10-0	15-0 to 25-0
Broach	7 8 0	7 8 0	18 12 0
Kaira	7 8 0	9 0 0	9-6 to 15-0
Baroda Camp (Sadar Bazar)	7 8 0	7 0 0	22 8 0
Ahmedabad (Daskrohi)	7 8 0	7 0 0	8 12 0
Panch Mahals (Godhra)	7 8 0	12 0 0	15-0 to 22-8
Deesa Cantonment	5 13 0	7 0 0	19 6 0
Kathiawar—			
Rájkot	10 0 0	8 0 0	15-0 to 22-8
Central Provinces—			
Western—			
Nimár	6 0 0	6 0 0	15-0 to 20-0
Khandwa-Asirgarh Cant.	6 0 0	6 0 0	15 0 0
Hoshangabad	6 0 0	6-0 to 7-0	12-0 to 30-0
Betúl	4-0 to 6-0	6-0 to 7-0	15-0 to 20-0
Chhindwára	4-0 to 5-0	4-0 to 6-0	10-0 to 15-0
Nágpur	4 0 0	5 0 0	15 0 0
Wardha	5 10 0	5 0 0	15 0 0
Central—			
Narsinghpur	3-0 to 4-0	6 0 0	12-0 to 15-0
Saugor	4 0 0	6 0 0	10-0 to 12-0
Damoh	4 8 0	6 0 0	10-0 to 13-0
Jubbulpore	3-0 to 4-0	4-0 to 5-0	10-0 to 15-0
Mandla	4 0 0	5 0 0	10 0 0
Seoni	4 0 0	6 0 0	11 0 0
Bálághát	3 0 0	4 0 0	12 0 0
Bhandára	4 0 0	6 0 0	15 0 0
Chánda	4 0 0	6 0 0	12-0 to 15-0
Eastern—			
Bilásper	6 0 0	7 0 0	19 0 0
Raipur	5 0 0	7 0 0	15 0 0
Sambalpur	3 0 0	3 0 0	12 0 0
Berar—			
Buldána	6 0 0	7 8 0	22 10 0
Básim	6 0 0	6 0 0	10-0 to 18-0
Akola	6 0 0	7 8 0	15-0 to 30-0
Ellichpur	6 0 0	7 0 0	20 0 0
Amráoti	7 0 0	7 8 0	15-0 to 28-0
Wún	6 0 0	7 0 0	11-0 to 15-0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st DECEMBER 1888—*concluded.*

Districts.	Average wages per month. Able-bodied agricultural labourer.	Syce or horse-keeper.	Common mason, Carpenter or Blacksmith.
	R a. p.	R a. p.	R a. p.
Nizam's Territories—			
Secunderabad	5-0 to 7-0	5-0 to 7-0	13-0 to 30-0
Bolárum	...	5-2-1 to 6-13-6	9-8 to 19-3
Chadarghat	7 12 0	8 0 0	15 0 0
Madras—			
Malabar Coast—			
Malabar	6 5 9	6 10 1	13 2 6
S. Canara	6 14 0	6 12 0	18 2 0
South, central—			
Coimbatore	4 12 10	5 0 10	15 5 2
Nílgiris	7 2 0	8 12 0	25 0 0
Salem	4 0 0	5 5 4	13 13 4
Central—			
Bellary	5 5 0	7 0 0	15 0 0
Anantapur	5 0 0	7 8 0	15 0 0
Cuddapah	7 8 0	7 8 0	15 0 0
Kurnool	4 8 0	4 8 0	20 0 0
East coast, north—			
Ganjam	4 12 0	6 9 0	9 6 0
Vizagapatam	4 8 0	4 8 0	11 0 0
Godávari	5 0 0	5 0 0	15 0 0
East Coast, central—			
Kistna	5 10 8	7 5 4	16 10 8
Nellore	5 8 0	6 4 0	16 10 8
East Coast, south—			
Madras	5 0 0	5 8 0	14 1 0
Chingleput	4 8 0	5 0 0	13 8 0
N. Arcot	5 6 9	6 0 0	15 10 4
S. Arcot	5 6 4	6 3 4	12 11 4
Tanjore	5 1 4	6 6 0	15 0 0
Trichinopoly	4 13 0	6 8 0	12 3 0
Southern—			
Tinnevelly	5 4 0	6 10 8	14 [illegible] 8
Madura	5 9 0	5 8 0	12 [illegible] 6
Mysore—			
Mysore	7 8 0	6 0 0	15 0 0
Bangalore	4-0 to 8-0	5-0 to 7-0	13-2 to 22-8
Kolar	7 0 0	7 8 0	15 0 0
Túmkúr	7 0 0	7 0 0	15-0 to 30-0
Hassan	5 0 0	6 0 0	22 8 0
Kadur	7 8 0	7 8 0	22 8 0
Shimoga	2-0 to 5-0	3-0 to 8-0	10-0 to 25-0
Chitaldrug	5 0 0	7 0 0	15 0 0
Coorg—			
Coorg	7 8 0	8 0 0	22 8 0
Aden	...	10 0 0	30-0 to 37-8

E. J. SINKINSON,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch.*)

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barlry.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu. (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus*.)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	11 1	10 10	11 11	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	14 9	14 9
Tavoy	...	...	...	...	11 13	12 6	14 0	14 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	16 1	24 2
Moulmein and Amherst	9 0	9 0	...	...	9 11	7 14	11 1	8 11	...	...	...	...	...	...	...	...	9 5	9 5	12 2	12 2	...	...	220 0	220 0	20 15	20 15
Pegu (deltaic)—																										
Pegu	...	...	...	...	14 10	9 7	15 12	12 14	...	...	...	...	...	...	...	...	11 2	12 7	18 0	22 0	...	...	155 0	150 0	17 0	17 0
Rangoon	11 2	11 2	...	...	12 6	10 6	13 2	11 2	...	...	...	...	...	...	...	...	15 2	15 2	22 2	*	...	...	250 0	250 0	14 9	14 9
Thongwa	...	...	...	...	12 4	11 10	14 12	14 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	16 8	22 6
Bassein	...	...	...	...	13 6	11 13	17 13	15 14	...	...	...	...	...	...	...	...	9 4	9 7	...	...	...	...	207 8	180 0	14 3	16 11
Pegu (inland)—																										
Shwaygyin	...	...	...	...	9 13	9 1	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharawadi	...	...	...	...	14 0	14 0	16 0	16 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	8 2	8 2	450 0	450 0	14 0	14 0
Henzada	...	...	...	...	11 15	10 4	15 10	15 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	183 8	183 8	14 3	14 3
Prome	8 10	9 2	...	...	12 12	12 0	13 12	16 0	...	...	...	...	...	...	...	...	8 14	8 14	22 4	22 5	9 5	9 5	167 9	160 to 180	18 10	12 0
Toungoo	...	...	...	...	9 2	9 2	12 13	12 13	...	...	...	...	...	...	...	...	9 7	9 7	...	...	..	...	200 0	200 0	14 1	14 1
Thayetmyo	9 9	8 6	...	...	11 11	11 11	13 13	13 13	...	...	...	...	...	...	...	...	8 0	7 8	37 8	37 8	...	...	245 0	245 0	11 3	11 3
Upper Burma—																										
Mandalay	9 14	9 14	...	...	9 2	10 2	10 8	11 3	...	...	...	...	...	...	...	...	7 5	7 2	13 11	12 2	8 0	...	105 0	110 0	16 13	17 12
Arakan—																										
Sandoway	...	...	...	...	18 11	20 9	21 9	24 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	13 2	13 2	15 13	14 10	...	...	...	...	...	...	...	...	...	...	‖	‖	...	...	333 0	333 0	24 0	24 0
Akyab	...	...	...	...	15 0	14 0	17 0	16 0	...	...	...	...	...	...	...	...	8 8	9 0	...	...	8 0	8 0	180 0	180 0	20 0	20 0
Assam—																										
Surma—																										
Sylhet	10 8	11 0	...	...	14 4	16 10	19 4	21 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	108 0	108 0	9 8	9 11
Cachar	7 12	7 0	...	...	11 8	11 8	17 8	14 8	...	...	...	...	...	...	...	...	11 8	11 0	...	...	...	...	80 0	80 0	9 8	9 11
Khási and Jaintiá Hills	...	...	...	...	7 7	7 8	11 0	10 0	...	...	...	...	...	...	...	...	10 0	11 0	16 0	16 0	...	...	100 0	100 0	8 0	8 0
Garo Hills	...	...	...	...	6 0	6 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmaputra—																										
Goalpára	16 0	16 0	...	...	8 0	8 0	17 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	80 0	80 0	9 8	9 8
Kamrup	10 0	10 0	...	...	8 0	8 0	20 0	20 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	7 0	7 0	...	...	16 0	14 0	21 0	18 0	...	...	...	...	...	...	...	...	12 0	11 0	...	...	...	...	150 0	150 0	9 0	9 0
Nowgong	8 0	8 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibsagar	...	...	...	...	6 8	6 8	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	160 0	160 0	8 0	8 0
Dibrugarh	8 0	8 0	...	...	7 0	7 0	14 0	14 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	11 6½	11 6½	13 5½	14 8½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 6	6 0	...	...	9 0	10 0	18 0	19 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	...	...	8 0	8 0
Nága Hills	...	...	...	...	...	8 0	12 0	10 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	80 0	80 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	13 8	13 5	16 0	15 9	...	...	...	...	...	...	...	...	12 13	12 13	...	...	...	...	120 0	120 0	10 10*a*	10 10
Noakholly	...	...	...	...	15 0	16 0	16 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	8 0*b*	8 0
Chittagong	11 0	11 0	...	...	12 0	12 0	15 5	16 3	...	...	...	...	...	...	...	...	11 0	11 10	...	...	...	...	108 0	108 0	9 8*c*	9 4
Tipperah	12 8	12 8	...	...	17 0	17 0	19 0	20 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	8 0	...	...	8 0	8 0
Dacca	15 8	15 8	20 0	20 0	15 0	16 0	17 0	17 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	16 0	16 0	120 0	120 0	9 14*d*	9 14
Mymensingh	10 0	9 0	...	...	13 0	12 0	18 0	19 0	...	...	...	...	...	...	...	...	12 4	12 8	...	...	20 0	16 0	...	...	9 10*e*	9 10
Deltaic—																										
Koolna	...	...	...	...	16 0	14 4	18 0	16 0	...	...	...	...	...	...	...	...	12 12⅔	16 0	...	...	...	...	160 0	160 0	9 2¼*f*	9 4
24-Pergunnahs	13 4	12 8	16 0	14 0	8 0	8 0	16 8	16 0	...	...	...	...	...	...	13 4	12 8	16 0	15 0	...	...	18 0	18 0	100 0	100 0	10 0*g*	10 0
Midnapore	10 0	13 5	54 0	40 0	15 0	15 0	20 0	20 0	...	...	...	...	...	...	...	...	13 8 to 14 4	14 0	...	...	21 0	20 0	160 0	120 0	10 4*h*	10 4
Howrah	‡	‡	...	...	12 0	12 0	16 1	14 8	...	...	...	...	...	...	...	...	16 0	15 8	...	...	13 0	13 0	100 0	100 0	10 8	10 8
Calcutta	12 6	12 9	14 14	15 11	9 7	9 10	14 12	14 14	16 0	17 8	14 0	12 6	...	...	17 8	16 10	14 10	14 15	16 0	17 6	16 10	16 7	100 0	99 10	10 5	10 5
Hooghly	13 0	13 0	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	13 0	13 0	120 0	120 0	9 0*i*	9 0
Nuddea (Kishnaghur)	14 0	13 14	17 12	22 14	13 5	12 5	17 1½	17 1½	...	...	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0	...	...	9 2*j*	9 2
Jessore	12 0	12 0	...	...	14 0	14 0	18 0	17 0	...	...	...	...	...	...	...	...	14 8	15 0	...	...	22 0	17 0	160 0	160 0	9 2*k*	9 2
Furreedpore	16 0	...	20 0	18 0	9 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	10 0	120 0	120 0	10 0	9 0
Central—																										
Bankoora	12 8	12 4	15 0	14 8	17 8	17 8	20 0	21 0	...	...	...	...	...	...	...	...	14 8	14 8	20 0	19 0	18 8	18 12	280 0	320 0	10 0	10 0
Burdwan	12 0	12 4	§	37 8	15 0	15 12	18 0	18 0	...	...	...	...	...	...	...	...	15 0	16 0	§	§	20 0	20 0	107 0	107 0	10 7½*l*	10 7½
Beerbhoom	11 0	11 0	...	...	13 0	13 0	15 12	15 12	...	...	...	...	...	...	...	...	14 4	15 0	...	...	12 0	20 0	...	160 0	10 0*m*	10 0
Moorshedabad	13 5	13 5	...	...	13 5	13 5	16 0	17 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	22 0	20 0	200 0	200 0	10 0*n*	10 8
Sonthal Pergunnahs	11 0	11 8	...	...	14 0	12 8	17 0	18 0	...	...	...	...	...	...	...	...	14 0	13 8	19 0	20 0	23 0	24 0	200 0	200 0	9 0	9 0
Pubna	15 12	16 8	...	...	7 8	7 12	18 0	18 0	...	...	...	...	...	...	...	...	13 8	15 0	...	...	27 8	22 8	200 0	200 0	9 9*o*	9 9
Bogra	9 15	7 14	...	...	13 8	12 0	19 8	18 12	...	...	...	...	...	...	...	...	11 4	9 12	...	...	...	...	96 0	90 0	8 4	9 0
Rajshahye	13 8	12 0	26 4	26 4	14 4	13 8	15 15	15 0	...	...	...	...	...	...	...	...	14 4	15 0	...	...	20 2	19 1	240 0	240 0	9 9*p*	9 9
Maldah	13 0	13 0	...	...	12 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	15 0	14 0	...	...	...	...	120 0	120 0	10 0	10 0
Northern—																										
Rungpore	12 4	12 4	...	...	10 8	10 8	16 0	16 12	...	...	...	...	...	...	...	...	10 0	10 0	...	...	10 5	10 5	120 0	120 0	9 6*q*	9 6
Dinagepore	12 0	12 0	10 0	12 0	13 8	14 6	17 0	17 1	...	...	...	...	...	...	...	...	11 1	11 0	...	...	...	...	160 0	160 0	9 8	9 8
Jalpaiguri	10 0	10 0	16 0	16 0	8 0	8 0	17 0	18 0	...	...	...	...	...	...	...	...	11 8	11 0	...	...	9 0	11 0	128 0	128 0	9 0*r*	9 0
Darjeeling	10 0	10 0	6 0	10 0	6 0	5 0	13 0	13 0	...	...	...	...	14 0	14 0	...	...	11 0	10 0	18 0	20 0	...	...	120 0	120 0	... *s*	7 0
Orissa—																										
Pooree	13 2	13 2	...	...	11 13	13 2	17 1	18 6	...	...	...	...	...	...	...	...	17 1	17 1	...	...	15 12	15 12	80 0	80 0	11 13	11 13
Cuttack	13 2	13 2	...	...	11 13	11 13	17 1	18 6†	...	...	...	...	...	...	...	...	19 11	19 11	...	...	17 1	17 1	80 0	80 0	11 0	11 0
Balasore	13 0	13 0	13 0	13 0	12 0	12 0	20 0	19 8	...	...	...	...	...	...	...	...	12 8	12 8	...	...	...	...	160 0	160 0	8 8*t*	9 12
Chota-Nagpur—																										
Singbhoom	10 0	10 0	14 0	14 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	15 0	15 0	200 0	200 0	8 0	7 0
Manbhoom	13 5	10 14	...	30 0	14 3	14 0	21 8	21 0	...	...	...	...	...	...	...	...	14 0	13 5	26 0	26 0	16 0	17 0	200 0	200 0	9 0*u*	9 0
Lohardugga	13 0	10 8	‡	‡	13 0	13 0	14 8	16 8	...	...	...	...	27 0	26 8	...	...	13 0	12 0	16 0	19 0	15 0	17 0	140 0	140 0	8 8*v*	8 8
Hazáribágh	13 0	12 0	...	9 0	8 0	8 0	16 0	16 0	‡	‡	‡	‡	22 0	20 0	‡	‡	15 0	15 0	18 0	16 0	16 0	16 0	320 0	320 0	8 0	8 0

* None in market.

† Common rice at Jajpore 23-10 sers per rupee and Kendrapara 27-9 sers per rupee.

§ No sale.

‡ Not procurable.

‖ Re. 1-4-0 per 100 cobs.

a In sub-divisions retail prices of salt per rupee are:—Patuakhali 8 sers, Perozepore 9 sers, and Bhola 8 sers.

b At Panchgachia in Fenny sub-division retail price of salt 8 sers per rupee.

c At Cox's Bazar retail price of salt 8 sers per rupee.

d In sub-divisions retail prices of salt per rupee are:—Manickgunge 9 sers, Munshigunge 8-2 sers, and Naraingunge 10 sers.

e In sub-divisions retail prices of salt per rupee are:—Kishoregunge, Sherepore and Netrokona 8 sers, Atteia 10 sers, and Jamalpore 9½ sers.

f At Bagirhat retail price of salt 8 sers per rupee.

g In sub-divisions retail prices of salt per rupee are:—Baraset and Bussirhat 9 sers, Diamond Harbour (Kulpibari) 8 sers, Barrackpore 9-2 sers, and Dum-Dum 10 sers.

h In sub-divisions retail prices of salt per rupee are:—Chattal 10-12 sers, Tumlook 8 sers, and Contai 10 sers.

i At Jehanabad retail price of salt 10 sers per rupee.

j In sub-divisions retail prices of salt per rupee are:—Kooshtea, Choondanga and Ranaghat 10 sers, and Meherpore 10-8 sers.

k In sub-divisions retail prices of salt per rupee are:—Jhenidah 9 sers, Magoora and Bongong 10 sers.

l In sub-divisions retail prices of salt per rupee are:—Culna and Raneegunge 10 sers, Cutwa 9-15 sers.

m At Rampore Haut retail price of salt 9-8 sers per rupee.

n In sub-divisions retail prices of salt per rupee are:—Lalbagh 9-8 sers, Kandi 10-8 sers, and Jungipore 10 sers.

o At Serajgunge retail price of salt 10 sers per rupee.

p In sub-divisions retail prices of salt per rupee are:—Nattore 9-12 sers and Nowgong 8-11 sers.

q In sub-divisions retail prices of salt per rupee are:—Gaibanda 7-8 sers, Nilphamari 10 sers, and Kurigram 9 sers.

r At Fallacotta in the Alipore sub-division retail price of salt 8 sers per rupee.

s At Silliguri retail price of salt 8 sers per rupee.

t At Bhudruck retail price of salt 8 sers per rupee.

u At Govindpore retail price of salt 9 sers per rupee.

v At Daltongunge retail price of salt 8·41 sers per rupee.

RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	15 0	15 3	...	...	13 2	14 0	16 8	17 1	...	...	...	10 0	22 1	...	10 8	11 9	18 9	18 10	16 4	16 13	17 5	18 5	147 0	147 0	9 8w	9 8
Gya	14 0	13 8	18 0	15 0	10 0	9 8	15 0	15 0	...	...	...	...	...	...	13 0	14 0	18 8	17 0	...	...	18 0	18 0	200 0	200 0	8 12x	8 12
Patna	18 0	17 0	22 0	21 0	11 0	11 0	16 8	15 8	24 0	21 0	...	...	...	...	15 8	15 0	19 8	19 0	21 8	21 0	24 0	23 0	130 0	130 0	10 0	10 0
Shahabad	15 8	15 4	20 0	17 0	9 0	9 0	15 0	14 4	20 0	18 4	...	...	...	...	...	...	20 0	19 0	...	...	14 0	14 0	160 0	160 0	10 0y	10 0
Behar, north—																										
Purneah	13 0	13 4	...	...	15 0	16 0	17 0	17 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	16 0	16 0	200 0	200 0	9 0z	9 0
Bhágalpur	15 2	15 2	17 0	17 10	13 14	14 13	15 12	16 13	...	...	...	...	...	...	...	...	16 11	16 6	17 0	17 2	17 0	17 10	176 8	176 8	...	9 0
Durbhunga	16 0	12 0	18 0	16 8	10 8	11 0	15 8	14 0	...	...	...	...	20 4	19 0	...	22 0	18 12	18 0	18 0	19 12	21 0	22 0	176 0	160 0	11 0z1	11 0
Mozufferpore	12 0	12 0	...	...	9 0	9 0	12 8	13 0	...	...	...	...	...	...	...	...	16 0	16 0	17 0	17 0	20 0	20 0	160 0	160 0	10 0z2	10 0
Sarun	15 0	15 0	21 8	20 8	8 12	8 8	14 6	13 5	...	...	...	...	20 0	20 0	15 0	15 0	17 12	17 8	20 12	20 8	20 12	20 8	160 0	160 0	10 0	10 0
Chumparun	13 0	12 0	18 0	19 0	9 0	9 0	13 0	13 0	...	...	...	...	22 0	20 0	...	...	15 0	14 0	18 0	17 8	22 0	22 0	160 0	160 0	9 0z3	9 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 12	14 0	18 0	18 0	8 0	9 0	13 0	13 0	17 0	18 0	15 0	15 0	16 0	18 0	12 0	13 0	16 0	16 0	17 0	18 0	18 0	18 0	100 0	100 0	10 0	10 0
Benares	14 10	14 6	16 4	16 13	10 5	10 5	13 9	14 10	17 5½	16 13	15 7	15 7	17 14	17 14	13 8	13 12	16 13	17 5½	19 0	18 11	17 5½	17 5½	120 0	120 0	10 11	10 11
Ghazipur	14 3	14 3	16 12	18 0	7 3	7 2	12 4	11 9	17 7	18 10	15 7	15 6	20 10	20 10	15 7	15 6	16 12	17 6	18 0	18 0	17 6	16 12	154 8	154 8	9 10	9 10
Jaunpur	14 8	14 8	16 0	16 0	7 0	7 0	14 0	14 0	16 0	18 0	...	16 0	...	...	...	...	18 8	17 8	...	...	19 0	19 0	140 0	140 0	8 8	8 8
Allahabad	12 12	12 4	17 8	17 0	8 0	8 0	12 0	12 4	18 0	17 8	16 0	16 0	...	...	...	...	16 0	15 12	16 0	16 0	19 0	17 0	160 0	160 0	9 0	9 0
Central—																										
Bánda	17 0	15 0	15 8	15 0	8 0	8 0	12 0	12 8	19 0	16 8	17 0	15 8	...	...	13 0	13 0	19 0	16 4	...	...	13 8	12 0	160 0	160 0	10 0	10 0
Futehpur	15 0	13 12	18 0	16 0	12 0	12 0	12 12	13 0	19 0	16 0	17 0	15 0	...	...	...	...	18 8	16 0	...	...	24 0	20 4	160 0	160 0	10 8	10 8
Hamirpur	17 13	16 4	20 8	17 4	9 0	9 0	12 10	12 0	17 4	17 4	18 15	17 0	...	...	...	...	20 0	17 4	19 8	...	21 14	19 8	140 0	140 0	11 4	10 13
Jalaun	17 0	15 0	19 0	17 0	9 0	9 0	10 0	10 0	17 0	16 0	16 0	15 0	...	...	16 0	16 0	19 0	17 0	18 0	18 0	17 0	17 0	140 0	140 0	11 0	11 0
Cawnpore	16 8	15 12	20 8	19 0	9 0	9 0	13 8	13 8	21 0	18 8	20 8	18 8	...	...	18 0	18 0	20 0	18 0	22 8	21 0	22 0	21 0	150 0	140 0	11 12	12 0
Etáwah	15 12	14 10	17 12	16 12	6 0	6 0	12 8	12 0	18 0	16 8	18 8	17 8	15 0	14 0	14 0	14 0	19 8	18 12	17 8	16 0	19 8	20 0	120 0	120 0	11 8	11 8
Farukhabad	15 0	14 6	20 0	19 1	6 8	6 8	10 8	10 0	20 0	17 8	17 0	17 0	...	...	...	...	20 0	19 8	20 0	18 4	21 8	19 12	150 0	150 0	10 4	10 0
Mainpuri	15 12	15 0	19 0	18 0	4 8	5 0	14 0	14 0	19 0	18 8	18 8	17 0	...	...	...	...	14 0	14 0	19 0	19 2	16 0	14 4	160 0	160 0	10 12	11 0
Etah	16 12	15 12	22 0	20 0	7 8	7 8	13 0	12 8	19 4	18 8	20 0	18 8	...	...	16 0	16 0	24 0	24 0	24 0	21 8	14 8	14 12	160 0	160 0	11 4	11 4
Western—																										
Lalitpur	15 8	14 4	18 0	17 0	9 0	9 0	11 8	11 0	18 0	16 0	14 0	13 0	18 0	18 0	16 0	15 0	17 4	16 0	19 0	17 0	11 8	12 0	160 0	160 0	9 8	10 0
Jhánsi	14 6½	14 6	19 10	19 0	7 8	7 8	11 8	11 8	16 5	16 8	15 4	15 4	...	...	...	...	16 13	16 4	...	20 4	...	...	180 0	180 0	10 8	10 8
Agra	15 0	13 12	22 0	19 0	5 0	5 0	9 0	9 0	17 8	17 8	18 0	17 8	...	...	17 0	17 0	23 8	22 0	20 0	20 0	14 8	14 8	100 0	100 0	12 0	12 0
Muttra	15 0	14 0	22 0	19 8	7 8	7 8	13 0	13 0	21 0	20 0	20 0	17 8	...	...	12 0	12 0	25 8	22 0	19 0	19 0	22 0	22 0	120 0	120 0	12 0	12 0
Aligarh	15 12	15 0	20 8	19 8	6 0	6 0	12 0	12 0	20 8	19 3	19 8	18 0	...	...	15 0	15 0	23 10½	21 8	22 10½	21 0	22 10½	23 12	130 0	130 0	12 0	12 0
Bulandshahr	17 0	15 12	22 8	21 0	7 0	7 0	10 8	11 0	22 8	21 0	19 0	18 0	...	...	18 0	16 0	23 0	22 0	23 0	21 0	19 0	16 0	120 0	120 0	11 4	11 4
Meerut	15 12	15 0	21 0	19 0	6 0	6 0	13 0	13 0	21 0	19 0	18 8	18 0	14 0	14 0	14 0	14 0	22 8	21 4	21 0	19 0	21 0	21 8	100 0	95 0	11 8	11 8
Sub-montane—																										
Dehra Dún	15 4	14 12	19 4	18 0	10 8	10 8	15 8	15 0	18 4	19 4	...	...	...	...	...	...	19 12	19 4	19 4	18 0	19 12	19 4	155 0	110 0	10 8	10 8
Saharanpur	13 10	13 4	15 8	15 8	10 5	10 5	14 0	13 4	...	...	...	...	...	...	...	11 13	15 8	15 8	20 10	20 10	13 4	13 4	177 8	177 8	9 13	9 13
Gorakhpur	13 15½	13 15½	16 3	18 0	9 0	9 6½	13 8	13 15½	16 3	18 0	15 5	15 5	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	21 9½	21 9½	140 0	140 0	10 0½	10 10
Basti	16 8	17 0	19 8	21 0	...	...	27 0	27 0	...	...	...	...	...	...	...	...	...	18 0	19 8	19 0	21 0	21 0	140 0	140 0	9 8	10 0
Bahraich	17 8	15 8	22 8	20 8	8 8	9 0	14 0	14 0	20 0	19 0	20 8	17 8	...	...	22 0	19 0	19 8	18 0	...	20 0	20 0	20 0	160 0	160 0	11 0	11 0
Bijnour	17 0	15 4	22 4	19 4	6 0	6 0	13 4	13 0	20 8	18 8	19 3	17 4	...	...	...	...	22 4	18 8	22 4	18 0	22 4	18 0	192 0	192 0	11 0	11 0
Pilibhit	14 0	13 8	17 8	17 8	12 8	11 4	13 12	13 12	20 0	19 0	16 4	16 4	...	...	...	...	17 8	17 0	21 0	19 8	21 4	21 4	180 0	180 0	10 8	10 8
Bareilly	15 7	15 12	17 13	18 2	6 4	6 4	12 13	13 2	18 2	18 2	17 8	16 9	...	...	15 10	15 10	17 13	18 2	18 2	18 12	17 8	17 8	150 0	150 0	10 10	10 10
Budáun	16 0	17 13	22 8	22 8	16 4	16 8	14 0	13 12	24 0	22 0	20 0	18 12	...	...	15 0	15 8	20 0	20 4	24 8	21 8	21 4	22 8	165 0	165 0	11 8	11 8
Tarai	16 4	16 14	25 0	25 0	8 12	8 12	14 14	14 14	23 12	23 12	20 0	20 0	...	...	25 0	25 0	17 8	17 8	25 0	25 0	21 4	1 4	100 0	100 0	10 0	10 0
Bijnor	15 12	14 0	21 6	20 4	8 7	8 7	12 10	12 6	...	...	18 14	17 7	...	...	...	...	20 8	20 0	...	...	...	...	135 0	135 0	11 0	10 11
Muzaffarnagar	17 10	15 15	23 0	23 2	6 9	6 9	12 10	13 5	23 0	23 2	19 12	19 4	17 10	17 10	16 8	16 8	22 8	22 9	22 0	22 0	14 5	14 5	132 0	132 0	11 9	11 9
Saharanpur	17 3	16 2	21 8	20 7	8 9½	8 9½	11 13	11 13	25 10½	26 13½	26 7	26 7	21 8	21 8	21 8	21 9½	22 9†	21 0†	21 8	21 8	18 4½†	16 2†	129 0	129 0	11 4½	11 4½
Dehra Dún	15 0	14 8	25 0	20 0	6 8	6 8	10 8	11 0	19 0	19 0	20 0	18 0	21 0	21 0	...	...	20 0	20 0	19 0	18 8	18 0	18 0	160 0	160 0	10 8	10 8
Kumaun	12 8	14 0	16 0	16 0	12 0	13 0	13 0	12 0	...	...	...	...	16 0	18 0	20 0	20 0	12 0†	12 0‡	22 0	20 0	10 0	10 0†	200 0	160 0	8 0	8 0
Garhwal	11 12	11 12	14 8	14 8	8 0	8 0	11 8	11 8	...	...	...	...	21 0	21 0	...	...	8 8	8 8	...	...	8 8	8 8	180 0	180 0	8 0	8 0
Oudh—																										
Southern—																										
Partábgarh	15 0	15 8	18 8	18 0	12 5	13 0	13 12	14 8	17 12	17 0	16 8	15 8	...	20 0	...	...	18 10	19 0	...	16 0	14 0	14 0	140 0	180 0	9 8	10 0
Sultánpur	14 8	14 8	19 0	18 0	9 0	9 0	15 8	15 8	19 0	19 0	16 0	16 0	24 0	24 0	20 0	20 0	20 0	20 0	16 0	16 0	20 0	20 0	160 0	160 0	10 8	10 8
Rae-Bareli	15 12	14 8	16 8	16 0	7 0	7 0	14 8	14 0	19 0	16 0	17 0	18 0	20 8	20 0	16 0	16 0	18 6	17 0	16 0	16 0	22 0	22 0	180 0	180 0	10 0	11 0
Unao	16 8	15 8	18 8	17 0	9 0	9 0	13 0	13 0	21 0	18 0	19 0	18 0	...	...	14 0	14 0	18 8	17 8	20 0	18 8	14 8	14 8	160 0	160 0	11 0	11 0
Lucknow	15 8	14 8	18 0	16 14	6 0	6 0	13 0	13 0	19 0	17 10	18 8	17 8	...	...	20 0	19 0	17 8	16 6	21 0	19 12	20 12	19 10	130 0	130 0	10 8	10 8
Hardoi	18 0	15 12	19 0	19 0	7 0	7 0	15 0	14 0	20 0	19 0	18 0	17 0	31 0	30 0	20 0	20 0	19 0	17 0	23 0	20 0	14 0	14 0	120 0	140 0	10 8	10 8
Northern—																										
Fyzabad	14 12	14 8	18 0	18 0	9 8	9 0	13 8	13 8	18 12	19 8	16 0	16 0	16 0	16 0	16 0	14 0	18 0	16 12	20 0	18 0	21 0	21 0	120 0	120 0	10 0	10 0
Barabanki	14 0	14 0	16 4	16 8	10 0	10 0	12 0	10 0	17 0	17 10	18 0	17 8	20 0	20 0	15 0	15 0	16 0	16 0	18 0	18 4	20 0	20 0	120 0	120 0	10 8	10 0
Gonda	15 8	16 0	16 8	16 0	12 8	13 0	15 0	15 0	19 0	20 0	19 8	20 0	27 0	28 0	16 0	16 0	19 8	20 0	22 0	22 8	21 0	21 0	200 0	200 0	10 12	10 12
Bahraich	15 0	15 0	22 0	22 0	12 0	12 0	15 0	15 0	23 0	24 0	16 0	16 0	28 0	28 0	14 0	14 0	20 0	20 0	23 0	23 0	21 0	21 0	140 0	140 0	10 8	10 8
Sitapur	18 8	16 0	24 0	19 0	8 0	14 0	14 0	8 0	26 0	21 0	22 12	19 0	28 0	29 0	24 0	24 0	21 0	17 0	25 0	22 0	26 0	22 0	160 0	160 0	10 8	11 0
Kheri	16 8	15 8	18 0	19 0	8 0	8 0	15 0	14 0	27 0	22 0	20 0	20 0	24 0	22 0	18 0	15 0	18 0	16 0	27 0	23 0	23 0	22 0	140 0	140 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	14 11	14 11	18 12	18 12	6 4	6 4	7 8	7 8	16 4	16 4	12 8	13 2	...	...	...	...	17 8	17 8	16 14	17 8	20 0	20 0	...	...	14 11	14 12
Bánswára	16 14	17 8	17 8	17 8	6 4	6 4	9 6	9 6	...	8 12	...	...	...	...	...	...	16 4	16 4	19 0	20 5	10 0	10 0	...	...	10 5	10 5
Meywar (Oodeypore)	11 5½	11 15	13 4½	13 10½	7 13	7 13	8 3½	8 3½	13 4½	12 14½	11 11½	11 11½	Nil.	§	10 8¾	10 8¾	13 10½	13 4½	12 14½	13 4½	10 8¾	10 8¾	160 0	160 0	10 15	10 15
Sirohi	11 0	11 12	14 0	14 0	6 8	6 8	7 8	7 8	13 0	13 0	13 8	13 8	...	...	19 0	19 0	14 0	14 0	14 4	14 4	9 0	9 0	160 0	160 0	12 0	12 0
Erinpura	13 0	13 0	16 12	16 12	...	...	9 0	9 0	15 0	15 0	14 4	14 4	...	...	...	...	18 2	18 2	...	...	...	...	260 0	260 0	12 0	12 0
Ajmere	13 8	13 8	17 0	17 0	3 0	3 0	8 0	8 0	17 0	17 0	15 0	15 0	...	...	...	...	18 0	17 8	17 0	16 0	16 0	18 0	80 0	80 0	12 0	12 0
Abu	12 4	10 14	11 0	15 0	15 0	6 4	6 4	8 0	8 0	...	12 0	12 0	...	...	...	...	15 4	15 0	13 8	13 8	10 0	10 0	...	...	11 0	11 0
Kishengarh	13 12	14 8	18 0	18 0	9 0	9 8	10 0	10 8	19 0½	18 8	15 4	15 8	...	...	...	...	19 0	19 4	18 0	16 4	...	...	...	120 0	13 0	13 0
Boondee	18 8	17 0	23 0	23 0	8 0	7 8	8 8	8 0	22 0	22 0	15 0	17 0	...	...	...	...	21 8	19 8	20 0	20 0	...	...	160 0	160 0	10 8	11 0
Kotah	16 0	15 0	12 0	12 0	7 0	7 0	9 0	9 0	21 0	20 0	11 0	11 0	...	...	...	...	18 0	17 0	16 0	16 0	11 0	11 0	240 0	240 0	10 0	10 0
Jhalláwar	13 11½	13 3	11 15	12 15	7 5½	7 5½	9 6	9 6	18 4	17 6½	13 15½	13 15½	...	...	11 1	11 1	16 13½	15 15	17 2	17 2	8 5½	7 13½	175 0	175 0	10 3	10 3
Tonk	14 9	14 0	21 14	20 8	8 8	9 9	9 8	10 10	24 8	23 0	20 12	18 8	...	...	...	...	22 8	21 0	...	...	...	...	100 0	100 0	11 11	11 0
Jeypore	15 0	14 4	21 8	20 0	5 0	5 0	8 4	8 4	21 8	21 8	18 12	18 0	...	...	13 8	13 8	17-8 to 20 8	18-0 to 19 4	21 0	20 0	21 0	21 0	115 0	115 0	12 0	12 0
Karauli	15 0	15 0	20 5	20 3	10 0	10 0	11 4	11 4	20 0	20 0	17 3	17 3	...	...	12 8	12 8	20 5	20 3	...	...	22 8	22 8	200 0	200 0	10 15	10 15
Dholpur	13 8	13 8	18 10	18 9	11 4	11 4	12 6	12 6	18 7	17 1	17 7	16 13	...	...	13 8	13 8	20 1	19 7	...	...	20 8	22 8	90 0	100 0	11 10	11 9
Bhartpur	14 2	14 2	22 3	19 14	7 12	7 12	9 8	9 0	19 8	18 0	19 0	16 12	...	...	11 8	12 4	23 10	21 0	20 0	18 8	22 0	20 0	160 0	160 0	11 8	11 12
Alwar	16 2	15 12	23 7	21 8	8 0	8 0	10 12	10 11	21 15	21 8	19 13	18 10	...	...	14 8	14 8	22 11	21 12	21 13	21 11	31 0	31 0	200 0	200 0	12 12	12 12
Dholi Cantonment	15 10	15 8	21 2½	20 8½	4 0	4 0	9 10	9 0	21 13	21 1	18 0	17 12	...	...	...	...	21 0	20 7	...	...	...	...	220 0	220 0	11 13½	12 0
Nasirabad Cantonment	15 0½	14 3½	18 4½	18 0	7 0	7 0	8 0	8 0	19 0	18 0½	15 8½	15 0	...	...	12 0	12 0	20 8½	19 0	17 8½	16 8½	12 0	12 0	90 0	90 0	12 4	12 4
Hilly Tracts of Meywar	11 0	11 0	14 0	14 0	...	...	9 0	7 8	...	...	...	...	...	...	...	...	13 8	12 0	15 0	15 0	...	...	‖	‖	10 0	11 0
Bálmer	11 0	11 0	...	...	5 0	5 0	6 8	6 8	...	...	12 3	12 3	...	...	...	...	9 12	9 12	...	...	...	...	260 0	260 0	13 4	13 4
Anádra	12 4	12 3	11 0	15 4	15 8	6 4	6 4	8 0	8 0	...	14 0	14 0	...	...	...	...	17 0	16 8	14 8	14 8	11 0	11 0	...	...	12 0	12 0
Shahpura	15 4	14 4	17 8	17 0	9 4	9 4	12 0	11 6	18 4	18 0	14 8	...	...	...	...	...	17 12	17 12	16 4	...	...	...	160 0	160 0	11 12	11 8
Western—																										
Jodhpur	12 3	12 3	16 4	16 4	6 4	6 4	7 8	7 8	15 0	15 0	13 12	13 12	...	...	...	...	16 4	14 11	12 8	12 8	...	...	...	...	13 12	13 12
Jaisulmer	10 0	10 0	...	...	7 8	8 0	9 4	9 4	13 10	13 10	12 0	11 12	...	...	...	...	10 6	10 9	...	...	...	...	...	...	21 0	21 0
Bickanir	11 2	11 4	...	...	3 2	3 2	6 8	6 11	...	...	13 8	13 8	...	...	...	...	15 3¾	15 0	...	...	8 0	8 0	100 0	100 0	10 0	13 4
Central India—																										
Indore	12 10	13 0	13 0	13 0	7 0	7 0	8 0	8 0	19 0	19 0	15 0	15 8	...	...	...	...	16 0	16 0	21 0	21 0	16 0	16 0	120 0	120 0	10 4	10 4
Nimach Cantonment	13 0	13 0	18 0	18 11	8 0	8 0	10 0	10 0	17 5	17 11	15 0	15 0	...	...	...	...	17 12	18 0	17 8	17 11	19 0	17 0	160 0	160 0	12 0	12 0
Baghelkhand (Satna)	17 8	16 8	23 8	21 8	8 0	8 0	15 0	15 0	18 0	19 8	15 0	15 0	...	...	...	...	19 8	17 8	...	...	18 0	20 0	200 0	180 0	10 8	10 8
Goona	15 8	15 0	15 0	15 0	8 0	8 0	8 4	8 4	19 0	17 8	12 0	12 0	...	...	...	...	21 4	18 0	19 0	18 0	...	...	200 0	200 0	10 0	10 0
Gwalior	11 9	11 9	15 7	13 3	7 4	7 4	8 4	8 2	14 12	14 2	13 14	13 8	...	...	10 0	9 1	16 5	15 14	15 7	15 7	15 8	18 2	126 14	126 14	10 4	10 0

* Not sold in market. † For unhusked grain. ‡ For husked grain. § Not procurable. ‖ Six pies per bundle.

w In sub-divisions retail prices of salt per rupee are:—Begusarai 9-4 sers and Jamui 9 sers.

x At Nowada retail price of salt 8 sers per rupee.

y In sub-divisions retail prices of salt per rupee are:—Buxar 10-8 sers, Sasseram 10-4 sers, and Bhaboua 9-8 sers.

z In Kishengunge and Arrareah sub-divisions retail price of salt 10 seers per rupee.

z1 In sub-divisions retail prices of salt per rupee are:—Madhubani 10 sers and Tajpore 10-8 sers.

z2 At Hajipore and Sitamarhi sub-divisions retail price of salt 10 sers per rupee.

z3 At Bettiah retail price of salt 9-8 sers per rupee.

RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum. Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu. Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi. Past fortnight.	Kangni or Kakun, Italian millet (*setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer aristinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	19 0	17 0	24 0	22 0	...	...	10 0	10 0	22 0	23 0	20 0	19 0	*	*	*	*	25 0	25 0	18 0	18 0	*	*	85 0	85 0	11 8	10 0
Ferozepore	21 0	17 0	28 0	25 0	...	...	11 0	11 0	24 0	24 0	22 0	20 0	*	*	16 0	16 0	28 0	22 0	24 0	24 0	12 0	13 0	100 0	100 0	13 0	13 0
Montgomery	16 0	16 0	23 0	23 0	...	...	10 0	10 0	22 0	23 0	16 0	15 0	†	†	20 0	24 0	20 0	20 0	20 0	20 0	12 0	12 0	200 0	200 0	11 0	11 0
Central—																										
Gurgaon	17 0	17 0	24 0	23 0	...	...	11 0	11 0	24 0	21 0	20 0	19 0	*	*	*	*	18 0	15 0	...	20 0	16 0	13 0	130 0	130 0	11 0	11 0
Delhi	16 0	15 0	21 0	22 0	...	...	12 0	12 0	22 0	22 0	17 0	16 0	...	...	11 0	12 0	23 0	22 0	21 0	21 0	22 0	22 0	80 0	80 0	11 0	11 0
Rohtak	16 0	16 0	20 0	20 0	...	...	11 0	11 0	18 0	23 0	20 0	20 0	*	*	*	*	25 0	24 0	18 0	18 0	20 0	20 0	120 0	120 0	12 0	12 0
Karnál	16 0	16 0	24 0	23 0	...	...	11 0	12 0	25 0	25 0	18 0	17 0	22 0	22 0	17 0	17 0	27 0	25 0	23 0	23 0	19 0	19 0	130 0	140 0	10 0	10 0
Lahore	17 0	16 0	25 0	24 0	...	...	9 0	9 0	25 0	24 0	18 0	18 0	†	†	20 0	20 0	22 0	21 0	22 0	21 0	12 0	12 0	100 0	100 0	12 0	12 0
Sub-montane—																										
Umballa	20 0	18 0	26 0	24 0	...	...	12 0	12 0	25 0	24 0	17 0	20 0	20 0	20 0	10 0	12 0	27 0	24 0	26 0	23 0	20 0	16 0	130 0	130 0	12 0	12 0
Ludhiána	20 0	19 0	28 0	26 0	...	...	12 0	12 0	28 0	26 0	22 0	22 0	*	*	20 0	20 0	27 0	25 0	27 0	26 0	14 0	14 0	110 0	110 0	12 8	13 0
Jullundur	20 0	18 0	28 0	24 0	...	...	8 0	8 0	28 0	24 0	20 0	18 0	‡	‡	20 0	20 0	24 0	20 0	28 0	24 0	‡	‡	100 0	100 0	12 8	12 8
Hoshiárpur	20 0	18 0	23 0	23 0	...	...	12 0	10 0	24 0	24 0	20 0	20 0	14 0	14 0	24 0	24 0	23 0	22 0	25 0	23 0	20 0	20 0	100 0	100 0	13 0	13 0
Gurdáspur	17 0	17 0	22 0	22 0	...	...	12 0	12 0	22 0	22 0	14 0	14 0	*	*	12 0	12 0	20 0	20 0	23 0	22 0	10 0	10 0	120 0	120 0	13 0	13 0
Amritsar	19 0	17 0	25 0	22 0	...	...	11 0	10 0	24 0	22 0	19 0	18 0	*	†	20 0	18 0	24 0	22 0	24 0	23 0	*	*	90 0	90 0	13 0	13 0
Hills—																										
Simla	14 0	13 0	...	...	...	...	9 0	9 0	16 0	16 0	14 0	15 0	...	16 0	...	...	18 0	17 0	19 0	16 0	10 0	10 0	...	65 0	9 0	9 0
Kángra	13 0	13 0	18 0	18 0	...	...	12 0	12 0	13 0	12 0	10 0	10 0	24 0	24 0	8 0	8 0	17 0	17 0	18 0	17 0	14 0	16 0	100 0	100 0	10 0	9 0
North-western—																										
Siálkote	18 0	17 0	25 0	24 0	...	...	13 0	13 0	24 0	23 0	21 0	22 0	†	†	25 0	25 0	23 0	22 0	21 0	22 0	14 0	14 0	160 0	160 0	13 0	13 0
Gujránwála	18 0	16 0	26 0	24 0	...	...	11 0	11 0	22 0	21 0	10 0	15 0	†	*	10 0	10 0	22 0	20 0	20 0	19 0	†	8 0	90 0	90 0	13 0	13 0
Gujrát	17 0	17 0	23 0	22 0	...	...	9 0	9 0	21 0	20 0	20 0	18 0	*	*	12 0	12 0	20 0	20 0	20 0	19 0	*	*	120 0	120 0	13 0	13 0
Jhelum	18 0	17 0	25 0	22 0	...	...	10 0	10 0	22 0	21 0	20 0	18 0	‡	*	‡	10 0	23 0	20 0	20 0	20 0	11 0	11 0	160 0	160 0	14 0	14 0
Ráwalpindi	16 0	15 0	22 0	22 0	...	...	11 0	11 0	21 0	23 0	18 0	17 0	‡	‡	16 0	16 0	21 0	19 0	19 0	18 0	18 0	17 0	98 0	100 0	13 8	13 8
Hazára	13 0	13 0	19 0	19 0	...	...	11 0	11 0	†	...	14 0	16 0	*	*	12 0	12 0	17 0	17 0	17 0	17 0	*	*	120 0	120 0	11 0	11 0
Peshawar	14 0	14 0	23 0	21 0	...	...	10 0	10 0	24 0	24 0	15 0	15 0	...	*	19 0	19 0	16 0	16 0	20 0	19 0	22 0	23 0	100 0	93 0	40 0	40 0
Kohát	14 0	13 0	20 0	19 0	...	...	11 0	11 0	18 0	17 0	16 0	16 0	†	‡	22 0	16 0	24 0	16 0	18 0	20 0	†	‡	150 0	130 0	60 0	60 0
Western—																										
Shahpur	18 0	16 0	25 0	22 0	...	...	10 0	10 0	24 0	22 0	22 0	20 0	20 0	20 0	20 0	17 0	21 0	20 0	20 0	20 0	*	10 0	240 0	240 0	13 0	13 0
Jhang	19 0	17 0	30 0	26 0	...	...	10 0	10 0	25 0	22 0	19 0	19 0	18 0	20 0	22 0	20 0	18 0	16 0	20 0	20 0	10 0	10 0	240 0	240 0	12 0	12 8
Mooltan	15 0	14 0	23 0	23 0	...	...	11 0	11 0	23 0	20 0	18 0	17 0	*	*	22 0	22 0	18 0	17 0	19 0	18 0	*	*	100 0	100 0	13 0	12 0
Bannu	17 0	15 0	25 0	20 0	...	...	10 0	10 0	20 0	20 0	18 0	16 0	8 0	8 0	8 0	8 0	19 0	18 0	21 0	21 0	13 0	12 0	60 0	60 0	40 0	40 0
D. I. Khán	16 0	15 0	27 0	24 0	...	...	8 0	8 0	25 0	22 0	20 0	19 0	15 0	15 0	5 0	5 0	19 0	17 0	16 0	16 0	†	†	112 0	112 0	42 0	43 0
Muzaffargarh	17 0	15 0	23 0	23 0	...	...	12 0	12 0	17 0	16 0	18 0	17 0	†	†	†	†	13 0	17 0	†	...	9 0	11 0	110 0	110 0	12 0	12 0
D. G. Khán	16 0	15 0	21 0	20 0	...	...	9 0	10 0	22 0	19 0	20 0	18 0	‡	‡	‡	*	18 0	16 0	‡	...	‡	*	75 0	75 0	27 0	27 0
Sind and Baluchistan—																										
Karachi	12 0	11 8	18 0	18 0	7 8	8 0	11 0	11 0	16 0	16 0	13 8	13 0	†	†	†	†	16 0	16 0	14 0	14 0	7 0	7 0	90 0	90 0	14 0	14 0
Hyderabad (Gidu Bandar)	11 8	11 8	17 8	18 8	7 0	7 8	9 8	9 8	18 8	18 8	14 8	14 8	...	...	...	...	13 8	13 8	...	...	...	...	150 0	140 0	11 8	11 8
Thar and Párkar (Umarkot)	11 0	12 0	...	...	...	...	10 0	12 0	...	...	12 0	12 0	...	...	...	...	...	...	...	...	...	...	120 0	120 0	12 0	12 0
Sukkur	13 0	13 4	18 0	18 8	8 8	8 8	10 8	11 8	21 8	20 0	18 8	18 4	...	...	...	...	16 8	17 0	...	...	10 12	11 0	120 0	120 0	12 12	12 13
Shikárpur	11 8	11 8	15 8	15 8	8 4	8 12	9 8	9 8	19 8	19 8	19 8	19 8	...	...	...	...	14 8	14 8	...	...	8 12	9 0	100 0	160 0	11 8	11 8
Upper Sind Frontier	12 0	12 0	16 0	16 0	8 0	8 0	10 0	10 0	24 0	24 0	20 0	19 0	...	...	...	...	16 0	14 8	...	...	11 0	10 0	160 0	160 0	11 0	11 0
Quetta	12 0	12 4	14 0	13 0	5 0	5 0	7 0	8 2	15 0	15 8	†	†	†	†	†	†	12 4	12 0	14 8	13 8	†	†	64 0	64 0	9 0	9 0
Bombay—																										
Konkan—																										
Karwar	11 8	12 0	...	...	...	7 0	11 0	11 8	17 0	20 0	16 0	...	22 0	24 0	12 0	12 0	13 0	12 0	...	...	9 8	10 0	213 5	213 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	8 8	9 4	10 9	10 9	15 10	15 10	13 8	13 8	16 7	16 7	...	...	14 0	13 4	...	...	9 9	9 9	135 0	135 0	11 0	11 0
Colába (Alibág)	10 0	10 0	...	...	...	...	11 4	11 4	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	118 0	90 0	12 0	12 0
Bombay	9 0	9 1	17 0	17 0	6 7	6 7	10 13	10 13	18 14	18 8	12 2	12 9	20 6	19 5	13 3	12 15	12 6	13 3	18 5	17 15	7 4	7 3	70 13	67 1	10 1	10 1
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 7	9 7	...	...	11 4	11 4	...	...	...	...	12 5	12 5	...	...	6 7	6 7	71 2	53 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	15 0	15 0	...	...	11 0	11 0	12 0	12 0	25 0	25 0	23 0	23 0	31 0	31 0	...	...	10 0	14 0	...	...	11 0	26 0	80 0	80 0	9 0	9 0
Belgaum	16 8	16 8	...	...	11 8	12 0	12 0	13 0	19 0	21 0	18 0	19 0	24 0	25 0	...	17 0	12 0	12 8	...	...	12 0	12 8	64 0	67 0	12 0	12 0
Satara	10 11	10 11	13 0	13 0	9 9	9 9	10 0	10 0	13 5	13 5	12 15	12 15	16 5	16 5	18 3	18 3	15 8	15 0	...	...	12 6	12 6	97 1	97 1	11 10	11 10
Sholápur	14 8	14 1	17 6	17 6	7 9	7 9	9 7	9 7	19 6	19 6	17 7	17 7	...	...	...	...	16 4	16 4	19 2	19 2	15 1	13 13	82 10	82 10	11 8	11 8
Bijápur	13 5	13 5	10 4	10 4	7 3	7 3	9 15	9 15	18 0	18 0	16 3	16 3	...	...	...	...	12 14	12 0	...	...	10 2	10 2	80 0	80 0	9 0	9 10
Poona (City)	11 6	11 6	13 9	13 9	8 9	8 9	9 3	9 3	13 1	13 1	12 10	12 10	16 6	16 6	...	...	14 14	14 14	...	...	14 7	14 7	60 13	60 13	11 2	11 2
Khandesh—																										
Ahmadnagar	12 6	12 14	...	...	8 0	8 0	9 1	9 1	15 0	15 0	12 8	13 0	...	...	...	...	15 5	16 3	...	...	11 13	12 0	85 0	85 0	11 6	11 6
Násik	14 8	14 12	...	...	9 0	9 0	10 8	10 8	...	...	14 0	14 6	17 12	17 10	...	...	16 8	17 2	...	...	12 0	11 4	106 8	106 8	12 12	12 12
Khandesh (Dhulia)	12 14	12 14	...	...	7 8	7 8	9 6	9 6	15 7	15 7	14 1	14 1	...	...	12 10	12 10	13 8	14 13	...	...	...	...	106 0	106 0	10 8	10 8
Guserat—																										
Surat	10 0	12 0	13 0	13 0	6 0	6 0	8 0	8 0	15 0	15 0	14 0	14 0	...	...	6 0	6 0	10 0	10 0	...	...	10 0	8 0	100 0	100 0	12 0	12 0
Broach	11 0	11 0	...	...	7 8	7 8	9 8	9 8	14 0	14 0	12 8	12 8	...	...	...	...	12 8	12 8	...	...	12 0	12 8	120 0	120 0	12 12	12 12
Kaira	11 6	11 13	...	17 12	7 7	7 10	9 11	10 0	15 0	16 0	13 14	13 14	15 3	16 0	...	...	13 10	14 8	...	...	9 11	10 0	90 0	90 0	13 5	13 8
Baroda Camp (Sadar Bazar)	9 2	9 2	8 9	8 9	6 4½	6 4½	6 15	6 15	13 2½	13 2½	12 9	12 9	12 0	12 9	...	...	11 3½	11 3½	...	...	8 9	9 2	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	11 8	11 8	...	...	6 0	6 0	8 0	8 0	15 0	14 0	14 0	14 0	...	...	...	...	16 0	16 0	...	...	10 0	10 0	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	10 0	10 0	...	...	7 2	7 2	10 0	10 0	17 6	17 6	13 2	13 2	17 6	17 6	...	...	15 0	15 0	16 0	16 0	9 4	9 4	160 0	160 0	11 2	11 2
Deesa Cantonment	13 1	12 13	12 14	12 0	7 8	7 0	8 8	8 0	14 9	14 8	14 4	14 0	...	...	...	...	14 11	15 0	...	...	9 6	9 8	150 0	150 0	11 0	11 0
Kathiawar—																										
Rájkot	13 0	13 0	...	...	6 8	6 8	8 0	7 12	14 0	13 12	13 0	13 0	...	...	...	...	15 4	15 8	...	...	7 8	7 8	100 0	100 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	14 4	14 4	...	...	7 8	7 8	11 7	11 7	16 8	16 8	...	...	...	...	...	...	14 3	14 3	...	...	10 11	10 11	120 0	120 0	10 13	10 13
Khandwa-Asirgarh Cant.	13 0	13 0	...	...	9 0	9 0	11 0	11 0	16 1	16 0	17 0	15 0	...	...	...	...	15 0	15 14	...	...	9 13	9 8	160 0	160 0	10 0	10 0
Hoshangabad	14 8	13 8	...	...	7 8	7 8	9 0	9 0	16 0	16 0	...	...	...	...	13 0	13 0	23 8	20 0	...	...	10 8	10 8	80 0	80 0	9 8	9 8
Betúl	14 7	13 9	...	...	9 9	9 9	10 0	10 0	17 7	17 7	...	...	...	...	...	...	18 4	18 4	...	...	11 6	11 6	320 0	320 0	7 9	7 9
Chhindwára	14 0	14 0	...	...	8 0	8 0	10 0	...	20 9	20 9	...	...	...	...	...	...	21 11	...	...	...	10 10	10 8	160 0	160 0	8 0	9 2
Nágpur	16 4	16 4	...	...	8 12	8 12	12 8	12 8	21 4	21 4	...	...	...	...	...	...	19 11	20 0	...	...	12 3	12 8	120 0	119 0	9 13	9 13
Wardha	20 0	18 7	...	...	10 0	10 0	1 7	11 7	24 0	24 0	...	...	...	...	...	...	16 0	16 0	...	...	15 0	16 0	124 0	124 0	9 10	9 10
Central—																										
Narsinghpur	14 10	14 10	...	...	9 3	9 3	11 8	12 11	...	...	...	...	...	...	...	...	22 1	24 3	...	...	13 10	13 11	200 0	200 0	9 2	9 2
Saugor	17 15	15 14	...	...	8 10	8 10	9 8	9 8	...	...	...	...	...	...	...	...	21 12	19 10	...	...	12 8	10 8	180 0	180 0	9 1	9 1
Damoh	20 0	17 14	...	...	11 7	10 15	12 10	11 7	...	...	...	...	...	...	...	...	21 13	20 0	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	15 0	14 0	...	...	8 13	7 13	10 6	10 0	18 0	17 13	...	...	...	...	...	...	20 0	18 13	...	...	10 0	10 0	130 0	130 0	8 2	9 0
Mandla	17 0	16 0	...	...	10 0	10 0	12 0	12 0	19 0	20 0	...	...	...	...	...	...	25 0	22 0	...	...	11 0	10 0	256 0	256 0	9 12	9 8
Seoni	17 15	16 9	...	...	9 12	10 3	13 9	13 9	...	...	...	...	...	...	...	...	21 5	21 5	...	...	10 15	10 15	200 0	200 0	9 10	9 10
Bálághát	17 1	18 6	...	...	13 2	13 2	16 9	17 14	...	...	...	...	...	...	...	...	19 3	19 3	...	...	11 4	12 8	192 0	192 0	9 0	9 0
Bhandára	17 8	17 8	...	...	...	10 0	15 0	16 4	...	...	...	...	...	...	...	...	22 8	22 8	...	...	10 0	10 0	200 0	200 0	9 0	9 2
Chánda	17 13	17 13	...	...	...	...	17 10	17 10	26 9	26 9	...	...	...	...	...	...	15 8	15 8	...	...	10 0	10 0	400 0	400 0	8 14	8 14
Eastern—																										
Biláspur	21 5	19 14	...	...	10 2	10 3	18 0	10 10	...	...	...	...	...	...	...	...	16 12	16 12	...	...	17 8	15 4	96 0	96 0	9 5	8 13
Raipur	19 11	19 11	...	...	10 4	10 4	15 15	15 15	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	80 0	80 0	8 0	8 0
Sambalpur	15 12	14 14	...	...	12 4	12 4	17 8	17 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	9 0	8 0	160 0	160 0	8 12	8 12
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	11 0	10 0	19 0	20 0	17 0	17 0	...	...	...	...	17 0	16 0	...	...	10 0	10 0	§	§	9 0	9 0
Básim	18 0	17 13	...	...	7 10	8 0	10 2	10 0	26 0	24 10	24 0	24 0	...	...	...	...	21 13	21 5	...	...	13 0	13 0			8 10	9 0
Akola	15 0	16 0	...	...	7 0	7 0	8 0	8 0	18 0	18 0	15 0	15 0	...	...	...	...	18 0	18 0	...	...	19 0	15 0			10 0	10 0
Ellichpur	14 4	14 0	7 0	8 0	7 0	7 0	8 6	8 6	18 7	19 10	18 8	14 0	...	...	...	...	15 4	15 0	...	...	18 0	18 0			9 4	9 4
Amráoti	14 8	15 0	...	...	6 10	6 13	7 12	8 2	20 0	19 0	...	...	...	...	...	...	15 12	16 0	...	...	12 4	12 6			9 0	9 0
Wún	15 0	14 8	...	...	9 0	9 0	11 0	10 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	22 0	20 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	14 13	14 13	...	...	6 12	6 12	10 14	1 1	17 12	18 13	17 14	...	15 15	...	...	...	14 13	13 13	...	...	18 13	20 1	130 0	125 0	8 14	8 12
Boláram	16 6	14 7	...	...	7 11	7 11	9 0	9 0	21 3	23 2	...	...	...	...	...	...	16 6	14 7	...	...	...	...	116 14	116 14	9 0	9 0
Chudarghat	12 0	12 0	...	...	7 8	7 0	10 0	9 12	21 0	21 0	21 0	...	...	...	...	...	18 0	15 0	...	...	...	...	120 0	120 0	9 12	9 12

* Not produced. † Not procurable. ‡ Not sold. § Firewood is sold by head-loads, cart-loads, and bullock-loads, &c.

RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1889—*concluded*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Karun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	12 0	12 0	13 6	13 6	*	*	*	*	20 6	20 6	20 0	20 0	12 0	12 0	...	...	13 0	13 0	110 0	136 2	11 11	11 11
S. Canara	8 2	8 2	...	...	12 10	12 10	13 10	14 13	*	*	*	*	21 13	21 13	...	...	11 8	11 8	...	...	15 0	14 8	65 5	128 13	13 5	13 5
South, central—																										
Coimbatore	10 11	8 10	...	...	13 0	12 10	14 0	13 10	21 11	21 11	25 6	25 6	26 3	26 3	...	...	10 0	11 0	...	...	15 0	15 0	...	133 10	11 11	11 11
Nilgiris	9 14	8 10	...	...	10 6	9 10	11 3	11 3	20 0	19 3	16 13	16 13	20 3	20 3	...	...	10 0	10 0	...	...	16 0	16 0	...	161 13	10 2	10 2
Salem	10 3	10 3	...	...	13 2	13 2	14 2	14 2	24 10	22 13	22 2	21 14	30 13	30 13	30 0	30 0	11 0	11 0	...	...	16 0	16 0	...	186 10	13 8	13 8
Central—																										
Bellary	13 0	13 0	...	...	12 5	12 5	14 10	14 0	28 13	30 14	*	*	37 13	37 13	...	...	12 0	12 0	...	...	17 4	17 4	...	97 3	11 14	11 14
Anantapur	11 8	11 8	...	...	13 6	13 6	14 0	14 0	31 6	31 6	25 6	25 6	34 0	34 0	...	...	11 0	11 0	...	...	12 2	12 2	...	155 8	11 5	11 5
Cuddapah	14 0	14 0	...	...	12 6	12 13	14 14	14 14	25 5	26 2	22 8	24 11	32 11	32 5	...	...	12 0	12 0	...	...	15 5	15 5	...	140 0	12 10	12 10
Kurnool	11 6	11 6	...	...	11 6	11 6	12 3	12 3	21 14	21 14	20 0	20 0	*	*	...	...	12 0	12 0	...	...	15 0	15 0	...	113 0	11 11	11 11
East Coast, north—																										
Ganjam	10 0	10 5	...	...	12 5	12 10	14 10	14 0	28 13	30 14	*	*	17 0	16 13	...	...	12 0	12 0	...	...	17 0	17 0	...	194 6	12 0	12 0
Vizagapatam	13 0	13 0	...	...	13 0	13 0	14 0	14 0	31 6	31 6	25 6	25 6	19 3	19 3	...	...	11 0	11 0	...	...	15 0	15 0	...	116 10	11 11	11 11
Godavari	8 2	8 2	...	...	13 2	14 2	14 2	14 2	24 10	23 13	23 11	24 10	29 2	29 2	...	...	12 0	12 0	...	...	16 0	16 0	...	243 0	12 0	12 0
East Coast, central—																										
Kistna	9 6	9 6	...	...	13 11	13 2	14 5	13 13	22 2	22 2	*	*	23 13	25 5	...	...	13 0	13 0	...	...	14 0	14 0	...	170 2	13 3	13 3
Nellore	9 14	9 14	...	...	12 14	14 14	14 0	14 0	23 0	22 2	21 13	20 14	26 0	25 8	...	...	13 0	13 0	...	...	14 0	14 0	...	93 5	11 11	11 11
East Coast, south—																										
Madras	10 10	10 10	...	...	11 10	11 10	13 6	13 6	*	*	*	*	26 0	26 0	...	...	12 0	12 0	...	...	14 0	14 0	...	89 14	12 5	12 5
Chingleput	*	*	...	...	13 8	13 8	15 2	14 5	*	*	21 2	20 8	25 5	27 6	...	...	12 0	12 0	...	...	15 0	15 0	...	122 8	12 0	12 0
N. Arcot	9 6	9 6	...	...	12 3	11 10	13 3	13 3	*	*	*	*	34 3	34 0	...	...	12 0	12 0	...	...	15 0	15 0	...	194 6	11 5	11 5
S. Arcot	8 10	8 10	...	...	13 14	13 14	14 14	14 14	*	*	26 3	27 0	27 0	27 0	...	...	12 0	12 0	...	...	15 0	15 0	...	209 0	11 11	11 11
Tanjore	8 2	8 2	...	...	15 13	12 8	15 0	12 11	*	*	26 2	31 11	31 11	31 11	...	...	12 0	12 0	...	...	15 0	15 0	...	166 3	12 14	12 14
Trichinopoly	8 10	8 10	...	...	12 3	12 3	12 11	*	19 10	20 5	21 10	26 3	24 14	*	...	...	12 0	12 0	...	...	15 0	15 0	...	143 6	13 0	13 0
Southern—																										
Tinnevelly	8 14	8 8	...	...	13 2	11 2	13 10	12 13	*	*	*	*	*	*	...	...	12 0	12 0	...	...	14 0	14 0	...	53 5	14 13	15 3
Madura	10 2	10 2	...	...	12 10	12 10	13 8	13 8	25 14	24 5	23 8	27 14	27 2	*	...	...	12 0	12 0	...	...	14 0	14 0	...	131 3	13 10	13 10
Mysore—																										
Kadur	11 6	10 8	9 8	11 0	10 10	12 0	13 0	12 0	30 0	30 0	29 0	29 0	29 0	29 0	20 0	20 0	12 0	12 0	...	...	15 0	15 0	...	99 0	8 4	8 4
Hassan	10 8	10 8	11 0	9 8	9 8	10 8	11 8	11 8	23 0	23 0	30 0	32 0	32 0	32 0	...	...	11 8	11 8	...	...	16 0	16 0	...	96 0	9 8	9 8
Bangalore	10 0	10 0	9 0	10 0	10 0	13 0	13 0	13 0	26 0	26 0	...	43 0	43 0	43 0	...	...	13 8	13 8	...	...	16 0	16 0	...	144 0	9 0	9 0
Kolar	11 0	11 0	10 12	10 8	12 0	13 0	13 0	13 0	...	...	...	44 0	44 0	44 0	...	...	13 0	13 0	...	...	16 0	16 0	...	340 0	9 0	9 0
Tumkur	...	10 0	10 0	10 0	12 8	12 8	15 0	15 0	...	...	...	42 0	42 0	42 0	...	...	15 0	15 0	...	...	18 0	18 0	...	96 0	8 0	8 0
Hassan	10 0	10 0	10 0	10 0	16 0	16 0	18 0	18 0	...	...	...	48 0	48 0	48 0	...	...	16 0	16 0	...	...	18 0	18 0	...	320 0	9 0	9 0
Kadur	10 0	10 0	12 10	...	11 9	11 9	14 11	14 11	37 13	31 8	46 5	55 0	55 0	55 0	70 0	65 0	14 11	14 11	...	...	18 0	18 0	...	480 0	10 8	10 8
Shimoga	12 10	12 10	15 0	15 0	11 0	11 0	12 0	12 0	48 0	48 0	32 0	...	...	...	...	...	12 0	12 0	...	...	...	...	...	320 0	9 0	8 0
Chitaldrug	14 0	13 0	...	...	13 0	13 0	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	13 0	13 8	16 0	16 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	110 0	110 0	10 8	10 0
Aden	8 0	8 0	...	...	6 3	6 3	8 0	10 3	10 3	10 3	9 4	32 0	33 0	...	65 0	65 5	9 4	9 4	...	...	5 9	5 9	...	65 5	32 0	32 0

* No sale.

E. J. SINKINSON,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF FEBRUARY, 1889.

No. 1.—As to Age and Sex.

	Demerara.				Trinidad.				Fiji.				Mauritius.				Natal.				Surinam.								Total.		
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Grand Total.
Under 2 years	...	...	...	...	...	...	...	...	20	23	43		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	23	43
From 2 to 10 years	...	...	...	...	...	...	...	...	51	48	99		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	51	48	99
„ 10 „ 20 „	...	...	...	...	...	...	...	...	41	15	56		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41	15	56
„ 20 „ 30 „	...	...	...	...	...	...	...	...	287	130	417		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	287	130	417
„ 30 „ 40 „	...	...	...	...	...	...	...	...	41	17	58		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41	17	58
„ 40 „ 50 „	...	...	...	...	...	...	...	...	1	1	2	44·05 women to every 100 men.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2
Above 50 „	...	...	...	...	...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand Total	...	...	...	...	...	...	...	...	441	234	675		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	441	234	675

No. 2.—As to places whence Emigrants came to Calcutta for Embarkation.

	Demerara.				Trinidad.				Fiji.				Mauritius.				Natal.				Surinam.								Total.		
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Grand Total.
Orissa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Western Bengal	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Central „	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Eastern „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Behar	...	...	...	...	...	...	...	...	118	85	203	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	118	85	203
North-Western Provinces	...	...	...	...	...	...	...	...	221	125	346	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	221	125	346
Oudh	...	...	...	...	...	...	...	...	88	23	111	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	88	23	111
Central India	...	...	...	...	...	...	...	...	5	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	1	6
Punjab	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Nepal and Native States	...	...	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2
Mixed, Bombay & Madras	...	...	...	...	...	...	...	...	4	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	4
Grand Total	...	...	...	...	...	...	...	...	441	234	675	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	441	234	675

No. 3.—As to Caste and Religion.

	Demerara.				Trinidad.				Fiji.				Mauritius.				Natal.				Surinam.								Total.		
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Grand Total.
Brahmins and high castes	...	...	...	...	...	...	...	...	76	34	110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	76	34	110
Agriculturists	...	...	...	...	...	...	...	...	114	69	183	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	114	69	183
Artisans	...	...	...	...	...	...	...	...	71	30	101	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	71	30	101
Low castes	...	...	...	...	...	...	...	...	127	83	210	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	127	83	210
Musulmans	...	...	...	...	...	...	...	...	51	18	69	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	51	18	69
Christians	...	...	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2
Grand Total	...	...	...	...	...	...	...	...	441	234	675	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	441	234	675

MEMORANDUM.	Male.	Female.	Total.
1. Hindus	388	216	604
2. Musulmans	51	18	69
3. Christians	2	...	2
Total	441	234	675

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XLIX OF 1888-89.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 10th March, 1888. Total.	Receipts for week ending 10th March, 1888. Per mile open.	Total mean length open.	Receipts for week ending 9th March, 1889. Total.	Receipts for week ending 9th March, 1889. Per mile open.	Total Receipts from 1st April, 1887, to 10th March, 1888. Total.	Total Receipts from 1st April, 1887, to 10th March, 1888. Per mile open per week.	Total Receipts from 1st April, 1888, to 9th March, 1889. Total.	Total Receipts from 1st April, 1888, to 9th March, 1889. Per mile open per week.	Total Increase in 1888-89.	Total Decrease in 1888-89.
	State Lines worked by Companies.		R	R		R	R	R	R	R	R	R	R
23rd Mar., 1889	East Indian	1,514	10,30,990	681	1,514	9,47,122	626	4,35,90,989	588	4,17,45,411	563	...	18,45,578
23rd ditto	Rajputana-Malwa (a)	1,664	3,91,161	235	1,664	4,28,000	257	1,58,22,740	193	1,76,02,679	216	17,79,939	...
23rd ditto	Patna-Gya	57	11,567	202	57	9,511	166	4,89,830	175	4,52,284	161	...	37,546
16th ditto	Bengal-Nagpur (b)	186	25,681	138	293	58,274	199	13,26,469	145	16,64,618	163	3,38,149	...
23rd ditto	Dildarnagar-Ghazipur	12	1,192	99	12	856	71	45,497	77	41,925	71	...	3,572
16th ditto	Mysore	140	9,869	71	219	11,661	53	4,83,379	71	5,34,182	76	50,803	...
16th ditto	Southern Mahratta(c)	850	73,423	86	857	75,121	88	30,73,908	80	36,46,823	87	5,72,915	...
9th ditto	Indian Midland (d)	211	41,206	195	588	(e)63,180	107	6,48,623	103	(e)13,10,432	101	6,61,809	...
9th ditto	Villupuram-Dharmavaram (*Nellore Branch*)	83	3,597	43	83	7,884	95	(f) 86,434	41	2,37,255	58	1,50,821	...
9th ditto	Bareilly-Pilibhit	36	2,143	60	36	2,739	76	84,102	49	87,569	51	3,467	...
16th ditto	Lucknow-Sitapur-Sihramau	105	6,239	59	105	5,722	54	2,02,189	39	2,47,828	48	45,639	...
	Total	4,858	15,97,068	329	5,428	16,10,070	297	6,58,54,160	288	6,75,71,006	279	17,16,846	...
	State Lines worked by Government.												
23rd Mar., 1889	North-Western (g)	2,481	5,53,568	223	2,386	5,27,719	221	2,00,01,157	180	2,39,66,699	202	39,65,542	...
16th ditto	Oudh & Rohilkhand	693	1,59,037	229	692	1,44,056	209	64,35,939	191	63,67,813	188	...	68,126
16th ditto	Wardha Coal	45	20,345	452	45	23,591	524	7,09,601	320	8,12,681	368	103,080	...
16th ditto	Bengal Central	125	14,386	115	125	16,060	128	6,35,203	104	6,72,266	110	37,063	...
16th ditto	Eastern Bengal Railways (h)	645	1,96,026	304	673	1,76,300	262	91,71,120	290	1,00,84,385	306	9,13,265	...
23rd ditto	Nalhati	27	2,858	105	27	2,418	89	88,989	66	95,626	73	6,637	...
23rd ditto	Tirhoot	259	40,705	157	273	36,343	133	47,32,710	141	33,30,986	122	...	1,52,854
23rd ditto	Burma	333	75,121	226	553	1,06,490	193	30,66,454	187	31,12,277	155	45,823	...
16th ditto	Jorhat	31	635	21	31	1,118	36	46,858	34	37,598	40	10,720	...
16th ditto	Cherra-Companyganj	7	173	23	7	59	8	10,428	28	8,015	22	...	2,413
	Total	4,646	10,62,854	229	4,812	10,33,754	215	4,18,77,879	192	4,67,36,616	203	48,58,737	...
	Lines worked by Guaranteed Companies.												
16th Mar., 1888	Madras	840	1,56,121	186	840	1,62,074	193	77,41,041	187	78,78,199	191	1,37,158	...
9th ditto	South Indian	654	89,656	137	654	1,00,473	154	47,98,247	149	51,38,823	160	3,40,576	...
16th ditto	Great Indian Peninsula	1,504	8,12,932	541	1,447	8,92,447	617	3,68,76,514	498	3,90,66,657	535	21,90,143	...
23rd ditto	Bombay, Baroda and Central India	461	2,83,124	614	461	2,85,000	618	1,14,40,769	504	1,20,56,173	534	6,15,404	...
	Total	3,459	13,41,833	388	3,402	14,39,994	423	6,08,56,571	356	6,41,39,852	385	32,83,281	...
	GRAND TOTAL (GUARANTEED AND STATE)	12,963	40,01,755	309	13,642	40,83,818	299	16,85,88,610	273	17,84,47,474	279	98,58,864	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	8,64,64,994	140	9,19,87,370	144	55,22,376	...
	NET RECEIPTS	...	...	...	...	...	...	8,21,23,616	133	8,64,60,104	135	43,36,488	...
	Assisted Companies.												
16th Mar., 1888	Bengal and North-Western	376	41,415	110	376	40,010	106	19,19,534	104	20,74,624	113	1,55,090	...
23rd ditto	Tarakeshwar	22	6,396	287	22	6,160	277	2,52,621	232	2,59,753	238	7,132	...
9th ditto	Rohilkhand-Kumaun	67	6,782	101	67	7,532	112	2,96,470	92	3,18,103	99	21,633	...
9th ditto	Dibru-Sadiya	78	8,009	103	78	7,662	98	3,86,205	100	4,10,714	109	24,509	...
	Total	543	62,602	115	543	61,364	113	28,54,830	106	30,63,194	115	2,08,364	...
	Native States.												
16th Mar., 1888	The Nizam's Guaranteed Company	277	29,544	107	354	40,029	113	15,32,123	143	17,68,219	117	2,36,096	...
23rd ditto	The Gaekwar's	59	2,534	43	59	2,720	46	1,46,951	51	1,32,815	46	...	14,136
23rd ditto	The Gaekwar's Mehsana-Vadnagar	21	1,092	52	27	1,000	37	36,697	35	43,356	39	6,659	...
16th ditto	Bhavnagar-Gondal-Junagarh-Porbandar	193	27,477	142	360	38,938	150	9,68,616	102	10,85,669	107	1,17,053	...
16th ditto	Morvi	68	3,058	45	68	2,625	39	1,29,524	39	1,53,911	46	24,387	...
23rd ditto	Jodhpore	124	8,842	71	124	8,300	67	3,33,001	54	3,31,446	55	...	1,555
	Total	742	72,547	98	892	93,612	105	31,46,912	93	35,15,416	91	3,68,504	...

(a) Includes the Cawnpore-Achnera State Railway.
(b) Includes Katni-Umaria State Railway.
(c) Includes the Bellary-Kistna State Railway.
(d) Includes Sindia State Railway.
(e) Includes the Bhopal-Itarsi Railway from 1st January, 1889.
(f) Total receipts from 15th September, 1887, to 10th March, 1888.
(g) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(h) Includes the Northern Bengal, Dacca, Kaunia-Dharla and Assam-Behar State Railways.

CALCUTTA,
The 4th April, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Offg. Deputy Secretary.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

ACQUISITION BY GOVERNMENT UNDER THE TREASURE TROVE ACT OF ARTICLES OF ARCHÆOLOGICAL INTEREST.

Cir. No. $\frac{24}{4-2}$ Arch.

Extract from the Proceedings of the Government of India, Revenue and Agricultural Department,—dated 28th March 1889.

ARCHÆOLOGY.

Read the following Resolutions recorded in the Home Department, No. 3—167-181, dated 8th November 1882, and No. 1—58-71, dated 8th June 1883.

Read also a despatch received from Her Majesty's Secretary of State for India, No. 79 (Statistics and Commerce), dated 8th November 1888.

RESOLUTION.

The subject dealt with in the Resolutions quoted in the preamble was the conservation and location in provincial or national museums of objects of archæological interest. The attention of the Government of India having been again called to the question by an enquiry from Her Majesty's Secretary of State whether more effective action cannot be taken to prevent the undue appropriation by private persons of such Indian antiquities as are worthy of being preserved in the national institutions of this country, the following instructions and suggestions are placed on record by the Government of India for the consideration of Local Governments and Administrations, who are invited to take such action and lay down such rules in connection therewith as may be deemed useful and desirable.

2. The opinion was expressed in the 4th paragraph of the Resolution first quoted, that the Government has never claimed any indefeasible rights in archæological objects, and that no such right could be asserted without legislation. This is true in regard to all objects of archæological interest of which the discovery could not be brought within the scope of the Treasure Trove Act. But it appears to the Governor General in Council that a material portion of discovered antiquities will be ascertained on enquiry to have been found in circumstances which would bring them under the provisions of Act VI of 1878. Such will be the case in respect to all ownerless antiquities of any value "hidden in the soil, or in anything affixed thereto." Statuary and remains of buildings, as well as coins, would, if buried underground, usually satisfy the required conditions, and could be classed as treasure under the definition of the Act which, as indicated by the extracts quoted in the Appendix, was intended by its framers to apply to objects of antiquarian interest discovered below the surface of the soil. Indeed the definition of treasure as framed in the original Bill was enlarged by the Select Committee for the express purpose of covering sculptures and similar antiquities, as well as coins.

3. The Treasure Trove Act permits the Government to claim the possession of treasure of which, as laid down in Section 4 of the Act, the amount or value is over ten rupees. Such "value" is not, as in Section 16, the price which the mere materials of the article found would fetch, but the market value or the price which the discovered object might, if offered for sale, reasonably be presumed to realize. The conditions under which the finder of treasure is to be

compensated in cases where the claim of Government is asserted, are described in section 16 of the Act. The value at which the treasure is to be assessed is there defined as the value of the materials only, plus one-fifth of such value. The extra price which the discovered article might realize in virtue of its value as an object of archæological interest need not enter into account. It will not therefore be difficult to secure for preservation in national institutions the most important antiquities which may be discovered in any part of British India, without inordinate expenditure.

4. The Governor General in Council now desires that the conditions under which the Government can claim articles of antiquarian interest should be made generally known, as well to the officials upon whom the responsibility rests of giving effect to the provision of the Treasure Trove Act, as to the general public. His Excellency in Council is convinced that the Local Governments and Administrations will, on every occasion on which it may be considered proper to exercise the rights conferred by the law upon the State, act with due liberality, and with proper consideration for the natural claims and expectations of the finders of treasure, and will bear in mind that the object in view will be defeated if those who may discover objects of archæological value are not induced by the prospect of a sufficient reward to make their discoveries known to the officials of Government. On the other hand, it must be enjoined on all servants of the State that it is their duty to protect national interests so far as to ascertain the particulars of any discovery which may be brought to their notice, and to report the circumstances to the proper authorities under such rules and instructions as may be laid down for their guidance by the Local Government or Administration.

5. With regard to antiquities which cannot be brought under the definition of "treasure," in the Act of 1878, and of which the location in a national institution is considered desirable, no further action can be advised than to ascertain from the finder whether he is willing to surrender the object to Government at a reasonable price.

6. Nothing in this Resolution should be held to interfere with the instructions which are contained in the Resolution No. $\frac{1}{58-71}$ of 8th June 1883 for dealing with discoveries made by Government officials, and which for the purpose of easy reference, are reprinted in the Appendix to this Resolution. The same instructions will be applicable, *mutatis mutandis*, to objects of archæological interest claimed and purchased under the Treasure Trove Act.

7. With the above remarks the Governor General in Council is content to leave the matter to the discretion of Local Governments and Administrations, but desires that any action which may be taken under this Resolution should be briefly noticed in the Annual Report of the Department of Land Records and Agriculture, as the Department which in most Provinces is connected with the administration of Museums.

ORDER.—Ordered, that the above Resolution be forwarded to the Local Governments and Administrations noted on the margin; also that a copy be forwarded to the Director General of the Archæological Survey of India, the Honorary Secretary to the Trustees of the Indian Museum, and the Home, Public Works, Legislative and Foreign Departments for information; also that it be published in the Supplement to the *Gazette of India*.

Madras.	Central Provinces.
Bombay.	Burma.
Bengal.	Assam.
North-Western Provinces and Oudh.	Coorg.
Punjab.	Ajmere.
	Hyderabad.

(True Extract.)

E. C. BUCK,
Secretary to the Government of India.

APPENDIX I.

Extract from the Speech, dated the 29th November 1876, of the HON'BLE MR. E. C. BAYLEY, C.S.I., *on the Treasure Trove Bill.*

The Bill further proposed to adopt one other provision which, as indicated before, was taken from the modern law of Denmark. This was to give the Government a claim, on the payment of a specified percentage in excess of the intrinsic value, to the possession of such articles as it should consider worthy of preservation in the interests of the public, as being of historic or artistic interest. This provision was inserted some years ago in the law of Denmark, and the practical result had been to make the Government collection of national antiquities in that country the finest now existing. In India such a provision would be of the very greatest value. There was much hidden treasure in India, and as he (Mr. Bayley) could say from personal knowledge, much was being perpetually brought to light in various parts of the country, and a very large proportion of it was of importance, as illustrating either the history, the social habits, the religious beliefs, or the artistic skill, of the races who inhabited the country in past times. In truth, most of the only trustworthy information which we possessed of the history of India antecedent to the Muhammadan invasion was furnished by articles, especially by coins, discovered as "treasure trove."

It was, therefore, an object to prevent articles of this kind from being lost or destroyed and the provision the Bill proposed to make was, he believed, sufficiently liberal to secure to the Government an opportunity of purchasing such articles as they might consider of real public interest. Indeed, the present Lieutenant-Governor of the Punjab, Sir Henry Davies had recently acted on this principle in a very important case, with the consent of the finder, and had preserved from destruction articles of extreme historic interest.

Extract from letter from the Government of the Punjab, No. 636, dated 19th February 1877, on the original draft of the Bill to amend the law relating to Treasure Trove.

Mr. Kipling, Superintendent of the Government School of Industrial Art at Lahore, while considering the Bill effectual as regards precious metals, notes that there is a general misapprehension of the right of Government as regards stone, sculpture, wood, terra-cotta, and objects of this description. The Lieutenant-Governor thinks that the attention of the Legislative Council should be directed to this point, as there is considerable doubt as to whether these articles would be covered by the term "Treasure" in section 3 of the Act.

Extract from the report of the Select Committee, dated 31st January 1878.

The only other changes of importance we have made, besides those in the penal clauses, will be found in the definition of treasure, and in the clause (the first of section 4), which fixes the minimum value of treasure to which the Bill applies. We have enlarged the definition of the word "treasure," as it was urged by some of those consulted that it was desirable to do so in order to secure to the public (under section 15 of the Bill) objects of antiquarian interest which would not have been covered by the definition as first framed, and, with a similar view, we have reduced the minimum value of treasure to which the Bill applies.

Extract from the speech, dated the 13th February 1878, of the HON'BLE SIR E. C. BAYLEY, K.C.S.I., *on the Treasure Trove Bill.*

* * * And finally the Bill provided means whereby the Government would be able to procure for the national museum articles of historical or archæological value which it might be desirable to secure. Special provisions had been largely introduced into legislation in Europe for this purpose, and had the effect of preserving for national use much very valuable property and articles of great historical importance which would otherwise have been destroyed. He hoped that such might also be the result in India.

APPENDIX II.

Extract from the Proceedings of the Government of India in the Home Department (Archæology),—No. 1—58-71, dated Simla, the 8th June 1883.

RESOLUTION.—In the Resolution of the 8th November 1882, read above, the Government of India, after stating the general principles which should, in their opinion, regulate the utilization and disposal of objects of archæological interest in India, requested to be favoured with the remarks of Local Governments and Administrations on the subject. The replies received show that, while the general principles enunciated in paragraphs 3 and 4* of the Resolution are accepted by all Local Governments, there is some difference of opinion as to whether the place of deposit for such objects as it is not desirable to maintain *in situ* should preferentially be the Central Indian Museum, or the Local Museum of the Province or District, where such exists. After giving the matter his further consideration, the Governor General in Council thinks that all differences of opinion will be reasonably met by compliance with the following instructions:—

I.—All discoveries of objects of archæological interest made by Government officers (whether belonging to the Archælogical Survey or not) should be reported by them to the head of the Local Government or Administration within which the discovery is made. When such a report is made, it will rest with the Local Government or Administration to issue orders for the preservation of the objects discovered *in situ*, or for their removal to a Provincial or Local Museum, where such exists, in accordance with the general principles set forth in the paragraphs marginally quoted above. Where there is no Local Museum, the object should be sent to the Imperial Museum, if the Trustees, to whom information of the discovery should be conveyed by the Local Government or Administration, should so desire.

II.—Local Governments and Administrations will furnish the Trustees of the Indian Museum with lists of all Museums in the Province and with descriptive catalogues of their contents, and will report to the Trustees all fresh discoveries dealt with under the preceding clause.

III.—The Trustees will be at liberty to arrange with Local Governments and Administrations either for the transfer to the Indian Museum of any object the Trustees may require or for acquiring it by exchange or for obtaining casts or other impressions of it, any points as to which there is a difference of opinion being referred to the Government of India for final decision. In dealing with such applications from the Trustees, Local Governments and Administrations will not fail to attach due weight to the desirability of completing any particular archæological series to which the Trustees of the Indian Museum may attach importance.

3. As regards the question of preservation *in situ* as opposed to removal to, and exhibition in, a museum, it may be observed that the great majority of the discoveries made by the Archæological Survey of India consist of the remains of buildings, massive pillars or inscribed blocks, which cannot be removed, and should for many other reasons be preserved where they stand. The case is, however, different with isolated figures, not *in situ*, especially if they are the remains of an extinct religion such as Buddhist figures, which are not unfrequently, mutilated by the people, unless they happen to have been adopted by the Brahmans as belonging to Hindoo cults. In regard to such isolated figures and to others which although not mutilated, are lying neglected about the country, it appears to the Government of India that these might with propriety be removed to some safe place of deposit, such as the Indian Museum, where they could be seen and studied by all persons who take an interest in Indian Art. The Governor General in Council desires to make it clear that he is entirely opposed to the removal of any objects which are still *in situ*, such as the monoliths attached to Buddhist *stupas* and Brahminical temples; but on the other hand, there seems no sufficient reason why isolated remains, such as a capital which is found lying without a shaft, or stray statues the original site of which is unknown, should not be removed to some museum in order to save them from future injury. To this class also belong the sculptures which have been found scattered about the Buddhist ruins of the ancient Gándhára now occupied by the Yusufzai Afghans, whose custom is believed to be to mutilate such remains, unless this is prevented by their prompt removal to a place of safety.

4. In making the above remarks, the Governor General in Council has not lost sight of the fact that it may be argued that the claim of the Government to objects of archæological value rests upon no sufficient legal or other foundation. The Government has in fact never claimed any indefeasible right property in such objects, nor could such a right be asserted without legislation. Experience has, however, shown that the arrangements necessary for securing any object of worthy removal to a museum, or for preserving it in any other way, can in most cases be made without difficulty by Local Governments or local officers. This being so, it does not appear necessary to take any legal powers of compulsory acquisition.

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SUPPLEMENT TO

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No. 15.] CALCUTTA, SATURDAY, APRIL 13, 1889.

OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE THIRD QUARTER OF 1888.

No. 0400 R. T., dated Calcutta, the 28th March, 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Public Works Department Resolution No. 172 R. T., dated 25th February 1884.
" " " " " 200 R. T., " 10th March 1885.
" " " " " 282 R. T., " 18th " 1886.
" " " " " 270 R. T., " 18th " 1887.
" " " " " 379 R. T., " 23rd " 1888.
" " " " " 0191 R. T., " 24th January 1889.

Read also—

Director General of Railways' No. 19 (Statistical), dated the 21st February 1889, forwarding the Abstract Returns of Accidents to Trains, &c., on the open lines of Railway in India for the quarter ended 30th September 1888.

OBSERVATIONS.—As compared with the average of the five corresponding previous quarters, the number of accidents to trains, rolling stock, permanent-way, &c., shows an increase of 33, or 4·41 per cent., with an increase of 2,077·75 miles, or 16·94 per cent., in the mean mileage open, and of 1,657,717

miles, or 16·51 per cent., in the train mileage. The following are the railways on which the more important fluctuations occurred :—

Railway.	Number of accidents.	Accidents.				Train mileage.	
		Increase.	Decrease.	Percentage of increase.	Percentage of decrease.	Percentage of increase.	Percentage of decrease.
Rajputana-Malwa	74	...	26	...	26·00	15·36	...
Southern-Mahratta	57	38	...	200·00	...	132·53	...
North-Western	84	...	81	...	49·09	25·71	...
South Indian	83	21	...	33·87	...	21·37	...
Great Indian Peninsula	25	..	26	...	50·98	19·60	...
Dibru-Sadiya	124	68	...	121·43	...	4·93	...
The Nizam's	26	18	...	225 00	...	24·48	...

2. The principal variations on the Rajputana-Malwa Railway were a decrease of 30 accidents under "Trains running over cattle on the line" and an increase of 14 under "Failure of axles," the total number showing a decrease of 26·00 per cent. against an increase of 15·36 per cent. in the train mileage.

3. The increase on the Southern Mahratta Railway chiefly occurred under "Trains running over cattle on the line" and "The flooding of portions of permanent-way," the number of accidents recorded under the former being 23 against 8 and under the latter 12 against 2. The increase appears to have been mainly due to the increased mileage worked which was 854·5 miles against 363·75 miles. No portion of this line was open in 1883.

4. On the North-Western Railway, with an increase of 27·49 per cent. in the open mileage and 25·71 per cent. in the train mileage, the number of accidents was less by 81, or 49·09 per cent. The principal decreases were 7 under "Goods trains or parts of goods trains, engines, &c., leaving the rails," 18 under "Trains running over cattle on the line," 16 under "Failure of machinery, springs, &c., of engines," 7 under "Failure of couplings," and 9 under each of the heads "Fire in trains" and "Other accidents."

5. The increase on the South Indian Railway was apparently due to the working of the Cuddapah-Nellore line, which was opened for traffic on 15th September 1887. With the exception of an increase from 35 to 43 in the number of cattle accidents, there is no noticeable variation under any other head.

6. Of the decrease of 26 accidents on the Great Indian Peninsula Railway, 8 occurred under "The flooding of portions of permanent-way" and 6 under "Goods trains, or parts of goods trains, engines, &c., leaving the rails." No accident is returned under the latter head for the quarter under review.

7. Of the large number of accidents (124) on the Dibru-Sadiya Railway, a very heavy proportion arose from failure of couplings, and the remainder occurred in derailments.

8. On the Nizam's Railway the number of accidents rose from 8 to 26, or by 18, of which 8 appear under "Trains running over cattle on the line" and 4 under "Failure of machinery, springs, &c., of engines." The mean mileage worked during the quarter was 297, or larger by 90·69 per cent., and the train mileage run 112,432, or larger by 24·48 per cent.

9. The casualties resulting from accidents to trains, &c., were, among passengers and others, 1 killed and 8 injured, against 1 killed and 9 injured, and among servants, 2 killed and 6 injured, against 1 killed and 6 injured. Of the casualties to passengers, 4 passengers were slightly injured on the East Indian Railway in consequence of a down train colliding with the dead end buffers at Jamalpur. This accident was caused by the driver running at an excessive speed and being unable to pull up the train owing to the slippery state of the rails.

10. The following table exhibits the number of accidents under the different classes, due to accidents to trains, rolling stock, permanent-way, &c., and the number of persons killed and injured thereby, *vide* Tables Nos. 3 and 4 :—

		Average of corresponding quarters of 5 previous years.	Third quarter, 1888.					Total all classes.	
			No.	Number of passengers and others.		Number of servants.			
				Killed.	Injured.	Killed	Injured.	Killed.	Injured.
1	Collisions between passenger trains, or parts of passenger trains	0	2	...	2	...	1	...	3
2	Collisions between passenger trains and goods, or mineral trains, engines and vehicles standing foul of the line	10	8	...	...	...	...	...	...
3	Collisions between goods trains, or parts of goods trains	13	12	...	...	...	...	...	...
4	Collisions between light engines	1	2	...	...	...	...	...	...
5	Passenger trains, or parts of passenger trains leaving the rails	26	32	...	...	...	...	...	...
6	Goods trains, or parts of goods trains, engines, &c., leaving the rails	83	94	...	...	1	...	1	...
7	Trains, or engines travelling in the wrong direction through points	12	13	...	...	...	1	...	1
8	Trains running into stations or sidings at too high a speed	1	4	...	4	...	...	...	4
9	Trains running over cattle on the line	283	265	1	...	...	...	1	...
10	" " over obstructions on the line	17	23	...	2*	...	...	...	2
11	" " through gates at level-crossings	9	9	...	...	...	...	...	...
12	The bursting of boilers of engines	0	0	...	...	...	...	...	...
12(a)	The bursting of tubes, &c., of engines	19	20	...	...	...	...	...	...
13	The failure of machinery, springs, &c., of engines	55	51	...	...	...	...	...	...
14	The failure of tyres	2	3	...	...	...	...	...	...
15	" of wheels	0	1	...	...	...	...	...	...
16	" of axles	7	25	...	...	...	...	...	...
17	" of brake apparatus	1	1	...	...	...	...	...	...
18	" of couplings	60	86	...	...	...	...	...	...
19	" of tunnels, bridges, viaducts, culverts, &c.	0	1	...	...	...	...	...	...
20	Broken rails	7	8	...	...	...	...	...	...
21	The flooding of portions of permanent-way	46	45	...	...	...	...	...	...
22	Slips in cuttings or embankments	14	12	...	...	...	...	...	...
23	Fire in trains	25	16	...	...	...	...	...	...
24	Fire at stations, or involving injury to bridges or viaducts	3	2	...	...	...	...	...	...
25	Other accidents	55	47	...	...	1	4	1	4
Total	1888	...	782	1	8	2	6	3	14
	Average of corresponding quarters of five previous years	...	749	1	9	1	6	2	15

11. The principal variations occurred under "Passenger trains, or parts of passenger trains, leaving the rails," 32 against 26; "Goods trains, or parts of goods trains, engines, &c., leaving the rails," 94 against 83; "Trains running over cattle on the line," 265 against 283; "Failure of axles," 25 against 7; and "Failure of couplings," 86 against 60.

12. The increase under "Passenger trains, or parts of passenger trains, leaving the rails," "Goods trains, or parts of goods trains, engines, &c., leaving the rails" and "Failure of couplings," was due to the numbers recorded under these heads on the Dibru-Sadiya Railway being very large, *viz.*, 20, 28, and 65 against 4, 13 and 30, the average of the two corresponding quarters of 1886 and 1887, respectively, for which returns were received.

13. Omitting the Dibru-Sadiya Railway, the number of cases under the head "Goods trains, or parts of goods trains, engines, &c., leaving the rails" was highest on the Madras and South Indian Railways, *viz.*, 11 on each.

14. The cattle accidents were numerous on the South Indian and North Western Railways, being 43 and 32 respectively. As compared with the average of the corresponding quarters of 5 previous years, there was a decrease of 18 accidents on the latter line.

15. Of the 25 cases of "Failure of axles" 16 occurred on the Rajputana-Malwa Railway alone; and of the 45 cases of "The flooding of portions of

* Not Passengers.

permanent-way" 12 occurred on the Southern Mahratta, and 11 on the North Western.

16. The total number of accidents classified as "Other accidents" was 47, of which 20 were recorded on the Bombay, Baroda and Central India Railway.

17. The casualties to passengers from causes other than accidents to trains, &c., *vide* Table No. 2 were :—

Cause of accident.	3rd Quarter, 1888.		Average of corresponding quarters of 5 previous years.	
	Killed.	Injured.	Killed.	Injured.
From falling between carriages and platforms.	2	2	...	1
Falling on to the platform, ballast, &c., when getting into or out of trains.	1	3	1	4
Whilst crossing the line at stations	...	...	1	...
By closing of carriage doors	...	2	...	1
Falling out of carriages during the travelling of trains.	3	20	5	16
Other accidents	4	10	1	6
Total	10	37	8	28

18. The accidents to servants in the employ of Railways or of contractors, whilst performing duties connected directly with the transit of passengers and goods, from causes other than accidents to trains, &c., were as follows, *vide* Table No. 2 :—

Cause of accidents.	3rd Quarter, 1888.		Average of corresponding quarters of 5 previous years.	
	Killed.	Injured.	Killed.	Injured.
During shunting operations	3	12	4	12
Falling off engines, vans, wagons, &c.	6	6	4	14
Coming in contact with overbridges, &c., during the travelling of trains	...	...	1	...
Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines	...	...	...	1
Getting on or off trains, engines, &c.	2	9	2	8
Whilst loading, unloading or sheeting	3	11	2	12
Whilst braking, spragging, or choking wheels	1	2	...	1
Whilst working at cranes or capstans	...	1	...	...
Whilst working on the permanent-way or in sidings	4	1	2	4
Whilst walking along the line on the way home, or to work	...	2	1	2
Whilst walking, crossing, or standing on the line	8	4	9	7
Whilst passing between vehicles	...	1	...	1
Whilst attending to the machinery of engines, cleaning them, &c.	...	4	...	4
Whilst attending to gates at level-crossings	1	1	...	1
Falling, or being caught between vehicles and platforms	1	...	1	2
Falling off ladders, scaffolds, platforms, &c.	2	5	1	4
By falling of lamps, wagon doors, timber, weights, &c.	1	8	...	6
Whilst coupling or uncoupling wagons	...	10	1	7
Miscellaneous	6	50	5	26
Total	38	127	38	112

19. Of other persons killed and injured by running trains, &c., 4 were killed and 4 injured, whilst passing over the line at level-crossings; 52 killed and 15 injured whilst trespassing on the line; 5 committed suicide; and 2 were killed and 1 injured from miscellaneous causes.

20. The following table exhibits the total number of persons killed and injured from all causes on the whole Indian Railway System, as compared with the average of the corresponding quarters of five previous years, *vide* Table No. 1 :—

	3rd Quarter, 1888.		Average of corresponding quarters of 5 previous years.	
	Killed.	Injured.	Killed.	Injured.
Passengers.				
From causes beyond their own control	4	7	2	11
From misconduct or want of caution	7	36	7	26
Servants.				
From causes beyond their own control	8	24	5	17
From misconduct or want of caution	32	109	30	101
Others.				
Whilst passing at level-crossings	4	4	2	2
Trespassers, including suicides	57	15	51	17
Other persons	2	1	4	4
Total	114	196	101	178
Total open mileage	14,341¾		12,264	
Total train mileage	11,700,413		10,042,696	

21. In addition to the above, 8 persons are reported to have been killed and 41 injured in yards, workshops, &c., and 91 persons to have died in carriages and at stations from causes unconnected with the working of trains.

Resolution.—The Government of India observes that a large number of cases of "Failure of axles" has occurred upon the Rajputana-Malwa Railway during the quarter, 16 cases being reported against an average of 2 during the corresponding quarters of the five previous years.

The number of "Failure of couplings" on the Dibru-Sadiya Railway appears to necessitate enquiry.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma and Assam.
The Resident at Hyderabad.
The Agents to the Governor General for Central India, Rajputana and Baluchistan.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Central Division.

Order.—Ordered that this Resolution be communicated, for information, to the Local Governments, Administrations and Officers noted in the margin.

Ordered also that copies be forwarded for the information of Her Majesty's Government.

Ordered further that this Resolution, with the Abstract Returns, be published in the Supplement to the *Gazette of India*.

M. C. BRACKENBURY, *Major, R.E.,*
Offg. Deputy Secretary.

Documents accompanying.

Abstract Returns of accidents for the third quarter of 1888, together with an extract from a report on an accident to a mail train on the Great Indian Peninsula Railway.

TABLE No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported during the Third Quarter of 1888 as KILLED or INJURED on the several RAILWAYS open for Traffic in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS happening from Causes beyond their own Control and ACCIDENTS happening otherwise.

Mean mileage open.	RAILWAYS.		Passengers. From Causes beyond their own Control. Killed.	Passengers. From Causes beyond their own Control. Injured.	Passengers. From their own Misconduct or want of Caution. Killed.	Passengers. From their own Misconduct or want of Caution. Injured.	Passengers. Total. Killed.	Passengers. Total. Injured.	Railway Servants, or Servants of Contractors. From Causes beyond their own Control. Killed.	Railway Servants. From Causes beyond their own Control. Injured.	Railway Servants. From their own Misconduct or want of Caution. Killed.	Railway Servants. From their own Misconduct or want of Caution. Injured.	Railway Servants. Total. Killed.	Railway Servants. Total. Injured.	Other Persons. Whilst passing over Railways at Level-Crossings. Killed.	Other Persons. Whilst passing over Railways at Level-Crossings. Injured.	Other Persons. Trespassers and Suicides. Killed.	Other Persons. Trespassers and Suicides. Injured.	Other Persons. Miscellaneous, not included in preceding columns. Killed.	Other Persons. Miscellaneous. Injured.	Other Persons. Total. Killed.	Other Persons. Total. Injured.	Total all Classes. Killed.	Total all Classes. Injured.
	STATE IMPERIAL.																							
(a)1,686¼	East Indian ...	Average for 5 corresponding previous quarters.	...	4	3	9	3	13	1	8	6	27	7	35	1	...	16	2	2	1	19	3	29	51
(b)1,680	East Indian ...	1888	...	5	1	5	1	10	5	16	2	31	7	47	3	1	11	1	...	...	14	2	22	59
(c)1,571	Rajputana-Malwa ...	Average for 5 corresponding previous quarters.	...	1	1	3	1	4	1	1	3	8	4	9	...	...	5	3	...	...	5	3	10	16
(d)1,685½	Rajputana-Malwa ...	1888	...	...	...	4	...	4	...	...	...	6	...	6	...	...	7	4	...	...	7	4	7	14
(e) 156½	Bengal-Nágpur ..	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
186	Bengal-Nágpur ..	1888	...	...	...	...	...	...	...	...	1	1	1	1	...	...	2	...	...	...	2	...	3	1
119	Mysore ...	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
189¾	Mysore ...	1888	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
363¾	Southern Mahratta ...	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	1	2	1	2	...	...	...	1	...	...	...	1	1	3
(f)854½	Southern Mahratta ...	1888	...	...	...	2	...	2	...	...	2	2	2	2	...	2	1	1	...	...	1	3	3	7
*	Indian Midland ...	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
136¼	Indian Midland ...	1888	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...
(g) 1,940½	North-Western ...	Average for 5 corresponding previous quarters.	1	4	2	6	3	10	...	4	5	14	5	18	...	...	7	2	...	1	7	3	15	31
2,474	North-Western ...	1888	...	...	2	5	2	5	1	...	4	5	5	5	...	...	9	3	1	...	10	3	17	13
45	Wardha Coal ...	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
45	Wardha Coal ...	1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...
	STATE PROVINCIAL.																							
82	Lucknow-Sitapur-Sihrámau ...	Average for 5 corresponding previous quarters.	...	...	...	1	...	1	...	...	...	1	...	1	...	...	1	...	...	...	1	...	1	2
105	Lucknow-Sitapur-Sihrámau ...	1888	2	...	...	2	2	2	...	...	...	...	...	...	...	...	3	...	...	...	3	...	5	2
(h) 677	Eastern Bengal Railways	Average for 5 corresponding previous quarters.	1	...	...	...	1	...	...	1	3	8	3	9	...	...	4	1	...	...	4	1	8	10
796	Eastern Bengal Railways	1888	...	2	...	1	...	3	...	2	6	17	6	19	...	...	5	1	...	...	5	1	11	23
27¼	Nalháti	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27¼	Nalháti	1888	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
216	Tirhoot	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	1	...	...	2	1	2	1
259	Tirhoot	1888	...	...	...	...	...	...	...	...	...	1	...	1	...	...	1	1	...	...	1	1	1	2
279	Burma	Average for 5 corresponding previous quarters.	...	...	...	1	...	1	...	...	...	2	...	2	...	...	2	1	...	...	2	1	2	4
333	Burma	1888	...	...	1	1	1	1	...	...	1	4	1	4	...	...	1	...	...	...	1	...	3	5
25¼	Jorhát	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30¼	Jorhát	1888	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...
7¼	Cherra-Companyganj	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7¼	Cherra-Companyganj	1888	...	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	1
	GUARANTEED COMPANIES.																							
846¼	Madras	Average for 5 corresponding previous quarters.	...	1	...	1	...	2	1	1	1	4	2	5	...	...	1	...	...	...	1	...	3	7
839	Madras	1888	...	...	2	2	2	2	...	2	1	4	1	6	...	...	2	...	...	...	2	...	5	8
654¼	South Indian	Average for 5 corresponding previous quarters.	...	...	...	1	...	1	...	...	1	7	1	7	1	1	...	...	...	...	1	1	2	9
(i)736¼	South Indian	1888	...	...	...	3	...	3	...	...	3	7	3	7	1	...	1	1	...	...	2	1	5	11
(j) 1,478¼	Great Indian Peninsula	Average for 5 corresponding previous quarters.	...	...	...	2	...	2	...	...	6	16	6	16	...	1	5	1	1	1	6	3	12	21
1,496¼	Great Indian Peninsula	1888	...	...	1	8	1	8	2	...	7	14	9	14	...	1	3	1	...	1	3	3	13	25
461	Bombay, Baroda and Central India	Average for 5 corresponding previous quarters.	...	...	1	1	1	1	...	...	1	4	1	4	...	...	1	1	...	...	1	1	3	6
461	Bombay, Baroda and Central India	1888	...	...	...	1	...	1	...	...	1	5	1	5	...	...	1	...	...	...	1	...	2	6
612¾	Oudh and Rohilkhand	Average for 5 corresponding previous quarters.	...	...	...	1	...	1	...	...	2	5	2	5	...	...	3	2	...	...	3	2	5	8
692¾	Oudh and Rohilkhand	1888	1	...	...	2	1	2	...	2	1	1	1	3	...	...	5	...	...	...	5	...	7	5
	ASSISTED COMPANIES.																							
50½	Darjeeling-Himalayan	Average for 5 corresponding previous quarters.	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	2
51	Darjeeling-Himalayan	1888	...	...	...	...	...	...	...	...	1	5	1	5	...	...	...	1	...	...	...	1	1	6
5¾	Deoghur	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4¾	Deoghur	1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2634	Bengal and North-Western	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	1	...	1	1	2	1	...	...	3	...	...	...	3	...	5	1
376	Bengal and North-Western	1888	...	...	...	...	...	...	...	...	1	1	1	1	...	...	3	...	...	...	3	...	4	1

(a) Includes Sindia, Patna-Gya, Dildárnagar-Ghásipur, Indian Midland, and Tárakeshwar Railways.
(b) " Sindia, Patna-Gya, Dildárnagar-Ghásipur, and Tárakeshwar Railways.
(c) " Cawnpore-Achnera Railway.
(d) " Cawnpore-Achnera and Mohsina-Vadnagar Railways.
(e) " Katni-Umaria Railway.

* Included with East Indian Railway.

(f) Includes Bellary-Kistna Railway.
(g) " Amritsar-Pathánkot and Rájpura-Bhatinda Railways.
(h) " Northern Bengal, Kaunia-Dharlla, Dacca, Assam-Behar, and Bengal Central Railways.
(i) " Cuddapah-Nellore, but excludes Pondicherry Railway.
(j) " Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itársi Railways.

Number of Persons reported during the Third Quarter of 1888 as KILLED or INJURED on the several Railways open for Traffic in INDIA, &c.—*concluded.*

Mean mileage open.	RAILWAYS.		Passengers. From Causes beyond their own Control. Killed.	Injured.	From their own Misconduct or want of Caution. Killed.	Injured.	Total. Killed.	Injured.	Railway Servants or Servants of Contractors. From Causes beyond their own Control. Killed.	Injured.	From their own Misconduct or want of Caution. Killed.	Injured.	Total. Killed	Injured.	Other Persons. Whilst passing over Railways at Level-Crossings. Killed.	Injured.	Trespassers and Suicides. Killed.	Injured.	Miscellaneous, not included in preceding columns. Killed.	Injured.	Total. Killed.	Injured.	Total all Classes. Killed.	Injured.
	ASSISTED COMPANIES—*concluded.*																							
(a) 91	Rohilkhand-Kumaun	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1	...
91		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..
8	Thatôn-Duyinzáik	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8		1888	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
78	Dibru-Sadiya	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	1	1	1	1
78		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	NATIVE STATES.																							
155¾	The Nizam's (Guaranteed Co.)	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	1	2	...	1	1	3	...	...	...	1	...	...	...	1	1	4
297		1888	...	...	...	...	...	...	...	1	...	2	...	3	...	...	2	...	1	...	3	...	3	3
59	The Gaekwar's	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	..	...	...	...
59		1888	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...
193	Bhávnagar-Gondal-Junágarh-Porbandar.	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
198¼		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
46	Morvi	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
68		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
63	Jodhpore	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
124		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12,264	TOTAL	Average for 5 corresponding previous quarters.	2	11	7	26	9	37	5	17	30	101	35	118	2	2	51	17	4	4	57	23	101	178
14,341¼		1888	4	7	7	36	11	43	8	24	32	109	40	133	4	4	57	15	2	1	63	20	114	196

(a) Includes Bareilly-Pilibhit Railway.

TABLE No. 2.

TABLE

No. 2.

NUMBER of PERSONS reported during the Third Quarter of 1888 as KILLED or INJURED on the several RAILWAYS open for Traffic in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable, the Nature and Causes of the Accidents occasioning the Death or Injury.

Serial number.	RAILWAYS.	PASSENGERS. From accidents to trains, &c. See Table No. 4. Killed.	Injured.	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, &c. 1. From falling between carriages and platforms. Killed.	Injured.	2. Falling on to the platform, ballast, &c., when getting into or out of trains. Killed.	Injured.	3. Whilst crossing the line at stations. Killed.	Injured.	4. By closing of carriage doors. Killed.	Injured.	5. Falling out of carriages during the travelling of trains. Killed.	Injured.	6. Other accidents. Killed.	Injured.	Total. Killed.	Injured.	TOTAL PASSENGERS. Killed.	Injured.	SERVANTS. From accidents to trains, &c. See Table No. 4. Killed.	Injured.	1. During shunting operations. Killed.	Injured.	2. Falling off engines, vans, wagons, &c. Killed.	Injured.	3. Coming in contact with over-bridges, &c., during the travelling of trains. Killed.	Injured.	4. Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines. Killed.	Injured.	5. Getting on or off trains, engines, &c. Killed.	Injured.	6. Whilst loading, unloading, or sheeting. Killed.	Injured.
	STATE IMPERIAL.																																
1	East Indian (a) ...	...	4	...	2	1	1	...	...	...	...	...	1	...	2	1	6	1	10	...	...	1	2	...	...	...	...	...	...	...	4	...	...
2	Rajputana-Malwa (b) ...	...	...	...	...	...	...	...	...	...	1	...	2	...	1	...	4	...	4	...	...	...	2	...	...	...	...	...	...	...	...	...	...
3	Bengal-Nágpur (c) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	1
4	Mysore ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...
5	Southern Mahratta (d) ...	...	...	...	...	...	1	...	...	...	...	...	1	...	...	...	2	...	2	...	...	...	...	1	...	...	...	...	...	...	...	...	1
6	Indian Midland ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...
7	North-Western (e) ...	...	...	...	...	...	...	...	...	...	...	2	5	...	...	2	5	2	5	1	...	1	...	1	...	...	...	...	...	...	...	1	1
8	Wardha Coal ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL.																																
9	Lucknow-Sitapur-Sihráman ...	...	...	2	...	...	...	...	...	...	...	...	2	...	...	2	2	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10	Eastern Bengal Railways (f) ...	...	2	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	3	...	1	...	1	1	2	...	...	...	...	...	2	...	...
11	Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	Tirhoot	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	Burma	...	...	...	...	...	...	...	...	...	...	...	1	1	...	1	1	1	1	...	...	...	2	1	2	...	...	...	...	...	...	...	...
14	Jorhát	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	Cherra-Companyganj ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	GUARANTEED COMPANIES.																																
16	Madras ...	...	...	...	...	...	1	...	...	...	...	...	1	2	...	2	2	2	2	...	...	...	...	...	...	...	...	...	...	...	2	...	...
17	South Indian (g) ...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	3	...	3	...	...	...	...	...	1	...	...	...	...	2	...	...	2
18	Great Indian Peninsula (h) ...	...	...	...	...	...	...	...	...	...	1	...	...	1	7	1	8	1	8	...	...	...	...	1	...	...	...	...	...	...	...	...	5
19	Bombay, Baroda and Central India ...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1
20	Oudh and Rohilkhand ...	...	...	...	...	...	...	...	...	...	...	1	2	...	...	1	2	1	2	...	1	...	...	1	1	...	...	...	...	...	...	...	...
	ASSISTED COMPANIES.																																
21	Darjeeling-Himalayan ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	4	...	1	...	...	...	...	...	...	...	...	...	...
22	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	Bengal and North-Western ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1	...
24	Rohilkhand-Kumaun (i)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	Thâton-Duyinzáik ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...
26	Dibru-Sadiya ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	NATIVE STATES.																																
27	The Nizam's (Guaranteed Company)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	...
28	The Gaekwar's ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	Bhávnagar-Gondal-Junágarh-Porbandar.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30	Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	Jodhpore ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ... 1888 ...	1	6	2	2	1	3	...	...	...	2	3	20	4	10	10	37	11	43	2	6	3	12	6	6	...	...	...	...	2	9	8	11
	TOTAL ... Average for 5 corresponding previous quarters ...	1	9	...	1	1	4	1	...	...	1	5	16	1	6	8	28	9	37	2	6	4	12	4	14	1	...	...	1	2	8	2	12

(a) Includes Bindis, Patna-Gya, Dildárnagar-Gházipur, and Tárakeshwar Railways.
(b) " Chhatipur-Ashnera and Mehsana-Vadnagar Railways.

Serial number.	7. Whilst braking, spragging or chocking wheels. Killed.	Injured.	8. Whilst working at cranes or capstans. Killed.	Injured.	9. Whilst working on the permanent-way or in sidings. Killed.	Injured.	10. Whilst walking along the line on the way home or to work. Killed.	Injured.	11. Whilst walking, crossing, or standing on the line. Killed.	Injured.	12. Whilst passing between vehicles. Killed.	Injured.	13. Whilst attending to the machinery of engines, cleaning them, &c. Killed.	Injured.	14. Whilst attending to gates at level-crossings. Killed.	Injured.	15. Falling or being caught between vehicles and platforms. Killed.	Injured.	16. Falling off ladders, scaffolds, platforms, &c. Killed.	Injured.	17. By falling of lamps, wagon-doors, timber, weights, &c. Killed.	Injured.	18. Whilst coupling or uncoupling wagons. Killed.	Injured.	19. Miscellaneous. Killed.	Injured.	Total. Killed.	Injured.	TOTAL SERVANTS. Killed.	Injured.	OTHERS. Whilst passing over the line at level-crossings. Killed.	Injured.	Trespassers. Killed.	Injured.	Suicides. Killed.	Injured.	Miscellaneous. Killed.	Injured.	TOTAL OTHERS. Killed.	Injured.	TOTAL ALL CLASSES. Killed.	Injured.	Serial number.
1	...	...	...	...	1	...	...	1	2	1	...	...	...	1	...	...	...	...	1	3	1	8	...	1	1	26	7	47	7	47	3	1	11	1	...	...	...	...	14	2	22	59	1
2	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	2	...	6	...	6	...	...	7	4	...	...	...	...	7	4	7	14	2
3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1	1	...	...	1	...	1	...	...	...	2	...	3	1	3
4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	1	4
5	...	...	...	1	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	2	2	...	2	1	1	...	...	...	...	1	3	3	7	5
6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	1	...	6
7	...	...	...	...	...	...	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	4	5	5	5	...	...	6	3	3	...	1	...	10	3	17	13	7
8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	3	...	5	2	9
10	...	1	...	...	3	...	...	...	1	...	...	...	...	...	1	1	...	...	...	...	...	...	4	...	7	6	18	6	19	...	...	5	1	...	...	...	...	5	1	11	23	10
11	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	11
12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...	...	1	1	...	...	...	...	1	1	1	2	12
13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	4	1	4	...	...	1	...	...	...	...	...	1	...	3	5	13
14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	14
15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	1	15
16	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	1	...	...	1	...	...	...	...	...	2	1	6	1	6	...	...	2	...	...	...	...	...	2	...	5	8	16
17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	1	...	2	3	7	8	7	1	...	1	1	...	...	...	...	...	2	1	5	11	17
18	1	1	...	...	...	...	...	...	2	...	...	...	1	...	...	...	...	...	...	...	...	...	3	5	4	9	14	9	14	...	1	3	1	...	...	...	1	3	3	13	25	18
19	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	1	5	1	5	...	...	1	...	...	...	...	...	1	...	2	6	19
20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	1	3	...	...	4	...	1	...	...	...	5	...	7	5	20
21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	5	...	...	...	1	...	...	...	...	...	1	1	6	21
22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1	1	...	...	3	...	...	...	...	...	3	...	4	1	23
24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	25
26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
27	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	3	...	...	2	...	...	...	1	...	3	...	3	3	27
28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28
29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	1	29
30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	30
31	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31
TOTAL ... 1888 ...	1	2	...	1	4	1	...	2	8	4	...	1	...	4	1	1	1	...	2	5	1	8	...	10	6	50	38	127	40	133	4	4	52	15	5	...	2	1	63	20	114	196	
TOTAL ... Average for 5 corresponding previous quarters ...	...	1	...	...	2	4	1	2	9	7	...	1	...	4	...	1	1	2	1	4	...	6	1	7	5	26	33	112	35	118	2	2	39	16	12	1	4	4	57	23	101	178	

(f) Includes Northern Bengal, Dacca, Kaunia-Dharlia, Assam-Behar and Bengal Central Railways.
(g) " Cuddapah-Nellore Railway.
(h) " Dhond-Manmád, Bhopal-Itársi, Khámgaon and Amráoti Railways.
(i) " Bareilly-Pilibhit Railway.

TABLE No. 3.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Third Quarter of 1888 as having occurred on the several RAILWAYS open for Traffic in INDIA, distinguishing the different Classes of Accidents, and the Number of Passengers and Others, and of Railway Servants, KILLED or INJURED in each Class of Accident.

SEE ALSO TABLE No. 4.

STATE IMPERIAL.

	East Indian. (a)							Rajputana-Malwa. (b)							Bengal-Na'gpur. (c)						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line ...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	4	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points ...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed ...	1	...	4	...	...	...	4	1	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	21	...	...	...	...	...	...	26	...	...	...	...	...	...	2	...	...	...	...	...	...
10. Ditto over obstructions on the line...	2	...	...	...	...	...	...	2	...	...	...	...	...	...	5	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	1	...	...	...	...	...	...	4	...	...	...	...	...	...	1	...	...	...	...	...	...
14. Ditto of tyres ...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles ...	1	...	...	...	...	...	...	16	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings ...	5	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents ...	1	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES ...	39	...	4	...	...	...	4	74	...	...	...	...	...	...	12	...	...	...	...	...	...
Number of Passenger miles ...	206,445,917							91,813,056							4,947,622						
" of Servants employed ...	25,248							12,562							5,153						
Train-mileage of all descriptions ...	1,949,456							1,368,930							93,245						

	Mysore.							Southern Mahratta. (d)						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains ...	...	...	...	...	...	...	...	5	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails ...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails ...	1	...	...	...	...	...	...	5	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points ...	...	...	...	...	...	...	...	4	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	...	...	...	...	...	...	...	23	...	...	...	...	...	...
10. Ditto over obstructions on the line...	..	...	...	...	...	...	...	4	...	2(e)	...	...	...	2(e)
11. Ditto through gates at level-crossings	...	...	..	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines ...	...	...	...	...	...	...	...	4	...	...	...	...	...	..
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	3	...	...	...	...	...	...
14. Ditto of tyres ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings ...	...	...	...	...	...	...	...	3	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	12	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	1	...	...	...	...	...	...	2	...	...	...	...	...	...
23. Fire in trains ...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
TOTAL ALL CLASSES ...	2	...	...	...	...	...	...	57	...	2(e)	...	...	...	2(e)
Number of Passenger miles ...	5,108,603							25,718,326						
" of Servants employed ...	845							6,023						
Train-mileage of all descriptions ...	40,204							395,106						

(a) Includes Sindia, Patna-Gya, Dildáranagar-Gházipur and Tárakeshwar Railways.
(b) Includes Ajmere-Ahmeda and Mhow-Neemuch Railways.
(c) Includes Katni-Umaria Railway.
(d) " Bellary-Kistna Railway.
(e) Not passengers. One cart-driver and one occupant of the cart.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Third Quarter of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE IMPERIAL—*concluded.*

	Indian-Midland.							North-Western. (a)						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains ...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails ...	1	...	...	...	...	...	...	1	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails ...	2	...	...	...	...	...	...	8	...	...	1	...	1	...
7. Trains or engines travelling in the wrong direction through points ...	...	...	...	...	...	...	...	3	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	3	...	...	...	...	...	...	32	...	...	...	...	...	...
10. Ditto over obstructions on the line...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	1	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines ...	...	...	...	...	...	...	...	7	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	8	...	...	...	...	...	...
14. Ditto of tyres ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	11	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains ...	...	...	...	...	...	...	...	3	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts ...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
25. Other accidents ...	...	...	...	...	...	...	...	3	...	...	...	...	...	...
TOTAL ALL CLASSES ...	6	...	...	...	...	...	...	84	...	...	1	...	1	...
Number of Passenger miles ...	2,984,998							128,409,551						
" of Servants employed ...	1,923							[illegible]						
Train mileage of all descriptions ...	25,181							[illegible]						

	Wardha Coal.							Lucknow-Sitapur-Sihra'mau.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	...	...	...	...	...	...	...	3	...	...	...	...	...	...
10. Ditto over obstructions on the line...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
16. Ditto of axles ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	3	...	...	...	...	...	...
18. Ditto of couplings ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c. ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
20. Broken rails ...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
23. Fire in trains ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents ...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES ...	1	...	...	...	...	...	...	9	...	...	...	...	...	...
Number of Passenger miles ...	732,946							2,760,770						
" of Servants employed ...	433*							651						
Train mileage of all descriptions ...	17,592							35,739						

	Eastern Bengal Railways. (b)						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains ...	1	...	2	...	1	...	3
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line ...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains ...	5	...	...	...	...	...	...
4. Collisions between light engines ...	1	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails ...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails ...	5	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points ...	4	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed ...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	16	...	...	...	...	...	...
10. Ditto over obstructions on the line...	2	...	...	...	...	...	...
11. Ditto through gates at level-crossings	1	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines ...	7	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...
14. Ditto of tyres ...	...	...	...	...	...	...	...
15. Ditto of wheels ...	1	...	...	...	...	...	...
16. Ditto of axles ...	1	...	...	...	...	...	...
17. Ditto of brake apparatus ...	3	...	...	...	...	...	...
18. Ditto of couplings ...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c. ...	1	...	...	...	...	...	...
20. Broken rails ...	2	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	1	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	1	...	...	...	...	...	...
23. Fire in trains ...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts ...	...	...	...	...	...	...	...
25. Other accidents ...	5	...	...	...	...	...	...
TOTAL ALL CLASSES ...	57	...	2	...	1	...	3
Number of Passenger miles ...	50,004,121						
" of Servants employed ...	9,748						
Train mileage of all descriptions ...	711,524						

(a) Includes [illegible]
* [illegible] employed on Colliery.
(b) Includes Northern Bengal, Dacca, Kaunia-Dharlla, Assam-Behar and Bengal Central Railways.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Third Quarter of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE PROVINCIAL—*concluded.*

	Nalha'ti.							Tirhoot.							Burma.							Jorha't.							Cherra-Companyganj.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	9	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	3	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...	1	1	...	...	...	1	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	2	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	5	...	...	...	...	...	...	7	...	...	...	...	...	...	13	...	...	...	...	...	...	13	1	...	...	...	1	...	...	...	...	...	...	...	...
Number of Passenger miles	653,604							13,634,508							19,839,068							90,627							6,953						
„ of Servants employed	124							1,654							4,561							134							69						
Train mileage of all descriptions	10,422							130,591							268,900							4,770.							2,516						

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Third Quarter of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

GUARANTEED COMPANIES.

	Madras.							South India. (a)							Great Indian Peninsula. (b)							Bombay, Baroda and Central India.							Oudh and Rohilkhand.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	2	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	11	...	...	...	...	...	...	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	1	...	1
8. Trains running into stations or sidings at too high a speed	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
9. Trains running over cattle on the line	11	...	...	...	...	...	...	43	...	...	...	...	...	...	15	...	...	...	...	...	...	2	...	...	...	...	...	...	20	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	2	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	3	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	9	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	4	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	20	...	...	...	...	...	...	1	...	...	...	...	...	...
TOTAL ALL CLASSES	32	...	...	...	...	...	...	83	...	...	...	...	...	...	25	...	...	...	...	...	...	27	...	...	...	...	...	...	36	...	...	...	1	...	1
Number of Passenger miles	90,643,307							68,046,463							107,131,896							52,328,951							44,749,918						
„ of Servants employed	6,433							8,971							26,294							6,153							6,500						
Train mileage of all descriptions	586,072							558,[illegible]							2,121,586							499,727							531,978						

(a) Includes Cuddapah-Nellore Railway.

(b) Includes Dhond-Manmád, Bhopal-Itarsi, Khámgaon and Amráoti Railways.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Third Quarter of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

ASSISTED COMPANIES.

	Darjeeling-Himalayan.							Deoghur.							Bengal and North-Western.							Rohilkhand-Kumaun.(a)							Thatón-Duyinza'ik.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	2	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a.) Ditto of tubes, &c., of engines	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	3	...	...	1	4	1	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	16	...	...	1	4	1	4	...	...	...	...	...	...	...	15	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
Number of Passenger miles	271,516							203,587							16,173,177							2,012,852							33,200						
" of Servants employed	538							57							3,227							925							50						
Train mileage of all descriptions	35,843							3,289							191,599							20,822							2,048						

(a) Includes Bareilly Pilibhit Railway.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Third Quarter of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

ASSISTED COMPANIES—*concluded.*

	Dibru-Sadiya.							The Nizam's (Guaranteed Company).							The Gaekwar's.							Bha'vnagar-Gondal-Juna'garh-Porbandar.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	(a) 20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	(a) 28	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	7	...	...	...	...	...	...
9. Ditto over cattle on the line	7	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	1	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	(a) 65	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	2	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	(a) 124	...	...	...	...	...	...	26	...	...	...	...	...	...	1	...	...	...	...	...	...	7	...	...	...	...	...	...
Number of Passenger miles	397,789							12,162,508							973,069							7,138,553						
" of Servants employed	736							1,654							209							679						
Train mileage of all descriptions	[illegible]							112,432							11,175							78,551						

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the Third Quarter of 1888, &c.—*concluded.*

	SEE ALSO TABLE No. 4.																						
	NATIVE STATES—*concluded.*																						
	MORVI.								JODHPORE.								TOTAL ALL RAILWAYS.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2	...	1	...	3
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	1	...	...	...	...	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	32	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	94	...	...	1	...	1	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13	...	...	...	1	...	1
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	4	...	...	...	4
9. Ditto over cattle on the line	...	1	...	...	...	...	...	1	...	...	...	...	...	...	265	1	...	...	...	1	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	...	(a)2	...	...	...	2
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	51	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	86	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	5	...	...	...	...	...	...	45	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	47	...	...	1	4	1	4
TOTAL ALL CLASSES	2	...	...	...	...	...	...	6	...	...	...	...	...	...	(c)782	1	(b)8	2	6	3	14
Number of Passenger miles	1,202,508							2,739,459							946,351,253						
" of Servants employed	225							529							157,030						
Train mileage of all descriptions	16,856							24,636							11,700,413						

(a) Not passengers. See note (e) under Southern Mahratta Railway.

(b) Of this number two were not passengers.

(c) See note (a) under Dibru-Sadiya Railway.

TABLE No. 4.

TABLE No. 4.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., on the several RAILWAYS open for Traffic in INDIA during the Third Quarter of 1888, distinguishing the different Classes of ACCIDENTS, the Number of PASSENGERS and OTHERS, and the Number of RAILWAY SERVANTS KILLED or INJURED thereby.

Serial number.	RAILWAYS.	1. Collisions between passenger trains, or parts of passenger trains.	2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3. Collisions between goods trains, or parts of goods trains.	4. Collisions between light engines.	5. Passenger trains, or parts of passenger trains, leaving the rails.	6. Goods trains, or parts of goods trains, engines, &c., leaving the rails.	7. Trains or engines travelling in the wrong direction through points.	8. Trains running into stations or sidings at too high a speed.	9. Trains running over cattle on the line.	10. Trains running over obstructions on the line.	11. Trains running through gates at level-crossings.	12. The bursting of boilers of engines.	12(a) The bursting of tubes, &c., of engines.	13. The failure of machinery, springs, &c., of engines.	14. The failure of tyres.	15. The failure of wheels.	16. The failure of axles.	17. The failure of brake apparatus.	18. The failure of couplings.	19. The failure of tunnels, bridges, viaducts, culverts, &c.	20. Broken rails.	21. The flooding of portions of permanent-way.
	STATE IMPERIAL.																						
1	East Indian (a)	...	1	...	...	...	...	2	1	21	2	...	...	...	1	1	...	1	...	5	...	...	...
2	Rajputana-Malwa (b)	...	1	1	...	1	1	1	1	26	2	1	...	1	4	1	...	16	...	5	...	...	8
3	Bengal-Nágpur(c)	...	...	...	...	...	4	...	...	2	5	...	...	...	1	...	...	...	...	...	...	...	...
4	Mysore	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...
5	Southern Mahratta (d) ...	...	...	...	...	...	2	...	...	23	4	...	...	4	3	...	...	...	...	3	...	1	12
6	Indian Midland	...	...	...	...	1	2	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
7	North-Western (e)	...	1	2	1	1	8	3	...	32	...	1	...	7	8	...	...	...	...	1	...	...	11
8	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL.																						
9	Lucknow-Sitapur Sihrámau ...	...	...	...	...	1	1	...	...	3	...	1	...	...	...	...	...	...	...	...	...	2	...
10	Eastern Bengal Railways (f) ...	1	...	5	1	...	5	4	...	16	2	1	...	...	7	...	...	1	1	3	1	2	1
11	Nalháti	...	...	...	...	...	...	...	...	3	...	...	...	...	2	...	...	...	...	...	...	...	...
12	Tirhoot	...	2	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...	...	...
13	Burma	...	1	...	...	2	2	...	...	2	...	1	...	...	4	...	...	1	...	...	...	...	...
14	Jorhát	...	...	...	...	...	9	...	...	1	...	...	...	...	1	...	...	2	..	...	...	...	...
15	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	GUARANTEED COMPANIES.																						
16	Madras	...	1	1	...	2	11	...	1	11	...	...	...	...	...	...	...	1	...	...	...	...	...
17	South Indian (g)	...	...	1	...	...	11	...	...	43	2	2	...	3	9	1	...	...	...	...	...	...	...
18	Great Indian Peninsula (h) ...	...	1	...	...	2	...	...	...	15	2	...	...	...	...	...	...	...	...	...	...	1	2
19	Bombay, Baroda, and Central India	...	...	...	...	...	...	...	...	2	1	1	...	...	1	...	...	...	...	...	...	...	...
20	Oudh and Rohilkhand... ...	...	...	...	...	...	3	2	1	20	3	...	...	1	...	...	...	1	...	...	...	2	2
	ASSISTED COMPANIES.																						
21	Darjeeling-Himalayan	...	...	...	...	1	2	...	...	...	...	...	...	4	3	...	1	1	...	1	...	...	...
22	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	Bengal and North-Western ...	1	...	...	...	...	3	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	1
24	Rohilkhand-Kumaun (i) ...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
25	Thâton-Duyínzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Dibru-Sadiya	...	...	1	...	(k) 20	(k) 28	...	...	7	...	...	...	...	1	...	...	...	...	(k) 65	...	...	2
	NATIVE STATES.																						
27	The Nizam's (Guaranteed Company)	...	...	...	...	...	2	...	...	12	...	1	...	...	6	...	...	1	...	2	...	...	1
28	The Gaekwar's	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
29	Bhávnagar-Goudal-Junágarh-Porbandar.	...	...	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...
30	Morvi	.	...	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
31	Jodhpore	..	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	5
	TOTAL 1888...	2	8	12	2	32	94	13	4	265	23	9	...	20	51	3	1	25	1	86	1	8	45
	TOTAL Average for 5 corresponding previous quarters ...	...	10	13	1	26	83	12	1	283	17	9	...	19	55	2	...	7	1	60	...	7	46

(a) Includes Sindia, Patna-Gya, Dildárnagar-Gházipur, and Tárakeshwar Railways.
(b) " Cawnpore-Achnera and Mehsána-Vadnagar Railways.
(c) " Katni-Umaria Railway.
(d) Includes Bellary-Kistna Railway.
(e) " Amritsar-Pathankot and Rájpura-Bhatinda Railways.
(f) " Northern Bengal, Dacca, Kaunia-Dharla, Assam-Behar, and Bengal Central Railways.

Serial number.	22. Slips in cuttings or embankments.	23. Fire in trains.	24. Fire at stations, or involving injury to bridges or viaducts.	25. Other accidents.	Total all Classes.	Number of Passengers and others. Killed.	Number of Passengers and others. Injured.	Number of Servants. Killed.	Number of Servants. Injured.	Total all Classes. Killed.	Total all Classes. Injured.	Mean miles of Railway open.	Number of Passengers carried.	Train mileage of all descriptions.	Passenger mileage.	Per mile open. Number of passengers carried.	Per mile open. Train mileage of all descriptions.	Per mile open. Passenger mileage.	Total passengers. Per million of passengers. Killed.	Total passengers. Per million of passengers. Injured.	Total passengers. Per million of passenger miles. Killed.	Total passengers. Per million of passenger miles. Injured.
1	3	...	...	1	39	...	4	...	...	...	4	1,680	3,475,429	1,949,456	206,445,917	2,069	1,160	122,884	...	1·151	...	0·019
2	...	1	...	3	74	...	...	...	...	...	...	1,685½	2,014,511	1,368,930	91,813,056	1,195	812	54,472	...	...	...	...
3	...	...	...	...	12	...	...	...	...	...	...	186	205,637	93,245	4,947,622	1,106	501	26,600	...	...	...	...
4	1	...	...	...	2	...	...	...	...	...	...	139¾	138,284	40,204	5,108,603	990	288	36,555	...	...	...	...
5	2	2	...	1	57	...	(j)2	...	...	...	(j)2	854½	540,745	395,106	25,718,326	633	462	30,098	...	...	...	...
6	...	...	...	...	6	...	...	...	...	...	...	136¼	59,117	35,181	2,984,998	434	258	21,908	...	...	...	...
7	...	3	2	3	84	...	...	1	...	1	...	2,474	2,394,431	1,817,109	125,401,551	968	734	50,687	...	...	...	...
8	...	...	...	1	1	...	...	...	...	...	...	45	32,067	17,592	732,946	713	391	16,288	...	...	...	...
9	1	...	...	...	9	...	...	...	...	...	...	105	107,514	35,739	2,760,770	1,024	340	26,293	...	...	...	...
10	1	...	...	5	57	...	2	...	1	...	3	798	1,747,546	711,524	50,004,121	2,190	892	62,662	...	1·144	...	0·040
11	...	...	...	...	5	...	...	...	...	...	...	27¼	33,670	10,422	653,604	1,236	382	23,985	...	...	...	...
12	...	...	...	2	7	...	...	...	...	...	...	259	433,129	130,591	13,634,508	1,672	504	52,643	...	...	...	...
13	...	...	...	...	13	...	...	...	...	...	...	333	784,428	268,900	19,889,068	2,356	808	59,577	...	...	...	...
14	...	...	...	...	13	1	...	...	...	1	...	30½	14,692	4,770	90,627	482	156	2,971	68·064	...	11·034	...
15	...	...	...	...	...	...	...	...	...	...	...	7¼	1,019	2,516	6,953	136	335	927	...	...	...	...
16	...	4	...	...	32	...	...	...	...	...	...	839	1,995,953	586,072	80,643,307	2,379	699	96,118	...	...	...	...
17	...	5	..	6	83	...	...	...	...	...	...	736¾	2,046,551	556,879	68,046,483	2,778	756	92,360	...	...	...	...
18	2	...	...	...	25	...	...	...	...	...	...	1,496⅛	2,163,405	2,121,586	107,131,806	1,446	1,418	71,588	...	...	...	...
19	1	1	...	20	27	...	...	...	...	...	...	461	2,215,333	499,727	52,328,951	4,805	1,084	113,512	...	...	...	...
20	...	...	...	1	36	...	...	...	1	...	1	692¼	1,111,198	531,978	44,749,918	1,605	768	64,644	...	...	...	...
21	...	...	...	3	16	...	...	1	4	1	4	51	11,110	35,843	271,516	218	703	5,324	...	...	...	...
22	...	...	...	...	...	...	...	...	...	...	...	4¾	42,503	3,289	203,587	8,948	692	42,860	...	...	...	...
23	...	...	...	...	15	...	...	...	...	..	...	376	491,873	191,599	16,173,177	1,308	510	43,014	...	...	...	...
24	...	...	...	1	3	...	...	...	...	...	...	91	56,631	20,822	2,012,852	622	229	22,119	...	...	...	...
25	...	...	...	...	...	...	...	...	...	...	...	8	4,150	2,048	33,200	519	256	4,150	...	...	...	...
26	...	...	...	...	(k) 124	...	..	...	...	...	...	78	14,598	25,635	397,789	187	329	5,100	...	...	...	...
27	...	...	...	...	26	...	...	...	...	...	...	297	223,836	112,432	12,162,508	754	379	40,951	...	...	...	...
28	...	...	...	...	1	...	...	...	...	...	...	59	51,460	11,175	973,069	872	189	16,493	...	...	...	...
29	...	...	...	...	7	...	...	...	...	...	...	198¼	199,406	78,551	7,138,558	1,006	396	36,008	...	...	...	...
30	...	...	...	...	2	...	...	...	...	...	...	68	38,895	16,856	1,202,508	572	248	17,684	...	...	...	...
31	...	...	...	...	6	...	...	...	...	...	...	124	65,167	24,686	2,739,459	526	199	22,092	...	...	...	...
TOTAL 1888...	12	16	2	47	(m) 782	1	(l)8	2	6	3	14	14,341¼	22,714,288	11,700,413	946,351,358	1,584	816	65,986	0·044	0·264	0·001	0·006
TOTAL Average for 5 corresponding previous quarters ...	4	25	3	55	749	1	9	1	6	2	15	264	18,698,553	10,042,696	823,428,317	1,525	819	67,142	0·053	0·481	0·001	0·011

(g) Includes Cuddapah-Nellore Railway.
(h) " Dhond-Manmad, Bhopal-Itársi, Khámgaon and Amráoti Railways.
(i) " Bareilly-Pilibhit Railway.
(j) [illegible] of Table No. 8 under Southern Mahratta Railway.
(k) Includes several trivial accidents.
(l) Of this number two were not passengers.
(m) See note (k) above.

Extract from a Report on the Accident which occurred at mile 115½ North-East Line, Great Indian Peninsula Railway, at 3-20 a.m., on the 23rd July 1888, to the Up Mail Train, from Jubbulpore to Bombay.

This accident took place on a bridge about ¾ths of a mile from the Násik station in the direction of Devláli. The bridge consists of nine spans of 30 feet arches, the height of rail level above the deepest point of the Nulla is about 40 feet, the bed of the Nulla is of rock, and on the night of the accident the stream was running about 50 feet wide and 2 to 3 feet deep.

The Jubbulpore Mail left Nándgaon at 12-55. The train had been examined there by Carriage Inspectors, and found in perfect running order. Everything went well between this station and Násik, which the mail reached up to time and left at 3-20. The distance between Násik and Devláli is 3½ miles and the time allowed to cover this distance is 8 minutes.

The train reached the bridge at a speed of about 20 miles an hour. Two-thirds of the bridge had been passed over safely when the engine and tender left the rails followed by 9 out of the 13 vehicles composing the train. They ploughed along the ballast and eventually came to a stop when the engine tender and front brake-van had cleared the bridge. The rest of the train remained on the bridge, all the carriages being in most perilous proximity to the parapet, so near indeed were they that had not the guard of the train stopped the passengers, some would certainly have been killed or injured by jumping into the river which they were on the point of doing. The total detention of the train was 6½ hours.

When it was daylight and an examination became possible, it was at once seen that the accident had been caused by removal of the fish plates, fish bolts and keys which formed the fastenings of one inside rail of the up track at a point one-third of the length of the bridge from its west or Devláli end.

From the Appendix it will be seen that eleven pairs of rails and their sleepers and fastenings were injured or destroyed. The damage done to the rolling-stock, considering the speed at which the train was running, is extraordinarily small, and amounts to only a few buffers cracked and a few carriage springs broken.

APPENDIX.

Description.	Number.	Remarks.
Rails, iron, 24′	3	Broken.
Ditto	8	Badly bent.
Sleepers, wooden	20	Broken.
Chairs	36	,,
Pots, cast-iron	(pairs) 42	,,
Plates, fish	10	,,
Bolts ,,	20	,,
Keys, wooden	100	,,

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Irrigation.

REVENUE REPORT OF IRRIGATION WORKS IN THE NORTH-WESTERN PROVINCES FOR 1887-88.

No. 681, dated Calcutta, the 29th March, 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Letter No. 703 I., dated the 1st March 1889, from the Government of the North-Western Provinces, forwarding the Revenue Report of Irrigation Works in the North-Western Provinces for 1887-88, and the Resolution of that Government reviewing the Report.

RESOLUTION.—The following table shows the capital outlay during the year 1887-88 and up to the end of that year :—

	No. of Works.	During the year 1887-88.			To end of the year 1887-88.		
		Direct.	Indirect.	Total.	Direct.	Indirect.	Total.
		₹	₹	₹	₹	₹	₹
Major Works.							
Protective Works (account head 35)	1	75,705	8,253	83,958	38,92,990	2,07,254	41,00,244
Productive Works (account head 49)	4	15,18,440	1,02,252	16,20,692	6,71,49,209	47,63,776	7,19,12,985
Minor Works.							
Works of which Capital and Revenue Accounts are kept (account head 43)	...	...	...	...	...	...	...
Works in operation	4	3,179	184	3,363	22,82,495	1,91,359	24,73,854
Surveys	3	84	—1	83	2,49,210	31,026	2,80,236
Total Minor Works	7	3,263	183	3,446	25,31,705	2,22,385	27,54,090
GRAND TOTAL	...	15,97,408	1,10,688	17,08,096	7,35,73,904	51,93,415	7,87,67,319

The Capital outlay of the year was principally on the Lower Ganges Canal. A sum of ₹14,51,354 was expended chiefly on the Nadrai aqueduct (which is now approaching completion, and will, it is believed, be open for the irrigation of the rabi crop, 1889-90) and on two drainage syphons in its neighbourhood. The remaining expenditure was mainly on drainage and distributaries on the Ganges, Agra and Betwa Canals.

2. There is a balance of nearly four lakhs unexpended on the estimate of the one Protective Work, the Betwa Canal. On three of the Productive Works (Ganges, Agra and Eastern Jumna) about 38½ lakhs remain to be spent to complete the projects. On the Lower Ganges Canal the expenditure is more than fifteen lakhs in excess of the sanction: a revised estimate of this project has been long promised by the Government of the North-Western Provinces. The following statement shows the stage of construction which the different Major Works have reached :—

		Sanctioned.		Completed.	
		Miles of canal.	Miles of distributaries.	Miles of canal.	Miles of distributaries.
Major Works.					
Protective Works	Betwa Canal	182	379	167	259
Productive Works	Ganges Canal	463	3,000	437	2 559
	Lower Ganges Canal	566	2,457	564	2,021
	Agra Canal	149	600	109	558
	Eastern Jumna Canal	130	648	130	648
Total Major Works		1,490	7,084	1,407	6,045

The Minor Works, which consist of 20 miles of canals and 511 miles of distributaries, are completed.

3. The following statement shows the financial results of the year based on actual collections as compared with working expenses :—

Canal.	Capital outlay to end of 1887-88.	Gross Revenue.			Working Expenses.			Net Revenue.	Percentage of Net Revenue on Capital outlay.
		Direct.	Indirect.	Total.	Direct.	Indirect.	Total.		
1	2	3	4	5	6	7	8	9	10
	R	R	R	R	R	R	R	R	
Major Works.									
Protective Works. Betwa Canal	41,00,244	30,556	...	30,556	82,937	6,759	89,696	—59,140	...
Productive Works. Ganges Canal	2,82,39,680	19,69,430	4,43,013	24,12,443	8,81,262	62,429	9,43,691	14,68,752	5·2
Productive Works. Lower Ganges Canal	3,14,95,555	10,64,997	2,07,829	12,72,826	8,62,815	52,242	9,15,057	3,57,769	1·1
Productive Works. Agra Canal	90,41,583	4,79,301	...	4,79,301	2,42,586	15,697	2,58,283	2,21,018	2·4
Productive Works. Eastern Jumna Canal	31,36,167	7,01,799	2,21,534	9,23,333	1,91,424	14,928	2,06,352	7,16,981	22·8
Total Productive Works	7,19,12,985	42,15,527	8,72,376	50,87,903	21,78,087	1,45,296	23,23,383	27,64,520	3·8
Minor Works. Works for which Capital and Revenue Accounts are kept—									
In operation. Dún Canals	6,37,731	56,400	24,980	81,380	34,255	2,552	36,807	44,573	6·9
In operation. Rohilkhand Canals	16,83,748	72,982	50,070	1,23,052	93,896	8,393	1,02,289	20,763	1·2
In operation. Bijnor Canals	69,977	12,746	8,172	20,918	3,771	330	4,101	16,817	24·0
In operation. Bundelkhand Irrigation Works. Jhansi Lakes	82,398	1,093	1,299	2,392	3,460	208	3,668	—1,276	...
In operation. Bundelkhand Irrigation Works. Hamirpore Lakes		1,725	1,763	3,488	3,978	272	4,250	—762	...
Total Minor Works in operation	24,73,854	1,44,946	86,284	2,31,230	1,39,360	11,755	1,51,115	80,115	3·2
Surveys	2,80,236	...	...	...	...	...	...	...	...
GRAND TOTAL	7,87,67,319	43,91,029	9,58,660	53,49,689	24,00,384	1,63,810	25,64,194	27,85,495	3·5

Note.—These figures differ from the Finance Accounts in the following respects:—The Capital outlay, as shown in column 2, differs from the Finance Accounts, as it includes indirect charges which are not shown in the Finance Accounts. The indirect charges in column 7, which are mainly a calculation of liability for leave and pension allowances, are not shown in the Finance Accounts. Of the indirect receipts in column 4, which are a share of Land Revenue credited to Canals only that portion which pertains to "Major Works" is shown in the Finance Accounts.

The loss on the Betwa Canal is rather greater than in the previous year; but the table in para. 4 shows that the working of the canal is improving as the assessments of the year rose to R66,428. The irrigated area also has risen from 8,608 acres to 24,135 acres. There was an increase however in the cost of Establishment and of Repairs, and the net revenue both in the year under review and in the previous years has been considerably less favourable than the forecasts of the project anticipated.

In the Productive Works there has been a decrease in receipts and a slight increase in working expenses, the net revenue being about four lakhs below that of the previous year: the percentage on Capital is 3·8 as compared with 4·5. The decrease has occurred on the Ganges and Agra Canals, and is mainly due to the great falling off in the irrigated area of 1886-87, the rabi charges for which fall to be collected within the year 1887-88 as compared with 1885-86. The Lower Ganges Canal is still partially crippled by the failure of the Nadrai aqueduct, which is under reconstruction, and is only working at about three-fourths of its full power. The Minor Works, on the other hand, though the revenue has slightly diminished from R2,46,090 to R2,31,230, show a much larger decrease in working expenses, and the net revenue is more

	1887-88.	1886-87.
	R	R
Ganges	24,12,443	26,48,937
Agra	4,79,301	6,11,477

than double that of the previous year. The percentage of net revenue to Capital on these canals was 3·2 in 1887-88 as compared with 1·48 in the previous year.

The Revenue Accounts of the Major Works in the North-Western Provinces show, on the whole, a profit of about 55 lakhs of rupees since the commencement of operations. That is to say, the net revenue up to date has exceeded the charges for interest on Capital by that amount. This favourable result is mainly due to the Eastern Jumna Canal, which has a surplus of R126 lakhs The other canals, with the exception of the Lower Ganges, have still considerable balances against them. The Ganges Canal will, in all probability, soon clear off the charges remaining against it. The following statement shows the figures for the last four years :—

	Excess of Interest charges over net Revenue from commencement to date.			
	1887-88.	1886-87.	1885-86.	1884-85.
Major Works.	R	R	R	R
Protective Works—Betwa Canal	8,41,676	6,28,331	4,33,076	2,93,597
Productive Works. Ganges Canal	35,86,560	39,94,792	83,49,508	87,60,441
Productive Works. Lower Ganges Canal	4,39,322	—3,46,381	2,67,321	—84,766
Productive Works. Agra Canal	21,90,534	20,77,452	23,68,899	22,26,654
Productive Works. Eastern Jumna Canal	—1,25,63,909	—1,19,64,436	—1,08,26,652	—1,03,06,946
Total	—55,05,817	—56,10,242	5,92,152	8,88,980

4. The following table shows the *assessed* revenue of the year, including share of land revenue, compared with that of three previous years. The second column shows the demand on account of occupier's rate, owner's rate, and share of land revenue. In the fourth column miscellaneous receipts are included :—

	1887-88.			Total assessed revenue.		
	Assessed Irrigation. Revenue.	Rate per acre irrigated.	Total assessed revenue.	1886-87.	1885-86.	1884-85.
Major Works.	R	R	R	R	R	R
Protective Works—Betwa Canal	63,779	2 6	60,428	23,157	13,794	...
Productive Works. Ganges Canal	23,28,612	3·8	24,60,667	23,27,859	27,48,129	25,47,564
Productive Works. Lower Ganges Canal	13,89,717	2·9	14,61,186	11,89,623	14,55,152	16,12,685
Productive Works. Agra Canal	4,49,092	3·6	4,83,271	4,76,057	6,63,655	4,51,040
Productive Works. Eastern Jumna Canal	8,11,167	4·6	8,66,336	9,08,163	9,26,041	8,24,345
Total Productive Works	49,78,588	3·6	52,71,460	49,01,702	57,92,977	54,35,634
Minor Works. Works for which Capital and Revenue Accounts are kept.						
In operation. Dun Canals	58,309	3·7	85,386	75,958	77,900	72,468
In operation. Rohilkhand Canals	1,26,252	1·3	1,30,523	1,18,387	1,20,062	1,24,509
In operation. Bijnor Canals	22,429	2·6	23,103	15,540	19,545	16,933
In operation. Bundelkhand irrigation Works. Jhansi Lakes	2,372	4·0	2,790	6,226	6,416	4,311
In operation. Bundelkhand irrigation Works. Hamirpur Lakes	4,356	3·3	4,515		3,222	3,022
Total Minor Works in operation	2,13,718	1·7	2,46,317	2,16,111	2,26,245	2,21,243
Grand Total	52,56,085	3·4	55,84,205	51,40,970	60,33,016	56,56,877

The rate charged per acre compares thus with the rate in other Provinces for the same year—

North-Western Provinces	3·4
Punjab	2·2
Bombay	5·3
Madras	3·3

The assessed revenue of the year shows an improvement of nearly 4½ lakhs on that of 1886-87 which was an unusually, bad year, but it is more than 8 per cent. below the average of the previous six years. The explanation of this decrease in the assessment is due to the falling off in the irrigated area which, in the year under review, was about 300,000 acres or 16 per cent. below the average of the previous six years.

5. The areas irrigated by the different canals are compared with those of previous years in the following statement :—

	1887-88.	1886-87.	1885-86.	1884-85.
	Acres.	Acres.	Acres.	Acres.
MAJOR WORKS.				
Protective Works—Betwa Canal	24,135	8,608	12,356	...
Productive — Ganges Canal	601,904	574,440	741,636	683,939
Productive — Lower Ganges Canal	470,942	359,003	462,302	534,833
Productive — Agra Canal	124,557	122,096	176,721	128,002
Productive — Eastern Jumna Canal	176 243	203,429	215,356	166,407
TOTAL PRODUCTIVE WORKS	1,373,646	1,258,968	1,596,015	1,513,181
MINOR WORKS.				
Works for which Capital and Revenue Accounts are kept—				
In operation — Dun Canals	15,398	12,472	12,306	12,553
In operation — Rohilkhund Canals	93,694	78,554	79,927	85,198
In operation — Bijnor Canals	8,510	4,183	6,588	4,547
In operation — Bundelkhand Irrigation Works — Jhansi Lakes	589	309	996	412
In operation — Bundelkhand Irrigation Works — Hamirpur Lakes	1,316	721	1,488	1,414
TOTAL MINOR WORKS IN OPERATION	119,507	96,239	101,305	104,124
GRAND TOTAL	1,517,288	1,363,815	1,709,676	1,617,305

There has been an increase in the areas, as compared with those of the previous year, in all canals except the Eastern Jumna, where there was a large falling off in the rabi area. The general decrease in the irrigated area, compared with that of the average of previous years, which is referred to in the previous paragraph, is explained, first, by the fact of the excessive rainfall of the year in question, and, secondly, by the fact that for four consecutive years the rainfall has been above the average: the amount of moisture in the soil generally tends to reduce the demand for irrigation.

6. The value of the crops irrigated during the year aggregated ₹5,20,72,286, which is about 76 lakhs in excess of the corresponding figure for the previous year. The average value per acre is ₹34·3, and the total value of the crops is considerably more than half the total capital invested in the works. The wheat crop is the largest and most valuable one: the area under wheat was one-third of the total area irrigated, and the value of the crop was 203 lakhs of rupees. Sugarcane and indigo are next in order: the sugarcane crop was valued at ₹130 lakhs, and the indigo at ₹42½ lakhs; the latter, however, was somewhat the larger in area.

7. The duty of each cubic foot of water entering the canals classed as Productive Works varied in the kharif crop from 41 acres on the Lower Ganges to 94 acres on the Eastern Jumna. In the rabi crop the duty varied from 67 acres on the Agra canal to 185 acres on the Lower Ganges.

8. The working expenses of the year are higher than those of 1886-87, and exceed those of any previous year. The increase is almost entirely on the Betwa, Ganges and Lower Ganges canals. The Minor Works show a considerable reduction in expenditure. The following statement gives the figures :—

	1887-88.	1886-87.	1885-86.	1884-85.
	₹	₹	₹	₹
MAJOR WORKS.				
Protective Works—Betwa Canal	89,696	76,277	2,136	...
Productive — Ganges Canal	9,43,691	9,13,293	9,23,901	9,90,454
Productive — Lower Ganges Canal	9,15,057	8,38,020	8,75,593	8,76,454
Productive — Agra Canal	2,58,283	2,97,925	2,76,792	2,70,022
Productive — Eastern Jumna Canal	2,06,352	2,20,288	1,95,730	2,06,883
TOTAL PRODUCTIVE WORKS	23,23,383	22,69,526	22,72,016	23,43,813
MINOR WORKS.				
Works for which Capital and Revenue Accounts are kept—				
Dun Canals	36,807	34,946	32,944	37,943
Rohilkhand Canals	1,02,289	1,59,822	1,55,989	1,16,447
Bijnor Canals	4,101	4,086	4,065	5,216
Bundelkhand Irrigation Works — Jhansi Lakes	3,668	5,135	3,978	2,776
Bundelkhand Irrigation Works — Hamirpur Lakes	4,250	5,409	12,238	9,817
TOTAL MINOR WORKS IN OPERATION	1,51,115	2,09 398	2,09,214	1,71,299
GRAND TOTAL	25,64,194	25,55,201	24,83,366	25,15,112
Rate per acre irrigated	1·69	1·87	1·45	1·55

The rate per acre for the Major Works was 1·85 in 1886-87 as compared with 1·72 in the year under review, the corresponding figures for Minor Works being 2·17 and 1·27 respectively. The total rate for this and other Provinces for the past year is compared in the following table :—

North-Western Provinces	1·69
Punjab	1·22
Bombay	5·29
Madras	0·80

9. The increase in the working expenses of the Betwa Canal is said to be due to the greater length of channels (some 200 miles) to be maintained. The increase on the Ganges Canal was due to extensive repairs to the Hardwar Dam and to Protective Works below the falls necessary on account of the large supply passed on to the Lower Ganges Canal. The increase on the Lower Ganges Canal is due to the larger sum written back to Revenue on account of the cost of the old Nadrai aqueduct, ₹1,72,358 having been so adjusted in 1887-88 as compared with ₹1,01,000 in 1886-87.

10. The details of the working expenses shown in the preceding paragraph are as follows :—

	1887-88.	1886-87.
	₹	₹
Works and Repairs	12 03,962	11,96,586
Establishment	11,76,685	11,62,338
Tools and Plant	19,737	34,707
Indirect Charges	1,63,810	1,61,570
TOTAL	25,64,194	25,55,201

The charge for establishment again is made up of the following items :—

	1887-88.	1886-87.
	₹	₹
Share of Direction	1,71,259	1,65,893
Executive Officers	6,22,399	6,00,006
Medical	8,625	5,489
Revenue	2,28,232	2,27,469
Fees to Lambardars and Patwaris	(a) 1,13,536	(a) 1,32,410
Navigation	19,823	18,639
Plantations	12,811	12,432
TOTAL	11,76,685	11,62,338

(a) Includes collection charges in the Civil Department on account of owner's rates.

The cost of Direction and Accounts is divided rateably between the Irrigation, the Roads and Buildings, and other branches ; the figure shown above is the proportion chargeable to Maintenance and Working Expenses. The Executive Officers employed on irrigation works form a distinct staff, but the actual cost of their salaries is divided between Capital and Maintenance ; the charge shown above is the share of this cost, debited to the Revenue account of the canals. The share charged to Capital (including also the proportionate share of Direction and Accounts) amounted in 1887-88 to ₹2,56,937, *i.e.*, about 23 per cent. of the cost of the Capital works. The charge for Medical Officers is almost entirely the cost of separate establishment employed on the canals. The cost of the Revenue employés includes the pay of the Civil Establishment as well as the pay of Deputy Magistrates, Zilladars, Amins and petty establishment employed on the Supervision of Irrigation, and the preparation of the returns on which the revenue is collected. Fees to Lambardars and Patwaris represent the commission paid to them at about 2½ per cent. on the revenue collected and paid into Civil Treasuries by them. The Navigation Establishment consists of a Traffic Manager, Assistant Toll Collectors and their menial establishments. The last head indicates the pay of Foresters, Gardeners, &c., employed on the supervision and maintenance of canal plantations.

11. The navigation receipts on the Upper and Lower Ganges Canals and on the Agra Canal were smaller than in the previous year: the working expenses were also smaller. The receipts were ₹25,235 as compared with ₹31,554 in the previous year, and the working expenses were ₹35,889 as compared with ₹41,450. The decrease in revenue was chiefly under the head of private boats on the Ganges Canal. Attention has frequently been drawn by the Government of India, and recently by the Secretary of State, to the fact that Navigation in the North-Western Provinces is carried on at a loss. It is explained that at present the main canal is closed between Gopalpore and Cawnpore every alternate week, to supply water to the Etawah Branch; but when the Nadrai aqueduct is completed there will be a continuous supply of water down both branches; and when the few remaining low bridges on the Upper Ganges Canal have been raised, it is believed that much larger use will be made of the opportunities for Navigation. There has also been a considerable reduction made in the cost of establishment during the current year. The value of the goods carried on the canals was about 25 lakhs of rupees.

12. The revenue realised from water-power on the Canals fell from ₹89,361 in 1886-87 to ₹69,362 in 1887-88: the decrease is explained to be due to the long canal closure of the year, and to the weaker demand for the mills: the decrease was mainly on the Eastern Jumna and the Ganges Canals. The revenue from plantations has been steadily increasing for some years past; it is now ₹1,79,754.

13. In addition to the Irrigation systems, which have been referred to in the foregoing paragraphs, there are certain canals in the Tarai and Bhábar which are under the jurisdiction of the Superintendent of the Tarai and the Assistant Commissioner of Kumaon Districts; but which have received a certain amount of attention in engineering details from the Public Works Department since 1886.

The Canals are mentioned in the Revenue Report for the first time. The areas irrigated amounted to 114,187 acres.

14. The Report which was due on the 15th November 1888 was received by the Government of India on the 4th of March 1889: though still much in arrears, this is an improvement on the previous year, when it was not received until the 15th of April. The Government of India trusts that the report will in future years be submitted on the date fixed.

ORDER.—Ordered, that copies of this Resolution and of the Report be forwarded to the Finance and Commerce, and the Revenue and Agricultural Departments for information.

Ordered also, that copies of this Resolution be forwarded to the Government of the North-Western Provinces for information and guidance, and that copies of the Resolution be forwarded to the Local Governments and Administrations in the Public Works Department noted in the margin, for information, and to the Foreign Department for communication to the Government of Mysore.

The Governments of Madras, Bombay, Bengal, and the Punjab.
The Chief Commissioner, Central Provinces, Burma and Assam.
The Resident at Hyderabad.
The Agents to the Governor-General for Central India and Rajputana.

Ordered further, that this Resolution, and the Resolution by the Local Government, be published in the Supplement to the *Gazette of India*, and that copies of this Resolution be forwarded to Her Majesty's Secretary of State for India.

J. G. FORBES, *Colonel, R.E.*,
Offg. Deputy Secy. to the Govt. of India.

NORTH-WESTERN PROVINCES.

Irrigation Revenue Report for the year ending 31st March, 1888.

No. 372½ I OF 1889.

GOVERNMENT OF N.-W. P. & OUDH.

PUBLIC WORKS DEPARTMENT.

IRRIGATION BRANCH.

DATED ALLAHABAD, THE 8TH FEBRUARY, 1889.

RESOLUTION—By His Honor the Lieutenant-Governor, North-Western Provinces, and Chief Commissioner, Oudh.

READ:—

Irrigation Revenue Report of the North-Western Provinces for the year ending 31st March 1888, by the Chief Engineer, Irrigation Works, North-Western Provinces and Oudh.

CAPITAL OUTLAY.

RESOLUTION.—The total outlay on the capital account of canals in the North-Western Provinces and Oudh for and to the end of the financial year 1887-88 is shown below:—

	Canal.	Outlay on construction under all heads. During 1887-88.	Outlay on construction under all heads. To end of 1887-88.
		R	R
Capital expenditure on Public Works not charged against Revenue. 49—Irrigation Works.	Upper Ganges	97,250	2,82,39,680
	Lower Ganges	14,51,354	3,14,95,555
	Agra	52,57	90,41,583
	Eastern Jumna	19,518	31,36,167
	TOTAL OUTLAY ON PUBLIC WORKS NOT CHARGED AGAINST REVENUE	16,20,692	7,19,12,985
Irrigation. 43—Minor Works and Navigation.	Dún Canals	737	6,37,731
	Rohilkhand Canals	2,685	16,83,748
	Bijnor Canals	—59	69,977
	Bundelkhand Irrigation Works	...	82,398
	Ditto ditto Survey	199	1,74,145
	Sarda Canal Survey	—116	49,345
	Cawnpore Branch Extension Survey	...	56,746
	TOTAL OUTLAY ON MINOR WORKS AND NAVIGATION	3,446	27,54,090
Famine relief and insurance. 35—Construction of Protetive Irrigation Works.	Betwa Canal	83,958	41,00,244
	GRAND TOTAL	17,08,096	7,87,67,319

The Capital Expenditure was R2,01,532 less than in the previous year. The chief decreases, due to the approaching completion of works, were R1,62,314 on the Lower Ganges Canal, and R56,748 on the Betwa Canal.

ASSESSMENTS.

2. The gross assessments amounted to R55,84,205, or R4,43,235 more than in 1886-87; and the working expenses were R25,70,640, or an increase of R6,544.

The total net revenue was R30,13,565, or 3·83 per cent. on the total Capital of R7,87,67,319 invested in the Productive, Minor, and Protective Irrigation Works of the Province.

The net revenue on the four Productive Works alone, *viz.*, the Upper and Lower Ganges Canals, the Agra Canal, and the Eastern Jumna Canal, amounted to R29,41,755 or 4·09 per cent. on the Capital expended on them.

The interest charge on the total Capital amounted to R28,09,805; deducting which amount from the total net revenue, the assessments show a profit of R2,03,760 against a deficit in the previous year of R1,64,495.

REALIZATIONS.

3. The income actually realized from all sources was R53,56,135. After deducting working expenses and interest charges as before, there is a deficit of R24,310, due to loss on Famine Protective Works. The profit on the Productive and Minor Works amounted to R1,89,035; but this was counterbalanced by a loss of R2,13,345 on the Betwa Canal.

TOTAL INTEREST CHARGES.

4. The total interest charges on the Capital expended on all classes of Irrigation Works since their inception in the North-Western Provinces in 1830, amount to R5,31,63,270. The total *net* revenue derived since the above date, amounts to R5,98,56,391; thus showing a clear profit of R66,93,121, or 8·5 per cent. on the total Capital outlay

WORKING EXPENSES.

5. The working expenses under all heads, direct and indirect, amounted in 1887-88 to R25,70,640, or R6,544 more than in the previous year.

Under the sub-head of Establishment, there was an increase of R10,672, but a decrease of R1,10,342 as compared with 1885-86.

The percentage of working expenses to assessments on the four Productive Works is shown in the statement below:—

Year.	Upper Ganges Canal. Assessments.	Upper Ganges Canal. Percentage.	Lower Ganges Canal. Assessments.	Lower Ganges Canal. Percentage.	Agra Canal. Assessments.	Agra Canal. Percentage.	Eastern Jumna Canal. Assessments.	Eastern Jumna Canal. Percentage.
	R		R		R		R	
1883-84	28,40,019	32·48	16,81,426	41·42	8,13,712	31·00	8,21,088	25·61
1884-85	21,04,551	47·11	14,04,856	62·42	4,51,040	62·35	6,02,811	34 33
1885-86	23,05,116	40·12	12,47,323	70·27	6,63,655	42·11	7,04,507	27·84
1886-87	18,84,846	48 63	9,81,794	85·66	4,76,057	62·98	6,86,629	32·17
1887-88	20,17,654	46·86	12,53,357	73·10	4,83,271	53·90	6,44,802	32·20

The percentage remains practically the same on the Eastern Jumna Canal, but there is a satisfactory decrease on the other canals. As the assessments however depend so largely on the nature of the season, any percentages based on them cannot be entirely accepted as a true index, but only as an indication of the comparative ratio of the working expenses

The cost of measuring irrigation and preparing demand statements amounted to R35,472, or R2·33 per 100 acres against R2·58 in 1886-87. Owing to the bulk of the work being done by the permanent establishment, there is little difference in the total cost of different years, and the rate per 100 acres varies inversely as the area irrigated.

The cost incurred by the Civil Department in collecting the water-rate was ₹1,10,319 or 2·71 per cent. on the gross collections against 2·93 per cent. in 1886-87.

Under Owner's rate the total balance outstanding was ₹3,881; and under Occupiers' rate ₹33,501. Of this amount, ₹33,412 was in course of liquidation, and only ₹89 was reported as irrecoverable.

MILEAGE OF CANALS.

6. The following statement shows that 9,782 miles of channels have annually to be maintained:—

CANAL.	Main canal and branches.	Navigation channels.	Escapes and mill channels.	Distributaries.	Drainage cuts.	TOTAL.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Upper Ganges	437	19	62	2,559	895	3,972
Lower Ganges	564	...	68	2,021	317	2,970
Agra	109	25	10	558	37	739
Eastern Jumna	130	...	23	648	313	1,114
Betwa	167	...	12	259	12	450
Dún	...	...	...	74	3	77
Rohilkhand	20	...	...	331	3	354
Bijnor	...	...	...	36	...	36
Jhánsi Lakes	...	...	...	45	...	45
Hamírpur Lakes	...	...	...	25	...	25
TOTAL	1,427	44	175	6,556	1,580	9,782

There was an increase during the year of 94 miles of distributaries, 82 miles of which were on the Betwa Canal. Nine miles of new drainage cuts were also constructed.

IRRIGATED AREA.

7. The following table gives the area of "kharif" and "rabi" crops for 1887-88 and the previous five years:—

	KHARIF.	RABI.	TOTAL.	PERCENTAGE.	
	April to September.	October to March.		Kharif.	Rabi.
	Acres.	Acres.	Acres.		
1882-83	740,390	1,233,785	1,974,175	37·50	62·50
1883-84	825,747	1,471,927	2,297,674	35·94	64·06
1884-85	773,603	843,701	1,617,304	47·83	52·16
1885-86	702,259	1,007,417	1,709,676	41·08	58·92
1886-87	541,821	821,994	1,363,815	39·73	60·27
1887-88	612,436	904,852	1,517,288	40·36	59·64

The total area is 1,517,288 acres, or 12·7 per cent. less than the average area irrigated during the last 10 years; but compared with the preceding year there is an increase of 153,473 acres, or 11·3 per cent.

The early part of the "kharif" season was normal with occasional showers in April. Rain fell between the 13th and 23rd June, lessening the demand for irrigation. On the 2nd July the monsoon broke, and after that no more irrigation was done, except on the Eastern Jumna, Dún, and Rohilkhund Canals, which remained open for irrigation of rice. During July and August the rainfall was above the average, and good rain, in some places excessive, fell about the middle of September.

Nearly all the "rabi" crop was consequently sown without the aid of canal water. Towards the end of December light rain fell, but in the greater part of the country there was a good demand for water until the 22nd of January, when there was general rain which entirely stopped all demand except for fields previously irrigated.

PRINCIPAL CROPS IRRIGATED.

8. The statement below compares the acreage of the principal crops during the last six years:—

	CROP.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.
		Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
Kharif	Sugarcane	198,322	155,147	153,652	175,944	168,452	197,532
	Rice	104,046	111,512	92,687	100,706	109,513	102,367
	Indigo	316,145	294,429	392,302	297,314	164,013	212,756
	Cotton	52,493	93,545	66,791	60,580	41,835	47,912
Rabi	Wheat	728,385	824,982	512,324	550,891	495,370	508,263
	Barley	266,651	286,073	108,267	118,569	70,881	79,937
	Gram	48,400	61,123	16,954	42,087	27,793	33,091
	Poppy	16,233	16,370	10,762	15,629	14,679	12,957

The area under sugarcane was 197,532 acres, or only 1,009 acres less than that irrigated in 1882-83, which is the highest on record.

Indigo shows an increase of 48,743 acres, but the area under this crop is still 18 per cent. below the average.

Rice and poppy have slightly decreased, and cotton, wheat and barley increased. These fluctuations depend chiefly on the nature of the season.

During 1887-88 the double-cropped area was 15·6 per cent. of the total area, and 38·6 per cent. of the area under "kharif."

76·4 per cent. of the total irrigation was done directly by flow, and 23·6 by lift.

VALUE OF CROPS.

9. The total value of crops raised with canal water was ₹5,20,72,286 as shown in table below, which is prepared from data supplied by the Agricultural Department:—

YEAR.	Area irrigated.	Value of crops.	Occupier's rate.	Value of crops per acre.	Occupier's rate per acre.	Percentage on value of crops.
	Acres.	₹	₹	₹	₹	
1885-86	1,709,676	4,97,91,920	43,21,185	29·12	2·53	8·68
1886-87	1,363,815	4,44,17,015	35,31,976	32·56	2·58	7·95
1887-88	1,517,288	5,20,72,286	39,03,962	34·32	2·57	7·50

VILLAGES AND OUTLETS.

10. During the year 9,016 villages received water from 37,355 outlets. In addition to the above, 221 villages were watered from the Tarái Canals. The statements do not show the number of villages watered from the Bhábar Canals and the Bundelkhand Lakes.

IRRIGATING DUTY.

11. The irrigating duty and the value of each cubic foot of water on the four main Canals are detailed in the accompanying table:—

CANAL.	AREA IRRIGATED PER CUBIC FOOT OF WATER AT HEAD.			TOTAL WATER-RATE PER CUBIC FOOT OF WATER AT HEAD.		
	1885-86.	1886-87.	1887-88.	1885-86.	1886-87.	1887-88.
	Acres.	Acres.	Acres.	₹	₹	₹
Upper Ganges	216	198	194	·760	756	760
Lower Ganges	138	111	166	415	343	491
Agra	164	101	120	584	360	431
Eastern Jumna	208	215	187	850	907	859

The water-rate per cubic foot is highest on the Eastern Jumna Canal and lowest on the Agra Canal, notwithstanding that the higher occupiers' rates are in force on the latter. The difference is chiefly due to the large area under first class crops, sugarcane and rice, on the Eastern Jumna Canal, as shown below :—

	Percentage of area under 1st class crops.
Upper Ganges Canal	22·8
Lower Ganges "	5·4
Agra "	2·7
Eastern Jumna "	43·5

MAINTENANCE CHARGES PER ACRE.

12. The maintenance charges per acre irrigated are as follows :—

CANAL.	RUPEES.				
	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.
Upper Ganges	0·91	1·45	1·25	1·60	1·60
Lower Ganges	1·06	1·64	1·89	2·34	2·00
Agra	1·02	2·20	1·58	2·46	2·20
Eastern Jumna	0·76	1·24	0·91	1·09	1·18

NAVIGATION OPERATIONS.

13. The results of the year's navigation operations are given in the following table :—

CANAL.	1887-88.			1886-87.			1885-86.		
	Gross Revenue (Receipts).	Working expenses	Deficit	Gross Revenue (Receipts).	Working expenses.	Deficit.	Gross Revenue (Receipts).	Working expenses.	Deficit.
	R	R	R	R	R	R	R	R	R
Upper and Lower Ganges	14,700	28,449	13,749	19,820	35,119	15,299	20,026	31,924	11,898
Agra	10,535	7,440	−3,095	11,734	6,331	−5,403	5,674	5,321	−353
TOTAL	25,235	35,889	10,654	31,554	41,450	9,896	25,700	37,245	11,545

On the Upper and Lower Ganges Canals there was a loss of R13,749 against a loss of R15,299 in the previous year. As noted in previous reports, no material improvement can be expected until the new Nadrai Aqueduct is completed and constant running introduced on the Cawnpore Branch.

The Agra Canal shows a profit of R3,095 against a profit of R5,403 in 1886-87.

MINOR RECEIPTS.

14. The actual receipts realized from minor sources of income are exhibited below :—

	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.
	R	R	R	R	R
Plantations	1,47,040	1,49,502	1,60,657	1,75,542	1,79,754
Water-power	72,765	60,668	73,761	89,361	69,362
Miscellaneous	54,263	50,917	50,404	48,540	53,694

The decrease under water-power is mainly on the Ganges and Eastern Jumna Canals, and is due to the long canal closure and to weaker demand for the mills. In addition to the above the sum of R31,995 was realized by the Superintendent, Kumaun-Bhábar, on account of water-power on the Bhábar Canals.

RAINFALL.

15. This was the fourth consecutive year of heavy rainfall. Over the whole of the Upper and Lower Ganges Canal the *mean* rainfall recorded during the last four years has exceeded the normal amount as shown by the Meteorological Department by 25 per cent.; on the Eastern Jumna Canal by 22 per cent.; on the Agra Canals by 20 per cent.; on the Rohilkhand Canals by 17 per cent.; and on the Dún Canals by 12 per cent.

At isolated spots, however, the falls have been far heavier. For instance, on the Narora Division of the Lower Ganges Canal, the Fatehgarh Branch of which traverses the Districts of Etah and Farukhabad, the actual rainfall during the four years ending 1887-88 was 156·3 inches, or more than double the amount that fell in the previous four years, *viz.*, 74·8 inches. Even in this small area the amount that fell in 1887-88 varied largely. From the head of the Lower Ganges Canal at Narora to the 12th mile of the Fatehgarh Branch the rainfall was 29 inches; from the 12th mile to the tail at the 60th mile the fall was 42 inches.

Owing to this abnormal rainfall, the country in this portion of the Etah and Farukhabad districts has become supersaturated; and it will require a series of dry years to restore it to the state it was in six or seven years ago.

DRAINAGE WORKS.

16. In the Resolution on the Irrigation Revenue Report for 1882, it was noted that complaints were made of the country being overdrained, and of the pasture lands suffering in consequence of the number of drainage cuts made by the Irrigation Department. At the present time, after a small cycle of wet years, the cry, even in some districts which complained before, is that sufficient drainage cuts have not been made.

There are now 1,580 miles of drainage cuts, of which 207 miles, besides very many masonry works, &c., for the passage of drainage, have been constructed since 1882: more drainage works will have to be made in certain localities; but it must be borne in mind that the primary function of a drainage cut is not, *per se*, to reduce the height of spring level, but to prevent the rain water being entirely absorbed into the ground and thus raising the spring level.

SPRING LEVEL OBSERVATIONS.

17. Spring Level Observations continue to be carefully recorded as usual. The observations show a considerable rise during the four years 1883-84 to 1887-88; but there is little difference between the measurements of 1887-88 and the previous year.

As might be expected from the abnormally heavy rainfall, the portions of the Etah and Farukhabad districts traversed by the Fatehgarh Branch of the Lower Ganges Canal show a continuous rise. At the 7th mile from the head the spring level is 2·2 feet higher than it was in 1884-85; at the 25th mile it is 4·1 feet higher; at the 50th mile 6·3 feet; and three miles below the tail at the 60th mile it is 6·1 feet.

RIVER SUPPLIES.

18. The supplies in all the rivers were more than sufficient to meet requirements except for a few days in May and June, when the Jumna fell very low and short supply was obliged to be run in the Eastern Jumna and Agra Canals.

PROFITS OF PRODUCTIVE WORKS.

19. The following statement summarizes and compares the net profits and the percentage on capital of the four Productive Works :—

	Upper Ganges.		Lower Ganges.		Agra.		Eastern Jumna.	
	Net profit.	Percentage on capital.	Net profit.	Percentage on capital.	Net profit.	Percentage on capital.	Net profit.	Percentage on capital.
	₹		₹		₹		₹	
1883-84	23,60,388	8·45	11,92,654	4·45	5,61,425	6·47	8,32,307	27·96
1884-85	15,55,938	5·54	7,35,746	2·67	1,69,814	1·91	6,17,349	20·14
1885-86	18,23,237	6·48	5,78,616	2·04	3,84,202	4·32	7,29,881	23·51
1886-87	14,11,235	5·01	3,48,628	1·16	1,76,223	1·96	6,87,266	22·05
1887-88	15,15,236	5·37	5,44,980	1·73	2,22,802	2·46	6,58,738	21·00

FAMINE PROTECTIVE WORKS.

20. The year under review was the second in which irrigation was done during both crops from the Betwa Canal.

In 1886-87 the revenue was ₹23,157, and the expenses ₹76,348; thus showing a loss of ₹53,191.

In 1887-88 the revenue was ₹66,428 and the expenses ₹89,713; or a loss of ₹23,285.

The area of crops sown was small, and there was ample supply of water. During the "kharif" season the level of water in the reservoir fell 10·8 feet against 11·5 feet in the previous year.

MINOR WORKS.

21. On the Rohilkhand Canals there was a profit of ₹28,162 against a loss of ₹40,435 in 1886-87. On the Bijnor Canals the profit was ₹19,002 against ₹11,454 in the previous year.

On the Dun Canals there was a profit of ₹48,543 against ₹41,012 in 1886-87. On the Bundelkhand Lakes there was a loss of ₹613 against a loss of ₹4,318.

The Tarái and Bhabar Canals are for the first time shown in the Revenue Report of the year; but the returns regarding them are not included in the Canal statements, as no actual water-rate is levied

The following statistics are given from data supplied by the Superintendent of the Tarái and Bhabar respectively :—

TARÁI CANALS.

Area irrigated	24,410 Acres.
Revenue	24,309 ₹
Expenditure	15,934 ,,
PROFIT	8,375 ,,

BHABAR CANALS.

Area irrigated	84,099 Acres.
Revenue	1,47,068 ₹
Expenditure	46,906 ,,
PROFIT	1,00,162 ,,

Apparently an arbitrary rate has been taken on both Canals as showing the probable revenue derivable from the water. In the case of the Tarái Canals this seems to be about ₹1·00 per acre; and ₹1·9 on the Bhabar Canals. The

large area under oilseeds on these latter Canals is noticeable. It was reported as 14,974 acres, while the area on the rest of the Canals in the province was only 3,458 acres.

TOTAL NET PROFITS, INCLUDING ALL CLASSES OF WORKS.

22. The net profits and the per centage on the total Capital outlay from all the Canals in the North-We stern Provinces, except in the Tarái and Bhabar, is compared with the results of the ten previous years in the following statement :—

Year.	Capital at end of each year.	Net profits.	Percentage on capital.
	₹	₹	
1877-78	4,34,66,488	31,55,858	7·26
1878-79	4,46,21,616	38,28,437	8·57
1879-80	4,60,35,380	28,06,249	6·09
1880-81	6,45,61,716	35,38,941	5·48
1881-82	6,62,06,214	40,82,750	6·17
1882-83	6,76,33,960	43,01,052	6·36
1883-84	6,90,92,987	50,69,145	7·33
1884-85	7,02,83,698	31,28,769	4·45
1885-86	*7,51,49,595	35,44,623	4·72
1886-87	*7,70,59,223	25,76,874	3·34
1887-88	*7,87,67,319	30,13,565	3·83

* Including the Betwa Canal.

ORDER.—Ordered that the above Resolution be submitted to the Government of India, and that it be published in the *North-Western Provinces and Oudh Gazette.*

Ordered also, that it be circulated to other Governments and Departments, as usual.

J. G. FORBES, *Col., R.E.,*
Secretary, Public Works Department, N.-W. P. and Oudh.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu. (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus*.)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	11 1	11 1	11 11	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	14 9	14 9
Tavoy	...	...	...	...	12 6	11 13	15 12	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	24 2	16 1
Moulmein and Amherst	9 0	9 0	...	...	9 11	9 11	11 1	11 1	...	...	...	...	...	...	...	...	9 5	9 5	12 2	12 2	...	...	220 0	220 0	20 15	20 15
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 4	14 10	15 12	15 12	...	...	...	...	...	...	...	...	10 0	11 2	22 0	18 0	...	...	150 0	155 0	17 0	17 0
Rangoon	7 10	11 2	...	...	12 6	12 6	13 2	13 2	...	...	...	...	...	...	...	...	15 2	15 2	22 2	22 2	...	...	250 0	250 0	19 7	14 9
Thongwa	...	...	...	...	12 10	12 4	14 15	14 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	19 12	16 8
Bassein	...	...	...	...	12 8	13 6	14 14	17 13	...	...	...	...	...	...	...	...	9 0	9 4	...	...	...	...	207 8	207 8	14 3	14 3
Pegu (inland)—																										
Shwaygyin	...	...	...	...	9 13	9 13	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharawadi	...	...	...	...	14 0	14 0	16 0	16 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	8 2	8 2	450 0	450 0	14 0	14 0
Henzada	...	...	...	...	11 15	11 15	15 10	15 10	...	...	...	...	...	...	...	...	7 9	...	...	...	...	..	183 8	183 8	14 12	14 3
Prome	8 10	8 10	...	...	11 3	12 12	13 12	13 12	...	...	...	...	...	...	...	...	8 14	8 14	22 4	22 4	9 5	9 5	167 9	167 9	18 10	18 10
Toungoo	...	...	...	...	9 2	9 2	12 13	12 13	...	...	...	...	...	...	...	...	9 7	9 7	...	...	..	...	200 0	200 0	14 1	14 1
Thayetmyo	9 9	9 9	...	...	11 11	11 11	13 13	13 13	...	...	...	...	...	...	...	...	8 0	8 0	...	37 8	...	...	245 0	245 0	11 3	11 3
Upper Burma—																										
Mandalay	11 0	9 14	...	...	11 0	9 2	12 6	10 8	...	...	...	...	...	...	...	...	8 0	7 5	16 10	13 11	6 12	8 0	95 0	105 0	14 9	16 13
Arakan—																										
Sandoway	...	...	...	...	18 0	18 11	20 9	21 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	14 9	13 2	16 1	15 13	...	...	...	...	...	...	...	...	5 0	...	‡	‡	...	...	333 0	333 0	24 0	24 0
Akyab	...	...	...	...	15 0	15 0	17 0	17 0	...	...	...	...	...	...	...	...	9 0	8 8	...	...	8 0	8 0	180 0	180 0	16 0	20 0
Assam—																										
Surma—																										
Sylhet	9 8	10 8	...	...	14 14	14 4	19 4	19 4	...	...	...	...	...	...	...	...	11 8	12 0	...	...	...	...	108 0	108 0	9 8	9 8
Cachar	7 12	7 12	...	...	11 0	11 8	16 0	17 8	...	...	...	...	...	...	...	...	11 0	11 8	...	...	...	...	80 0	80 0	9 12	9 8
Khási and Jaintiá Hills	...	...	...	...	6 12	7 7	10 0	11 0	...	...	...	...	...	...	...	...	9 4	10 0	16 0	16 0	...	...	100 0	110 0	8 0	8 0
Garo Hills	...	...	...	...	6 0	6 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	13 0	16 0	...	...	8 0	8 0	16 0	17 0	...	...	...	...	...	...	...	...	12 0	10 0	...	...	...	...	80 0	80 0	9 8	9 8
Kámrúp	10 0	10 0	...	...	8 0	8 0	20 0	20 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	7 0	7 0	...	...	16 0	16 0	21 0	21 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	150 0	150 0	8 8	9 0
Nowgong	8 0	8 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	6 8	6 8	16 0	16 0	...	...	...	...	...	...	...	...	10 0	12 0	...	...	...	...	160 0	160 0	8 8	8 0
Lakhimpur	8 0	8 0	...	...	7 0	7 0	14 0	14 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	11 6¾	11 6¾	13 5¼	13 5¼	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	9 0	9 0	18 0	18 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	..	...	...	12 0	12 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	80 0	80 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	14 0	13 8	16 8	16 0	...	...	...	...	...	...	...	...	12 13	12 13	...	...	...	...	120 0	120 0	10 10*a*	10 10
Noakholly	...	...	...	...	15 0	15 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	...	...	...	8 0*b*	8 0
Chittagong	11 0	11 0	...	...	12 0	12 0	14 0	15 5	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	108 0	108 0	9 8*c*	9 8
Tipperah	12 8	12 8	...	...	16 0	17 0	18 0	19 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	...	...	8 0	8 0
Dacca	15 8	15 8	26 0	20 0	15 0	15 0	17 0	17 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	16 0	16 0	120 0	120 0	10 0*d*	9 14
Mymensingh	10 0	10 0	...	...	12 0	13 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 4	...	...	...	20 0	...	...	9 8*e*	9 10
Deltaic—																										
Koolna	...	...	...	...	14 0	16 0	16 0	18 0	...	...	...	...	...	...	...	...	10 8	12 12½	...	...	...	...	160 0	160 0	9 2*f*	9 2¼
24-Pergunnahs	12 4	13 4	16 0	16 0	8 0	8 0	16 8	16 8	...	...	...	...	...	...	16 0	13 4	17 1	16 0	...	...	18 0	18 0	100 0	100 0	10 4*g*	10 0
Midnapore	10 0	10 0	40 0	54 0	15 0	15 0	20 0	20 0	...	...	...	...	...	...	...	...	13 8 to 14 4	13 8 to 14 4	...	...	21 0	21 0	160 0	160 0	10 4*h*	10 4
Howrah	13 8	‡	...	...	12 0	12 0	16 0	16 1	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 4	13 0	100 0	100 0	10 8	10 8
Calcutta	12 15	12 6	15 15	14 14	9 9	9 7	14 9	14 12	16 11	16 0	12 15	14 0	...	...	17 12	17 8	15 9	14 10	16 0	16 0	16 12	16 10	100 0	100 0	10 5	10 5
Hooghly	13 0	13 0	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	13 0	13 0	120 0	120 0	9 *i*	9 0
Nuddea (Kishnaghur)	14 0	14 0	17 12	17 12	13 5	13 5	16 4	17 1½	...	...	...	...	...	...	...	...	17 0	16 0	...	...	17 12	20 0	...	...	9 2*j*	9 2
Jessore	12 8	12 0	...	...	13 0	14 0	16 0	18 0	...	...	...	...	...	...	...	...	14 0	14 8	...	...	22 0	22 0	160 0	160 0	9 2*k*	9 2
Furreedpore	16 0	16 0	20 0	20 0	9 0	9 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	12 0	120 0	120 0	10 0	10 0
Central—																										
Bankoora	12 8	12 8	15 0	15 0	17 8	17 8	20 0	20 0	...	...	...	...	...	...	...	...	14 8	14 8	20 0	20 0	18 8	18 8	280 0	280 0	10 0	10 0
Burdwan	13 4	12 0	*	*	15 0	15 0	18 0	18 0	...	...	...	...	...	...	...	...	15 0	15 0	*	*	18 8	20 0	107 0	107 0	10 2*l*	10 7½
Beerbhoom	11 8	11 0	...	...	13 4	13 0	16 8	15 12	...	...	...	...	...	...	...	...	15 0	14 4	...	...	...	12 0	160 0	...	10 0*m*	10 0
Moorshedabad	13 5	13 5	...	...	13 8	13 5	17 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	22 0	22 0	200 0	200 0	10 0*n*	10 0
Sonthal Pergunnahs	11 0	11 0	...	...	14 0	14 0	17 0	17 0	...	...	...	...	...	...	...	...	14 0	14 0	19 0	19 0	22 0	23 0	200 0	200 0	9 0	9 0
Pubna	15 12	15 12	...	...	7 8	7 8	18 0	18 0	...	...	...	...	...	...	...	...	13 8	13 8	...	...	24 0	27 8	200 0	200 0	9 2½*o*	9 9
Bogra	12 0	9 15	...	...	15 0	13 8	19 8	19 8	...	...	...	...	...	...	...	...	10 14	11 4	...	...	...	...	96 0	96 0	9 0	8 4
Rajshahye	13 8	13 8	26 4	26 4	14 4	14 4	16 8	15 15	...	...	...	...	...	...	...	...	15 0	14 4	...	...	21 12	20 2	240 0	240 0	9 9*p*	9 9
Maldah	13 0	13 0	...	...	10 0	12 0	17 0	16 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	...	...	120 0	120 0	10 0	10 0
Northern—																										
Rungpore	14 8	12 4	...	...	10 8	10 8	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	13 0	10 5	120 0	120 0	9 6*q*	9 6
Dinagepore	12 0	12 0	11 0	10 0	15 8	13 8	19 3	17 0	...	...	...	...	...	...	...	...	12 0	11 1	...	...	9 8	...	160 0	160 0	10 0*r*	9 8
Jalpáiguri	10 0	10 0	16 0	16 0	8 0	8 0	17 8	17 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	9 0	9 0	128 0	128 0	9 0*s*	9 0
Darjeeling	10 0	10 0	6 0	6 0	6 0	6 0	13 0	13 0	...	...	...	...	14 0	14 0	...	...	11 0	11 0	18 0	18 0	...	...	120 0	120 0	8 0	...
Orissa—																										
Pooree	11 13	13 2	...	...	11 13	11 13	17 1	17 1	...	...	...	...	...	...	...	...	15 12	17 1	...	...	14 7	15 12	80 0	80 0	11 13	11 13
Cuttack	13 2	13 2	...	...	11 13	11 13	17 1	17 1	...	...	...	...	...	...	...	...	21 0	19 11	...	...	18 6	17 1	80 0	80 0	12 0	11 0
Balasore	13 0	13 0	13 0	13 0	12 0	12 0	21 0	20 0	...	...	...	...	...	...	...	...	13 0	12 8	...	...	...	...	160 0	160 0	9 0*t*	8 8
Chota-Nagpur—																										
Singbhoom	10 0	10 0	14 0	14 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	15 0	15 0	200 0	200 0	8 0	8 0
Manbhoom	14 0	13 5	...	...	15 0	14 3	22 0	21 8	...	...	...	...	...	...	...	...	14 0	14 0	26 8	26 0	17 0	16 0	200 0	200 0	9 0*u*	9 0
Lohardugga	13 0	13 0	†	†	13 0	13 0	14 8	14 8	...	...	...	...	28 0	27 0	...	...	12 0	13 0	17 0	16 0	16 0	15 0	140 0	140 0	8 8	8 8
Hazáribagh	13 0	13 0	...	...	8 0	8 0	16 0	16 0	†	†	†	†	21 0	22 0	†	†	15 0	15 0	18 0	18 0	17 0	16 0	320 0	320 0	8 0	8 0

* No sale. † Not procurable. ‡ Re. 1-4-0 per 100 cobs.

a In sub-divisions retail prices of salt per rupee are:—Patuakhali 8 sers, Perozepore 9 sers, and Bhola 8 sers.
b At Panchgachia in Fenny sub-division retail price of salt 8 sers per rupee.
c At Cox's Bazar retail price of salt 8 sers per rupee.
d In sub-divisions retail prices of salt per rupee are:—Manickgunge 9 sers, Munshigunge 8-14 sers, and Naraingunge 10 sers.
e In sub-divisions retail prices of salt per rupee are:—Kishoregunge 8 sers, Attea 10 sers, Jamalpore 9½ sers, Sherepore 8 sers, and Netrokona 8 sers.
f In sub-divisions retail prices of salt per rupee are:—Satkhira 9 sers 13 chittacks and Bagirhat 8 sers.
g In sub-divisions retail prices of salt per rupee are:—Baraset 9 sers, Bussirhat 9 sers, Kulpihat (Diamond Harbour) 8 sers, Barrackpore 9-2 sers, and Dum-Dum 10 sers.
h In sub-divisions retail prices of salt per rupee are:—Ghattal 10-12 sers, Tumlook 8 sers, and Contai 10-8 sers.
i At Jehanabad retail price of salt 10 sers per rupee.
j In sub-divisions retail prices of salt per rupee are:—Kooshtea 10 sers, Meherpore 10 8 sers, Choadanga 10 sers, and Ranaghat 10 sers.
k In sub-divisions retail prices of salt per rupee are:—Jhenida 9 sers, Magoora 10 sers, Narail 9⅜ sers, and Bongong 10 sers.
l In sub-divisions retail prices of salt per rupee are:—Culna 10 sers, Cutwa 9-15 sers, and Raneegunge 9-8 sers.
m At Rampore Haut retail price of salt 10-8 sers per rupee.
n In Lalbagh, Kandi, and Jungipore sub-divisions retail price of salt 10 sers per rupee.
o At Serajgunge retail price of salt 10-4 sers per rupee.
p In sub-divisions retail prices of salt per rupee are:—Nattore 9-12 sers and Nowgong 8-11 sers.
q In sub-divisions retail prices of salt per rupee are:—Gaibanda 8 sers, Kurigram 9 sers.
r In Thakurgaon sub-division retail price of salt 8 sers per rupee.
s At Fallacotta in the Alipore sub-division retail price of salt 8 sers per rupee.
t At Bhudruck retail price of salt 8 sers per rupee.
u At Govindpore retail price of salt 9 sers per rupee.

RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine corocana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thur Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	15 1	15 0	...	...	13 12	13 2	16 8	16 8	...	...	...	...	...	22 1	...	10 8	18 9	18 9	16 4	16 4	17 4	17 5	147 0	147 0	9 8v	9 8
Gya	15 0	14 0	18 0	18 0	10 0	10 0	15 0	15 0	...	...	...	...	...	...	13 4	13 0	18 0	18 8	...	...	19 0	18 0	200 0	200 0	8 12	8 12
Patna	17 0	18 0	22 8	22 0	11 0	11 0	16 2½	16 8	25 0	24 0	...	...	...	...	16 0	15 8	19 8	19 8	22 8	21 8	23 0	24 0	130 0	130 0	10 0	10 0
Shahabad	16 0	15 8	20 0	20 0	9 0	9 0	15 0	15 0	20 0	20 0	...	...	...	...	...	...	20 0	20 0	...	...	14 0	14 0	160 0	160 0	10 0x	10 0
Behar, north—																										
Purneah	12 0	13 0	...	...	15 0	15 0	18 0	17 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	16 0	16 0	200 0	200 0	9 0x	9 0
Bhágalpur	15 2	15 2	17 10	17 0	13 14	13 14	15 2	15 12	...	...	...	...	...	...	...	...	17 0	16 11	16 6	17 0	17 10	17 0	176 8	176 8	10 1	...
Durbhunga	16 8	16 0	18 12	18 0	10 0	10 8	15 8	15 8	...	...	...	...	19 12	20 4	13 8	...	19 12	18 12	17 8	18 0	21 0	21 0	176 0	176 0	11 0y	11 0
Mozufferpore	12 0	12 0	...	...	9 0	9 0	12 8	12 8	...	...	...	...	...	...	...	...	16 0	16 0	18 0	17 0	20 0	20 0	160 0	160 0	10 0z	10 0
Sarun	15 0	15 0	21 12	21 8	8 12	8 12	14 10	14 6	...	...	...	...	20 0	20 0	12 0	15 0	18 0	17 12	21 2	20 12	21 0	20 12	160 0	160 0	10 0	10 0
Champarun	13 0	13 0	16 0	18 0	7 0	9 0	13 0	13 0	...	...	...	...	20 0	22 0	...	...	16 0	15 0	18 0	18 0	22 0	22 0	160 0	160 0	9 8z1	9 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 8	13 12	19 0	18 0	8 0	8 0	13 0	13 0	17 8	17 0	17 0	15 0	16 0	16 0	12 0	12 0	18 0	16 0	17 8	17 0	22 0	18 0	100 0	100 0	10 0	10 0
Benares	14 6	14 10	17 1	16 4	10 5	10 5	13 9	13 9	18 7	17 5½	16 4	15 7	16 13	17 14	13 8	13 8	17 14	16 13	19 8	19 0	19 0	17 5	120 0	120 0	10 11	10 11
Ghazipur	15 7	14 3	16 12	16 12	7 2	7 3	12 12	12 4	17 7	17 7	16 12	15 7	20 10	20 10	15 7	15 7	18 0	16 12	18 0	18 0	20 0	17 0	154 0	154 8	9 10	9 10
Jaunpur	14 8	14 8	16 0	16 0	7 0	7 0	14 0	14 0	16 0	16 0	...	...	...	...	...	...	18 8	18 8	...	...	19 0	19 0	140 0	140 0	8 8	8 8
Allahabad	14 8	12 12	20 0	17 8	8 0	8 0	12 0	12 0	18 0	18 0	16 0	16 0	...	...	...	...	19 0	16 0	16 0	16 0	19 0	19 0	160 0	160 0	10 0	9 0
Central—																										
Bánda	17 8	17 0	19 0	15 8	8 0	8 0	12 0	12 0	19 0	19 0	17 0	17 0	...	...	14 0	13 0	19 8	19 0	...	...	13 8	13 8	160 0	160 0	10 0	10 0
Fatehpur	15 0	15 0	17 12	18 0	12 0	12 0	12 12	12 12	19 0	19 0	17 0	17 0	...	...	...	...	18 4	18 8	...	...	23 8	24 0	160 0	160 0	10 8	10 8
Hamirpur	19 8	17 13	23 0	20 8	9 0	9 0	12 0	12 10	18 6	17 4	20 0	18 15	...	...	...	...	20 0	20 0	19 8	19 8	23 9	21 14	140 0	140 0	11 4	11 4
Jalaun	18 0	17 0	20 0	19 0	9 0	9 0	10 0	10 0	17 0	17 0	17 0	16 0	15 0	...	16 0	16 0	21 0	19 0	18 0	18 0	17 0	17 0	140 0	140 0	11 0	11 0
Cawnpore	17 8	16 8	22 0	20 8	9 0	9 0	13 8	13 8	23 0	21 0	22 0	20 8	...	*	18 0	18 0	22 8	20 0	23 0	22 8	23 0	22 0	150 0	150 0	11 12	11 12
Etáwah	17 4	15 12	18 8	17 12	5 8	6 0	11 12	12 8	19 0	18 0	19 8	18 8	16 0	15 0	16 0	14 0	20 0	19 8	18 8	17 8	23 4	19 8	120 0	120 0	11 8	11 8
Farukhabad	15 12	15 0	20 4	20 0	6 8	6 8	10 8	10 8	20 4	20 0	18 0	17 0	...	...	...	...	20 8	20 0	20 0	20 0	22 8	21 8	150 0	150 0	10 4	10 4
Mainpuri	17 12	15 12	21 4	19 0	4 0	4 8	14 0	14 0	20 12	19 0	18 12	18 8	...	...	...	...	16 8	14 0	22 12	19 0	17 0	16 0	160 0	160 0	11 12	10 12
Etah	19 2	16 12	24 0	22 0	7 8	7 8	13 0	13 0	20 0	19 4	19 8	20 0	...	...	17 0	16 0	25 0	24 0	25 0	24 0	15 0	14 8	160 0	160 0	11 4	11 4
Western—																										
Lalitpur	16 12	15 8	18 0	18 0	9 0	9 0	11 8	11 8	19 0	18 0	14 0	14 0	19 0	18 0	15 0	16 0	18 4	17 4	19 0	19 0	13 4	11 8	160 0	160 0	10 0	9 8
Jhánsi	16 0	14 6½	19 0	19 0	7 8	7 8	11 8	11 8	16 11½	16 5	15 4	15 4	...	...	...	...	18 11	16 13	...	...	...	...	180 0	180 0	10 8	10 8
Agra	16 0	15 0	21 8	22 0	5 0	5 0	9 0	9 0	17 8	17 8	18 0	18 0	...	...	17 0	17 0	25 8	23 8	20 0	20 0	14 8	14 8	100 0	100 0	12 0	12 0
Muttra	15 0	15 0	22 0	22 0	7 8	7 8	13 0	13 0	21 0	21 0	20 0	20 0	...	...	12 0	12 0	25 8	25 8	19 0	19 0	22 0	22 0	120 0	120 0	12 0	12 0
Aligarh	17 0	15 12	22 0	20 8	6 0	6 0	12 0	12 0	21 0	20 8	20 0	19 8	...	...	15 0	15 0	26 0	23 10½	24 0	22 10½	24 8	22 10½	130 0	130 0	12 0	12 0
Bulandshahr	19 4	17 0	27 0	22 8	7 0	7 0	11 0	10 8	22 0	22 8	21 0	19 0	...	...	17 0	18 0	27 12	23 0	26 0	23 0	16 8	19 0	130 0	120 0	11 4	11 4
Meerut	17 0	15 12	22 0	21 0	6 0	6 0	13 0	13 0	22 0	21 0	19 0	18 8	14 0	14 0	14 0	14 0	24 0	22 8	22 0	21 0	21 0	21 0	100 0	100 0	11 8	11 8
Sub-montane—																										
Ballia	15 8	15 4	19 4	19 4	10 8	10 8	16 0	15 8	18 4	18 4	...	...	...	...	...	...	20 0	19 12	19 4	19 4	20 4	19 12	155 0	155 0	9 12	10 8
Azamgarh	14 0	13 10	15 8	15 8	10 5	10 5	12 8	14 0	...	...	...	...	...	...	...	...	16 4	15 8	20 10	20 10	14 12	13 4	177 8	177 8	9 13	9 13
Gorakhpur	14 6½	13 15½	17 1½	16 3	8 9½	9 0	13 8	13 8	18 0	16 3	15 5	15 5	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	22 8	21 9½	120 0	140 0	10 9½	10 9½
Basti	16 8	16 8	20 0	19 8	...	...	25 0	27 0	26 0	...	...	...	22 0	...	10 0	...	18 8	...	20 0	19 8	21 0	21 0	140 0	140 0	10 0	9 8
Sháhjahánpur	18 8	17 8	23 8	22 8	8 8	8 8	14 0	14 0	22 0	20 0	23 8	20 8	...	...	21 0	22 0	20 8	19 8	...	...	20 0	20 0	160 0	160 0	11 0	11 0
Budaun	18 0	17 0	24 0	22 4	6 0	6 0	13 4	13 4	19 8	20 8	19 8	19 3	...	...	...	...	20 6	22 4	24 0	22 4	25 0	22 4	192 0	192 0	11 0	11 0
Pilibhít	15 0	14 0	17 8	17 8	12 8	12 8	13 12	13 12	20 0	20 0	18 8	16 4	...	...	...	...	18 8	17 8	20 0	21 0	20 0	21 4	180 0	180 0	10 8	10 8
Bareilly	14 6	13 7	18 12	17 13	6 4	6 4	13 2	12 13	18 12	18 2	18 2	17 8	...	...	15 0	15 10	18 12	17 13	18 12	18 2	18 12	17 8	150 0	150 0	10 10	10 10
Moradabad	18 2	16 0	25 8	22 8	10 8	10 4	14 0	14 0	22 8	24 0	20 8	20 0	...	...	15 8	15 0	23 2	20 0	25 4	24 8	26 0	21 4	165 0	165 0	11 8	11 8
Tarai	17 8	16 4	27 8	25 0	8 12	8 12	13 12	14 14	25 0	23 12	20 0	20 0	...	...	25 0	25 0	17 8	17 8	26 4	25 0	18 12	21 4	100 0	100 0	10 0	10 0
Bijnor	16 0	15 12	22 8	21 6	8 7	8 7	12 10	12 10	...	...	19 11	18 14	...	...	...	...	21 6	20 8	22 8	...	...	...	135 0	135 0	10 11	11 0
Muzaffarnagar	18 10	17 10	24 3	23 0	6 9	6 9	12 3	12 10	24 3	23 0	19 12	19 12	17 10	17 10	16 8	16 8	24 3	22 8	22 0	22 0	14 5	14 5	132 0	132 0	11 9	11 9
Saháranpur	17 3	17 3	21 8	21 8	8 9½	8 9½	11 13	11 13	26 13½	23 10½	20 7	20 7	21 8	21 8	21 8	21 8	22 9†	22 9†	21 8	21 8	18 4½†	18 4½†	129 0	129 0	11 4½	11 4½
Dehra Dún	15 0	15 0	20 0	20 0	6 8	6 8	10 8	10 8	19 0	19 0	20 0	20 0	21 0	21 0	...	...	20 0	20 0	19 0	19 0	18 0	18 0	160 0	160 0	10 8	10 8
Kumaun	12 8	12 8	16 0	16 0	12 0	12 0	13 0	13 0	...	...	...	...	16 0	16 0	18 0	20 0	12 0	12 0†	20 0	22 0	10 0	10 0	200 0	200 0	8 0	8 0
Garhwal	11 12	11 12	14 8	14 8	8 0	8 0	11 8	11 8	...	...	...	...	21 0	21 0	...	...	8 8	8 8	...	...	8 8	8 8	180 0	180 0	8 0	8 0
Oudh—																										
Southern—																										
Partabgarh	16 0	15 0	19 8	18 8	12 8	12 5	14 0	13 12	18 0	17 12	17 8	16 8	...	...	20 8	...	19 8	18 10	20 8	...	13 8	14 0	180 0	140 0	9 8	9 8
Sultánpur	15 8	14 8	19 0	19 0	9 0	9 0	15 8	15 8	19 0	19 0	16 0	16 0	24 0	24 0	20 0	20 0	20 0	20 0	16 0	16 0	20 0	20 0	160 0	160 0	10 8	10 8
Rae-Bareli	17 0	15 12	19 0	16 8	7 0	7 0	14 8	14 8	20 4	19 0	18 0	17 0	21 0	20 8	16 0	16 0	20 0	18 6	16 0	16 0	22 0	22 0	180 0	180 0	10 0	10 0
Unao	17 0	16 8	18 8	18 8	9 0	9 0	13 0	13 0	21 0	21 0	19 0	19 0	...	...	14 0	14 0	19 0	18 8	20 0	20 0	14 8	14 8	160 0	160 0	11 0	11 0
Lucknow	17 0	15 8	18 9	18 0	6 0	6 0	13 0	13 0	20 2	19 0	19 7½	18 8	...	...	20 0	20 0	18 6	17 8	22 0	21 0	22 8	20 12	130 0	130 0	10 8	10 8
Hardoi	18 8	18 0	22 4	19 0	7 0	7 0	15 0	15 0	21 8	20 0	20 0	18 0	31 0	31 0	20 0	20 0	19 12	19 0	22 8	23 0	14 8	14 0	120 0	120 0	11 8	10 8
Northern—																										
Fyzabad	15 0	14 12	18 12	18 0	11 0	9 8	13 8	13 8	19 0	18 12	16 0	16 0	16 0	16 0	16 0	16 0	18 0	18 0	19 8	20 0	20 4	21 0	120 0	120 0	10 0	10 0
Barabanki	14 8	14 0	17 0	16 4	7 0	10 0	12 8	12 0	17 8	17 0	18 0	18 0	20 0	20 0	15 0	15 0	17 4	16 0	18 0	18 0	20 8	20 0	120 0	120 0	11 0	10 8
Gonda	16 8	15 8	16 8	16 8	12 0	12 8	15 0	15 0	20 0	19 0	19 8	19 8	27 0	27 0	16 0	16 0	19 8	19 8	23 0	22 0	21 0	21 0	200 0	200 0	10 12	10 12
Bahraich	16 0	15 0	22 0	22 0	12 0	12 0	15 0	15 0	23 0	23 0	15 0	16 0	28 0	28 0	14 0	14 0	21 0	20 0	24 0	23 0	21 0	21 0	140 0	140 0	10 8	10 8
Sitapur	19 0	18 8	27 0	24 0	8 0	8 0	14 0	14 0	25 0	26 0	23 0	22 12	27 0	28 0	23 0	24 0	21 0	21 0	24 0	25 0	26 0	26 0	160 0	160 0	10 8	10 8
Kheri	19 0	16 8	20 0	18 0	8 0	8 0	15 0	15 0	27 0	27 0	21 0	20 0	25 0	24 0	16 0	18 0	19 8	18 0	27 0	27 0	23 0	23 0	140 0	140 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	15 0	14 11	18 8	18 12	6 4	6 4	7 8	7 8	16 4	16 4	12 8	12 8	...	...	...	...	18 12	17 8	17 8	16 14	20 0	20 0	...	...	15 5	14 11
Bánswára	16 10	16 14	17 8	17 8	6 14	6 4	9 6	9 6	...	...	...	...	...	...	...	...	14 11	16 4	17 13	19 0	9 6	10 0	...	...	10 6	10 5
Meywar (Oodeypore)	11 5½	11 5½	13 4½	13 4½	8 3½	7 13	8 9½	8 3½	13 4½	13 4½	12 1¾	11 11½	Nil.	Nil.	9 6	10 8¾	13 10¾	13 10¾	12 14¾	12 14¾	10 8¾	10 8¾	160 0	160 0	10 8¾	10 15
Sirohi	11 0	11 0	14 0	14 0	6 8	6 8	8 0	7 8	13 0	13 0	13 8	13 8	...	...	19 0	19 0	14 0	14 0	14 4	14 4	10 0	9 0	160 0	160 0	12 0	12 0
Erinpura	13 0½	13 0	16 12	16 12	...	...	9 0	9 0	15 8	15 0	15 12	14 4	...	...	...	...	17 12	18 2	...	...	...	...	260 0	260 0	12 0	12 0
Ajmere	14 0	13 8	19 0	17 0	3 0	3 0	8 0	8 0	17 0	17 0	15 0	15 0	...	...	...	...	19 0	18 0	19 0	17 0	...	16 0	80 0	80 0	12 0	12 0
Abu	11 4	12 4	15 0	11 0	6 4	15 0	8 0	6 4	...	8 0	12 0	12 0	...	...	...	...	15 4	15 4	13 8	13 8	10 0	10 0	...	...	11 0	11 0
Kishengarh	14 0	13 12	18 4	18 0	9 0	9 0	10 0	10 0	19 0	19 0½	16 0	15 4	...	...	...	...	18 8†	19 0	18 0	18 0	...	...	...	...	13 0	13 0
Boondee	19 8	18 8	25 8	23 0	8 8	8 0	9 0	8 8	24 0	22 0	18 0	15 0	...	...	...	...	25 8	21 8	...	20 0	...	...	160 0	160 0	10 8	10 8
Kotah	18 0	16 0	12 0	12 0	7 0	7 0	8 0	9 0	24 0	21 0	11 0	11 0	...	...	...	...	22 8	18 0	16 0	16 0	11 0	11 0	240 0	240 0	10 4	10 0
Jhalláwar	14 13½	13 11½	11 15	11 15	7 5½	7 5½	9 6	9 6	19 2	18 4	13 15	13 15½	...	...	11 11	11 1	18 4	16 13½	17 11	17 2	8 5	8 5½	175 0	175 0	9 12	10 3
Tonk	14 11	14 9	22 2	21 14	9 0	8 8	9 8	9 8	24 10	24 8	20 12	20 12	...	...	...	...	22 6	22 8	...	...	...	...	125 0	100 0	11 11	11 11
Jeypore	15 0	15 0	21 0	21 8	5 0	5 0	8 4	8 4	21 12	21 8	19 0	18 12	*	...	13 8	13 8	18-8 to 20 12	17-8 to 20 8	21 8	21 0	21 0	21 0	115 0	115 0	12 0	12 0
Kerauli	15 10	15 0	22 8	20 5	10 0	10 0	11 4	11 4	21 4	20 0	17 13	17 3	...	...	14 1	12 8	20 5	20 5	...	...	22 8	22 8	200 0	200 0	10 15	10 15
Dholpur	14 8	13 8	19 7	18 10	11 4	11 4	12 6	12 6	18 0	18 7	18 5	17 7	...	...	13 8	13 8	21 3	20 1	...	...	25 8	20 8	90 0	90 0	11 9	11 10
Bhartpur	14 10	14 2	24 0	22 3	7 12	7 12	9 8	9 8	21 2	19 8	18 0	19 0	...	...	11 8	11 8	24 6	23 10	22 0	20 0	22 0	22 0	160 0	160 0	11 8	11 8
Alwar	17 0	16 2	25 5	23 7	8 0	8 0	10 12	10 12	22 8	21 15	21 0	19 13	...	...	14 8	14 8	24 2	22 11	23 8	21 13	31 0	31 0	200 0	200 0	12 12	12 12
Deoli Cantonment	15 15½	15 10	21 4½	21 2½	4 0	4 0	9 10	9 10	21 5	21 13	18 0	18 0	...	...	...	...	21 5½	21 0	...	...	...	...	220 0	220 0	11 3	11 13½
Nasirabad Cantonment	15 8	15 0½	18 8	18 4½	7 0	7 0	8 0	8 0	19 10	19 0	16 0	15 8½	...	...	12 0	12 0	20 0	20 8½	18 0	17 8½	12 0	12 0	90 0	90 0	12 4	12 4
Hilly Tracts of Meywar	11 8	11 0	13 0	14 0	...	...	9 0	9 0	...	...	...	...	...	...	...	...	12 8	13 8	14 0	15 0	...	...	‡	‡	11 0	10 0
Balmer	11 0	11 0	...	...	5 0	5 0	6 8	6 8	...	...	12 3	12 3	...	...	...	...	9 12	9 12	...	...	...	...	260 0	260 0	12 8	13 4
Anádra	12 4	12 4	15 8	11 0	6 4	15 8	8 0	6 4	...	8 0	14 0	14 0	...	...	...	...	16 0	17 0	14 8	14 8	11 0	11 0	...	...	12 0	12 0
Shahpura	15 4	15 4	18 6	17 8	9 4	9 4	11 8	12 0	18 12	18 4	17 4	14 8	...	...	...	...	17 0	17 12	16 12	16 4	...	...	160 0	160 0	12 0	11 12
Western—																										
Jodhpur	12 8	12 3	16 4	16 4	6 4	6 4	7 8	7 8	15 0	15 0	13 12	13 12	16 4	...	...	...	...	16 4	12 8	12 8	...	...	...	...	13 12	13 12
Jaisulmer	10 4	10 0	...	...	8 0	7 8	9 6	9 4	13 4	13 10	11 10	12 0	...	...	...	...	10 8	10 6	...	...	...	...	...	...	21 0	21 0
Bickanir	11 10	11 2	...	...	3 2	3 2	6 0	6 8	...	...	13 8	13 8	...	...	...	...	16 0	15 3¾	...	...	8 0	8 0	80 0	100 0	10 0	10 0
Central India—																										
Indore	12 13	12 10	13 0	13 0	7 0	7 0	8 0	8 0	19 0	19 0	15 0	15 0	...	...	...	...	18 0	16 0	21 0	21 0	16 0	16 0	129 0	120 0	10 4	10 4
Nimach Cantonment	13 10	13 0	18 8	18 0	8 0	8 0	10 0	10 0	17 9	17 5	15 0	15 0	...	...	...	...	18 2	17 12	17 9	17 8	18 8	19 0	160 0	160 0	12 0	12 0
Baghelkhand (Satna)	18 8	17 8	27 8	23 8	8 0	8 0	15 0	15 0	18 0	18 0	15 0	15 0	...	...	...	...	20 0	19 8	...	...	19 0	18 0	200 0	200 0	10 8	10 8
Goona	16 8	15 8	15 0	15 0x	8 0	8 0	8 4	8. 4	20 0	19 0	12 0	12 0	...	...	...	...	22 0	21 4	20 0	19 0	...	...	200 0	200 0	10 0	10 0
Gwalior	13 4	11 9	14 8	15 7	7 4	7 4	8 5	8 4	15 13	14 12	15 3	13 14	...	...	10 0	10 0	17 7	16 5	15 11	15 7	19 0	15 8	126 14	126 14	10 4	10 4

* Not sold. † For unhusked grain. ‡ Six pies per bundle.

v In sub-divisions retail prices of salt per rupee are :—Beguserai 9-4 sers and Jamui 9 sers.
w In sub-divisions retail prices of salt per rupee are :—Buxar and Sasseram 10-4 sers, and Bhabooa 9-8 sers.
x At Kisshengunge retail price of salt 10 sers per rupee.
y In Tajpore and Madhubani sub-divisions retail price of salt 10 sers per rupee.
z In Hajipore and Sitamarhi sub-divisions retail price of salt 10 sers per rupee.
z1 At Bettiah retail price of salt 9-8 sers per rupee.

RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum (*Sorghum vulgare*). Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi (*Eleusine coracana*). Past fortnight.	Kangni or Kakun, Italian millet (*setaria italica*). Present fortnight.	Kangni or Kakun, Italian millet (*setaria italica*). Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar or Thur Cadjan Pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	18 0	19 0	24 0	24 0	...	...	10 *	10 0	23 0	22 0	20 0	20 0	*	*	*	*	24 0	25 0	18 0	18 0	*	*	85 0	85 0	11 8	11 8
Ferozepore	21 0	21 0	28 0	28 0	...	...	10 0	11 0	24 0	24 0	22 0	22 0	*	*	16 0	16 0	28 0	28 0	24 0	24 0	11 0	12 0	100 0	100 0	12 0	13 0
Montgomery	18 0	16 0	24 0	23 0	...	...	9 0	10 0	22 0	22 0	15 0	16 0	‡	‡	20 0	20 0	21 0	20 0	20 0	20 0	12 0	12 0	200 0	200 0	11 0	11 0
Central—																										
Gurgaon	19 0	17 0	26 0	24 0	...	...	9 0	11 0	25 0	24 0	23 0	20 0	*	*	*	*	19 0	18 0	18 0	...	16 0	16 0	130 0	130 0	11 0	11 0
Delhi	17 0	16 0	23 0	21 0	...	...	12 0	12 0	23 0	22 0	19 0	17 0	*	...	12 0	11 0	25 0	23 0	22 0	21 0	22 0	22 0	80 0	80 0	12 0	11 0
Rohtak	17 0	16 0	20 0	20 0	...	...	11 0	11 0	24 0	18 0	21 0	20 0	*	*	*	*	26 0	25 0	18 0	18 0	20 0	20 0	120 0	120 0	12 0	12 0
Karnál	18 0	16 0	25 0	24 0	...	...	11 0	11 0	27 0	25 0	18 0	18 0	22 0	22 0	17 0	17 0	28 0	27 0	24 0	23 0	19 0	19 0	130 0	130 0	10 0	10 0
Lahore	17 0	17 0	27 0	25 0	...	...	9 0	9 0	27 0	25 0	18 0	18 0	‡	‡	20 0	20 0	25 0	22 0	24 0	22 0	12 0	12 0	95 0	100 0	12 0	12 0
Sub-montane—																										
Umballa	20 0	20 0	26 0	26 0	...	...	12 0	12 0	25 0	25 0	17 0	17 0	20 0	20 0	10 0	10 0	27 0	27 0	26 0	26 0	20 0	20 0	140 0	130 0	12 0	12 0
Ludhiána	21 0	20 0	30 0	28 0	...	...	12 0	12 0	29 0	28 0	23 0	22 0	*	*	20 0	20 0	28 0	27 0	30 0	27 0	14 0	14 0	110 0	110 0	12 8	12 8
Jullundur	20 0	20 0	28 0	28 0	...	...	8 0	8 0	28 0	28 0	20 0	20 0	†	†	20 0	20 0	24 0	24 0	28 0	28 0	†	†	90 0	100 0	12 8	12 8
Hoshiárpur	20 0	20 0	28 0	23 0	...	...	12 0	12 0	26 0	24 0	20 0	20 0	14 0	14 0	20 0	24 0	24 0	23 0	26 0	25 0	20 0	20 0	100 0	100 0	13 0	13 0
Gurdáspur	18 0	17 0	24 0	22 0	...	...	12 0	12 0	23 0	22 0	14 0	14 0	*	*	12 0	12 0	20 0	20 0	24 0	23 0	10 0	10 0	120 0	120 0	13 0	13 0
Amritsar	19 0	19 0	28 0	25 0	...	...	11 0	11 0	24 0	24 0	19 0	19 0	*	*	21 0	20 0	24 0	24 0	25 0	24 0	*	*	90 0	90 0	13 0	13 0
Hills—																										
Simla	13 0	14 0	...	...	...	...	9 0	9 0	16 0	16 0	14 0	14 0	17 0	...	8 0	...	18 0	18 0	19 0	19 0	10 0	10 0	65 0	...	9 0	9 0
Kángra	13 0	13 0	18 0	18 0	...	...	12 0	12 0	12 0	13 0	10 0	10 0	24 0	24 0	8 0	8 0	18 0	17 0	18 0	18 0	12 0	14 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkote	18 0	18 0	28 0	25 0	...	...	13 0	13 0	24 0	24 0	24 0	21 0	‡	‡	22 0	25 0	24 0	23 0	23 0	21 0	14 0	14 0	160 0	160 0	13 0	13 0
Gujránwála	19 0	18 0	26 0	26 0	...	...	10 0	11 0	22 0	22 0	16 0	10 0	‡	‡	10 0	10 0	23 0	22 0	20 0	20 0	‡	‡	85 0	90 0	13 0	13 0
Gujrát	18 0	17 0	27 0	23 0	...	...	9 0	9 0	23 0	21 0	21 0	20 0	*	*	12 0	12 0	24 0	20 0	21 0	20 0	*	*	120 0	120 0	13 0	13 0
Jhelum	17 0	18 0	23 0	25 0	...	...	8 0	10 0	22 0	22 0	20 0	20 0	†	†	†	†	23 0	23 0	20 0	20 0	11 0	11 0	140 0	160 0	14 0	14 0
Ráwalpindi	16 0	16 0	24 0	22 0	...	...	12 0	11 0	20 0	21 0	19 0	18 0	†	†	16 0	16 0	22 0	21 0	20 0	19 0	18 0	18 0	98 0	98 0	13 12	13 8
Hazára	14 0	13 0	19 0	19 0	...	...	11 0	11 0	‡	‡	14 0	14 0	*	*	12 0	12 0	17 0	17 0	17 0	17 0	*	*	120 0	120 0	11 0	11 0
Peshawar	15 0	14 0	24 0	22 0	...	...	10 0	10 0	24 0	24 0	15 0	15 0	*	...	19 0	19 0	19 0	16 0	21 0	20 0	22 0	22 0	100 0	100 0	42 0	40 0
Kohát	13 0	14 0	19 0	20 0	...	...	11 0	11 0	18 0	18 0	16 0	16 0	‡	‡	*	22 0	16 0	24 0	18 0	18 0	‡	‡	125 0	150 0	50 0	60 0
Western—																										
Shahpur	20 0	18 0	25 0	25 0	...	...	10 0	10 0	26 0	24 0	22 0	22 0	20 0	20 0	18 0	20 0	23 0	21 0	21 0	20 0	†	*	240 0	240 0	13 0	13 0
Jhang	19 0	19 0	30 0	29 0	...	...	10 0	10 0	25 0	25 0	20 0	19 0	20 0	18 0	20 0	22 0	18 0	18 0	20 0	20 0	10 0	10 0	240 0	240 0	12 0	12 0
Mooltan	16 0	15 0	26 0	23 0	...	...	11 0	11 0	23 0	23 0	18 0	18 0	*	*	24 0	22 0	19 0	18 0	20 0	19 0	*	*	100 0	100 0	13 0	13 0
Bannu	18 0	17 0	23 0	25 0	...	...	10 0	10 0	20 0	20 0	18 0	18 0	18 0	8 0	8 0	8 0	20 0	19 0	22 0	21 0	12 0	13 0	60 0	60 0	40 0	40 0
D. I. Khán	18 0	16 0	33 0	27 0	...	...	8 0	8 0	26 0	25 0	25 0	20 0	16 0	15 0	5 0	5 0	20 0	19 0	17 0	16 0	‡	‡	112 0	112 0	43 0	42 0
Muzaffargarh	18 0	17 0	23 0	23 0	...	...	12 0	12 0	17 0	17 0	18 0	18 0	‡	‡	‡	‡	13 0	13 0	‡	‡	9 0	9 0	110 0	110 0	12 0	12 0
D. G. Khán	18 0	16 0	21 0	21 0	...	...	9 0	9 0	23 0	22 0	20 0	20 0	†	†	‡	†	19 0	18 0	‡	†	‡	†	75 0	75 0	27 8	27 0
Sind and Baluchistan—																										
Karáchi	12 0	12 0	18 0	18 0	8 0	7 8	10 0	11 0	16 0	16 0	13 8	13 8	‡	‡	‡	‡	17 0	16 0	14 0	14 0	7 0	7 0	90 0	90 0	14 0	14 0
Hyderabad (Gidu Bandar)	12 0	11 8	18 8	17 8	7 8	7 0	9 8	9 8	19 0	18 8	14 0	14 8	...	...	...	...	14 8	13 8	...	...	...	...	160 0	150 0	11 8	11 8
Thar and Párkar (Umarkot)	13 0	11 0	...	...	...	...	10 0	10 0	...	...	12 0	12 0	...	...	...	...	...	...	...	...	...	...	123 0	120 0	12 0	12 0
Sukkur	13 8	13 0	20 8	18 0	9 8	8 8	11 0	10 8	20 8	21 8	20 0	18 8	...	...	...	...	18 8	16 8	...	...	11 0	10 12	120 0	126 0	12 8	12 12
Shikárpur	12 0	11 8	17 0	15 8	8 12	8 4	9 8	9 8	20 0	19 8	21 0	19 8	...	...	...	...	16 0	14 8	...	...	8 8	8 12	160 0	100 0	11 8	11 8
Upper Sind Frontier	13 0	12 0	17 0	16 0	7 0	8 0	10 0	10 0	24 0	24 0	20 8	20 0	...	...	...	...	15 0	16 0	...	...	10 0	11 0	160 0	160 0	11 0	11 0
Quetta	12 6	12 0	13 0	14 0	5 0	5 0	7 6	7 0	16 0	15 0	‡	‡	‡	‡	‡	‡	12 12	12 4	15 0	14 8	‡	‡	64 0	64 0	9 0	9 0
Bombay—																										
Konkan—																										
Karwar	11 8	11 8	...	...	7 0	...	11 0	11 0	17 0	17 0	16 0	16 0	22 0	22 0	...	12 0	13 0	13 0	...	...	9 8	9 8	213 5	213 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	8 8	8 8	10 9	10 9	15 10	15 10	13 8	13 8	16 7	16 7	...	...	14 0	14 0	...	...	9 9	9 9	135 0	135 0	11 8	11 0
Colába (Alibág)	10 0	10 0	...	...	...	...	11 4	11 4	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	118 0	118 0	12 0	12 0
Bombay	9 0	9 0	17 0	17 0	6 7	6 7	10 13	10 13	18 6	18 14	12 2	12 2	19 0	20 6	13 3	13 3	12 6	12 6	18 5	18 5	7 3	7 4	72 13	70 13	10 1	10 1
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 7	9 7	...	...	11 4	11 4	...	...	...	...	12 5	12 5	...	...	9 12	6 7	71 2	71 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	15 0	15 0	...	...	11 0	11 0	12 0	12 0	25 0	25 0	23 0	23 0	31 0	31 0	...	...	10 0	10 0	...	...	11 0	11 0	80 0	80 0	9 0	9 0
Belgaum	16 8	16 8	...	...	11 8	11 8	12 0	12 0	18 0	19 0	17 8	18 0	24 0	24 0	...	...	15 8	15 8	...	...	12 0	12 0	67 0	64 0	12 0	12 0
Satara	10 11	10 11	13 0	13 0	9 9	9 9	10 0	10 0	13 5	13 5	12 15	12 15	16 5	16 5	18 3	18 3	16 4	16 4	19 2	19 2	12 6	12 6	97 1	97 1	11 10	11 10
Sholápur	14 8	14 8	17 6	17 6	7 9	7 9	9 7	9 7	20 11	19 6	17 7	17 7	...	...	...	...	13 12	12 14	...	...	15 1	15 1	82 10	82 10	11 8	11 8
Bijápur	13 5	13 5	10 4	10 4	7 3	7 3	9 15	9 15	18 0	18 0	16 3	16 3	...	...	...	...	14 14	14 14	...	...	10 2	10 2	80 0	80 0	9 0	9 0
Poona (City)	11 8	11 6	11 14	13 9	8 9	8 9	9 3	9 3	13 1	13 1	11 8	12 10	16 6	16 6	...	...	13 13	13 13	...	...	14 6	14 7	60 13	60 13	11 3	11 2
Khandesh—																										
Ahmadnagar	13 6	12 6	...	...	8 0	8 0	9 1	9 1	15 0	15 0	13 8	12 8	...	...	...	...	16 3	15 5	...	...	12 0	11 13	85 0	85 0	11 6	11 6
Násik	14 12	14 8	...	...	9 0	9 0	10 8	10 8	...	...	14 0	14 0	17 2	17 12	...	...	16 8	16 8	...	...	11 8	12 0	106 8	106 8	12 12	12 12
Khandesh (Dhulia)	12 14	12 14	...	...	7 8	7 8	9 6	9 6	15 7	15 7	14 1	14 1	...	...	12 10	12 10	13 12	13 8	...	...	...	...	106 0	106 0	10 8	10 8
Guserat—																										
Surat	10 0	10 0	13 0	13 0	6 0	6 0	8 0	8 0	15 0	15 0	14 0	14 0	...	...	6 0	6 0	10 0	10 0	...	...	8 0	10 0	100 0	100 0	12 0	12 0
Broach	11 0	11 0	...	...	7 8	7 8	9 8	9 8	14 0	14 0	12 8	12 8	...	...	...	...	12 8	12 8	...	...	13 0	12 0	120 0	120 0	12 12	12 12
Kaira	12 13	11 6	...	...	7 7	7 7	9 11	9 11	15 0	15 0	13 14	13 14	16 0	15 3	...	...	12 13	13 10	...	...	10 0	9 11	90 0	90 0	13 5	13 5
Baroda Camp (Sadar Bazar)	9 5	9 2	8 9	8 9	6 15	6 4½	7 6½	6 15	13 11	13 2½	13 2½	12 9	13 11	12 0	...	...	11 3½	11 3½	...	...	8 9	8 9	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	11 0	11 8	...	...	6 0	6 0	8 0	8 0	15 0	15 0	13 8	14 0	...	...	...	...	16 0	16 0	...	...	10 0	10 0	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	10 0	10 0	...	...	7 2	7 2	10 0	10 0	17 6	17 6	13 2	13 2	17 6	17 6	...	...	15 0	15 0	16 0	16 0	9 4	9 4	160 0	160 0	11 2	11 2
Deesa Cantonment	13 0	13 1	15 0	12 14	7 8	7 8	8 8	8 8	15 0	14 9	14 0	14 4	...	...	...	...	14 8	14 11	...	...	10 8	9 6	150 0	150 0	11 0	11 0
Kathiawar—																										
Rájkot	13 4	13 0	...	...	6 8	6 8	8 0	8 0	14 8	14 0	12 10	13 0	...	...	...	...	15 0	15 4	...	...	7 4	7 8	100 0	100 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	14 4	14 4	...	...	7 8	7 8	11 7	11 7	16 8	16 8	...	...	...	...	...	...	14 3	14 3	...	...	10 11	10 11	120 0	120 0	10 13	10 13
Khandwa-Ásirgarh Cant.	13 0	13 0	...	...	9 0	9 0	11 0	11 0	16 14	16 1	17 0	17 0	...	...	13 0	13 0	15 5	15 0	...	...	10 10	9 13	160 0	160 0	10 0	10 0
Hoshangabad	14 8	14 8	...	...	7 8	7 8	9 0	9 0	...	16 0	...	...	...	...	...	...	24 0	23 8	...	...	10 8	10 8	80 0	80 0	9 8	9 8
Betúl	15 9	14 7	...	...	9 9	9 9	10 0	10 0	17 7	17 7	...	...	...	...	...	...	20 0	18 4	...	...	11 6	11 6	320 0	320 0	7 9	7 9
Chhindwára	13 13	14 0	...	...	8 14	8 0	11 7	10 0	20 9	20 9	...	...	...	...	...	...	21 11	21 11	...	...	10 5	10 10	160 0	160 0	9 2	8 0
Nágpur	17 3	16 4	...	...	8 12	8 12	12 8	12 8	21 14	21 4	...	...	...	...	...	...	20 10	19 11	...	...	14 1	12 3	119 0	120 0	9 13	9 13
Wardha	20 0	20 0	...	...	10 0	10 0	11 7	11 7	24 0	24 0	...	...	...	...	...	...	20 0	16 0	...	...	15 0	15 0	124 0	124 0	9 10	9 10
Central—																										
Narsinghpur	14 10	14 10	...	...	9 3	9 3	11 14	11 8	...	...	...	...	...	...	...	...	25 5	22 1	...	...	12 10	13 10	200 0	200 0	9 2	9 2
Saugor	17 15	17 15	...	...	8 10	8 10	9 8	9 8	...	...	...	...	...	...	...	...	21 12	21 12	...	...	12 8	12 8	180 0	180 0	9 1	9 1
Damoh	20 0	20 0	...	...	11 7	11 7	12 10	12 10	...	...	...	...	...	...	...	...	21 13	21 13	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	16 13	15 0	...	...	9 13	8 13	10 2	10 6	22 13	18 0	...	...	...	...	...	...	21 0	20 0	...	...	10 2	10 0	133 0	130 0	8 2	8 2
Mandla	19 0	17 0	...	...	10 0	10 0	12 0	12 0	...	19 0	...	...	...	...	...	...	27 8	25 0	...	...	11 0	11 0	256 0	256 0	9 12	9 12
Seoni	17 15	17 15	...	...	9 12	9 12	13 9	13 9	...	...	...	...	...	...	...	...	22 6	21 5	...	...	10 15	10 15	200 0	200 0	9 2	9 10
Bálághát	17 1	17 1	...	...	13 2	13 2	16 9	16 9	...	...	...	...	...	...	...	...	21 10	19 3	...	...	12 8	11 4	192 0	192 0	9 0	9 0
Bhandára	20 0	17 8	...	...	...	...	15 0	15 0	...	...	...	...	...	...	...	...	21 4	22 8	...	...	12 8	10 9	200 0	200 0	9 2	9 0
Chánda	17 13	17 13	...	...	...	...	17 10	17 10	26 9	26 9	...	...	...	...	...	...	15 8	15 8	...	...	10 0	10 0	400 0	400 0	8 14	8 14
Eastern—																										
Biláspur	21 0	21 5	...	...	10 2	10 2	18 0	18 0	...	...	...	...	...	...	...	...	16 12	16 12	...	...	17 1	17 8	96 0	96 0	9 0	9 5
Raipur	21 14	19 11	...	...	10 12	10 4	15 15	15 15	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	80 0	80 0	8 0	8 0
Sambalpur	15 12	15 12	...	...	12 4	12 4	17 8	17 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	9 0	9 0	160 0	160 0	8 12	8 12
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	11 0	11 0	19 0	19 0	17 0	17 0	...	...	...	...	17 0	17 0	...	...	10 0	10 0	§	§	9 0	9 0
Básim	18 0	18 0	...	...	7 10	7 10	10 0	10 2	25 10	26 0	24 0	24 0	...	...	...	...	21 10	21 13	...	...	13 0	13 0			9 0	8 10
Akola	16 0	15 0	...	...	7 0	7 0	9 0	8 0	18 0	18 0	15 0	15 0	...	...	...	...	19 0	18 0	...	...	17 0	19 0			10 0	10 0
Ellichpur	14 4	14 4	7 0	7 0	7 0	7 0	8 6	8 6	18 0	18 0	14 0	14 0	...	...	...	...	16 0	15 4	...	...	18 4	18 0			9 4	9 4
Amráoti	14 0	14 8	...	...	6 12	6 10	8 0	7 12	18 0	18 7	13 12	13 8	...	...	...	...	16 0	15 12	...	...	12 0	12 4			9 0	9 0
Wún	14 10	15 0	...	...	8 12	9 0	10 12	11 0	20 10	20 0	...	...	...	...	...	...	17 6	16 0	...	...	19 8	22 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	13 13	14 13	...	...	6 12	6 12	11 1	10 14	17 12	17 12	...	17 12	...	15 15	...	...	14 7	14 13	...	...	17 12	18 13	130 0	130 0	9 0	8 14
Boláram	15 10	16 6	...	...	7 11	7 11	9 0	9 0	20 9	21 3	...	...	...	...	...	...	12 12	16 6	...	...	...	...	116 14	116 14	7 9	9 0
Chadarghat	11 0	12 0	...	...	7 8	7 8	10 0	10 0	19 0	21 0	19 0	21 0	...	...	...	...	14 12	18 0	...	...	...	...	120 0	120 0	9 12	9 12

* Not produced. † Not sold. ‡ Not procurable. § Firewood is sold by head-loads, cart-loads, and bullock-loads, &c.

RETAIL PRICES FOR THE and HALF OF FEBRUARY 1889—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Karun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or Thûr Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	12 3	12 10	13 0	13 6	**	**	**	**	20 6	20 6	16 0	...	24 0	24 0	...	...	13 0	13 0	96 0	96 0	8 4	8 4
S. Canara	8 2	8 2	...	...	12 10	12 10	13 10	13 10	**	**	**	**	21 13	21 13	...	...	9 4	9 4	...	...	15 0	15 0	96 0	96 0	9 8	9 8
South, central—																										
Coimbatore	11 8	10 11	...	...	13 0	13 0	14 0	14 0	21 11	21 11	22 5	22 5	26 3	26 3	...	...	12 0	12 0	...	...	16 0	15 0	144 0	144 0	9 4	9 4
Nilgiris	9 14	9 14	...	...	10 6	10 6	11 3	11 3	20 0	19 5	16 13	15 6	19 6	20 3	...	...	11 8	11 8	...	...	16 0	16 0	340 0	340 0	9 0	9 0
Salem	10 3	10 3	...	...	12 11	13 2	14 2	14 2	24 10	24 10	22 2	22 2	30 13	30 13	...	...	12 0	12 0	...	...	14 0	14 0	96 0	96 0	9 0	9 0
Central—																										
Bellary	13 6	13 0	...	...	12 13	12 5	14 0	14 10	27 13	28 13	20 11	20 11	34 14	34 14	14 0	14 0	13 0	13 0	...	...	14 0	14 0	144 0	144 0	9 0	9 0
Anantapur	11 8	11 8	...	...	13 6	13 6	14 0	14 0	31 6	31 6	25 6	25 6	34 0	34 0	10 0	10 0	16 0	16 0	...	...	16 0	16 0	340 0	340 0	9 0	9 0
Cuddapah	14 0	14 0	...	...	12 6	12 6	14 14	14 14	25 5	25 5	24 11	24 11	33 0	33 0	16 13	16 13	14 11	14 11	...	...	16 13	16 13	480 0	480 0	10 8	10 8
Kurnool	11 6	11 6	...	...	11 6	11 6	12 3	12 3	23 0	21 14	20 0	20 0	*	*	22 0	22 0	14 0	14 0	...	...	22 0	22 0	320 0	320 0	9 0	9 0
East Coast, north—																										
Ganjam	10 0	10 0	...	...	9 8	9 8	10 0	10 0	*	*	*	*	17 8	17 8	...	...	24 0	24 0	...	...	...	...	110 0	110 0	10 8	10 8
Vizagapatam	13 0	13 0	...	...	9 0	9 0	10 3	10 3	20 8	20 8	19 13	19 13	19 3	19 3	...	...	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0
Godávari	10 13	8 2	...	...	14 6	14 14	16 0	16 0	24 0	25 0	22 14	24 10	23 11	23 11	65 0	65 0	...	...	...	...	...	...	...	...	...	...
East Coast, central—																										
Kistna	10 6	9 6	...	...	13 11	13 11	14 5	14 5	22 2	22 2	*	*	23 13	23 13	...	...	...	...	...	...	...	...	...	...	...	...
Nellore	9 14	9 14	...	...	12 14	12 14	14 0	14 0	23 0	21 13	21 13	21 13	26 6	26 6	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south—																										
Madras	10 10	10 10	...	...	11 10	11 10	13 6	13 6	*	*	*	*	26 0	26 0	...	...	...	...	...	...	...	...	...	...	...	...
Chingleput	*	*	...	...	12 8	13 8	15 6	15 2	*	*	21 13	21 2	25 5	25 5	...	...	...	...	...	...	...	...	...	...	...	...
N. Arcot	9 6	9 6	...	...	12 3	12 3	14 2	13 3	*	*	*	*	34 3	34 3	...	...	...	...	...	...	...	...	...	...	...	...
S. Arcot	7 13	8 10	...	...	12 3	13 14	14 14	14 14	*	*	24 10	26 3	27 0	26 3	...	...	...	...	...	...	...	...	...	...	...	...
Tanjore	8 2	8 2	...	...	15 13	15 13	*	*	*	*	26 2	26 2	31 11	29 6	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly	8 10	8 10	...	...	12 3	12 3	13 2	13 2	*	*	21 10	20 5	26 3	25 0	...	...	...	...	...	...	...	...	...	...	...	...
Southern—																										
Tinnevelly	8 14	8 14	...	...	12 11	13 2	13 3	13 10	*	*	*	*	*	*	...	...	...	...	...	...	...	...	...	...	...	...
Madura	11 14	10 2	...	...	13 14	12 10	14 6	13 8	22 11	24 5	22 2	23 8	27 14	27 14	...	...	...	...	...	...	...	...	...	...	...	...
Mysore—																										
Mysore	11 0	11 0	10 0	10 0	11 0	11 0	12 0	12 0	30 0	30 0	30 0	20 0	29 0	29 0	...	...	12 0	12 0	...	...	...	...	96 0	96 0	8 4	8 4
Bangalore	10 8	10 8	11 0	11 0	9 8	9 8	10 8	10 8	24 0	24 0	...	...	30 0	30 0	...	...	11 8	11 8	...	...	...	...	144 0	144 0	9 8	9 8
Kolar	10 0	10 0	9 0	9 0	10 0	10 0	13 0	13 0	26 0	26 0	...	...	43 0	43 0	...	...	10 0	10 0	...	...	...	...	340 0	340 0	9 0	9 0
Tumkur	11 0	11 0	10 12	10 12	11 8	11 8	13 0	13 0	...	...	...	...	44 0	44 0	...	...	12 0	12 0	...	...	...	...	96 0	96 0	8 0	8 0
Hassan	...	...	11 0	10 0	13 0	13 0	15 0	15 0	...	...	...	...	42 0	42 0	...	...	14 0	14 0	...	...	...	...	320 0	320 0	9 0	9 0
Kadur	10 0	10 0	11 0	11 0	16 0	16 0	17 0	18 0	...	...	...	...	48 0	48 0	13 0	13 0	13 0	13 0	...	...	16 13	16 13	480 0	480 0	10 8	10 8
Shimoga	12 10	12 10	...	...	15 9	15 9	15 12	16 13	29 6	37 13	...	32 0	48 5	48 5	14 11	14 11	22 0	22 0	...	...	22 0	22 0	320 0	320 0	9 0	9 0
Chitaldrug	13 0	14 0	15 0	15 0	11 0	11 0	13 0	13 0	50 0	48 0	32 0	32 0	60 0	60 0	14 0	12 0	...	...	...	...	...	...	...	...	...	...
Coorg—																										
Coorg	10 0	9 0	9 0	8 0	13 8	13 0	17 0	16 0	...	10 3	9 4	9 4	35 0	...	24 0	24 0	9 4	9 4	...	...	...	...	110 0	110 0	11 0	11 0
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	...	...	...	...	65 5	65 5	5 9	5 9	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

E. J. SINKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and prospects of the Crops.

Madras.—*For week ending 10th April, 1889.*—No rain in Ganjam, Godavari, Nellore, Madras, Chingleput, South Arcot, and South Canara; fair in the Nilgiris; and slight elsewhere. Standing crops generally good; but suffering from want of rain in Ganjam, Vizagapatam, Bellary, North Arcot, Trichinopoly, Tinnevelly, and Coimbatore. Wet crops withering in parts of Cuddapah, Anantapur, and Chingleput. Pasture deficient in Ganjam, Vizagapatam, Cuddapah, Bellary, North Arcot, Madura, Tinnevelly, Coimbatore, Nilgiris, Salem, and Malabar. Prices falling in Ganjam, Vizagapatam, and seven other districts; rising in eight; and stationary in others. General prospects favourable, except in Ganjam; improving in Coimbatore. Labourers employed last day of week—Rushikulya works, 12,747; Gopalpore Canal, 7,979; Taptapani road, 408.

Bombay.—*For week ending 10th April, 1889.*—Slight rain in parts of Ratnagiri. Late crops in one taluka of Sholapur unsatisfactory. Exotic cotton in parts of Dharwar blighted. Opium in Baroda good. Harvesting of late crops and ploughing for next season's crops progressing. Probable outturn of late crops in Hyderabad 12 annas. Fodder scarce in Khandeish and parts of Karachi, Poona, Ahmednagar, Dharwar, Kathiawar, and Baroda.

Bengal.—*For week ending 9th April, 1889.*—Showers reported in a few places in East Bengal, in Midnapur, and Calcutta; elsewhere the province has been without rain. Rain is generally much wanted for spring rice and other standing crops, and for the cultivation of autumn rice and jute. The *rabi* harvest is nearly finished, and the outturn, as estimated in some districts, is between 10 and 12 annas, in Pubna and Furreedpore about 8 annas, and in the Chota Nagpur districts from 6 to 12 annas. No estimate of the *rabi* outturn has yet been received from the Behar districts. Opium weighments are still proceeding in Durbhanga, Mozufferpore, Sarun, and Chumparun. Young indigo is suffering from caterpillars in Bhagulpore, the Sonthal Pergunnahs, and Hazaribagh. A good *mahwa* crop has been secured, but in Manbhoom and the Palamow subdivision the outturn is about eight annas only. No marked fluctuation in the price of rice during the week, though in some districts an upward tendency is observed. The latest report regarding the distressed tract in the Patna division shows that the general condition of the people is unchanged, and that the increased pressure experienced in two localities of the Madhubani subdivisions has been relieved by the opening of special relief works.

North-Western Provinces and Oudh.—*For week ending 10th April, 1889.*—Weather getting hot. Barley crops all harvested. Threshing operations in progress. A fair outturn expected. Opium collection completed. Markets well stocked, but prices are fluctuating. The condition of cattle is good, except in Gonda and Kumaun.

Punjab.—*For week ending 10th April, 1889.*—Rain has fallen in Rawalpindi, Dera Ismail Khan, and Peshawar. Prices rising in Delhi, falling in Rawalpindi and Shahpur; stationary elsewhere. Sowings of cotton and sugarcane and ploughing for other *kharif* crops in progress. Harvesting of *rabi* crops commenced in certain districts. Prospects of *rabi* crops are generally good; damage done to crops *nil*. Stock cattle are healthy. Fodder sufficient, except in Sadr station, Lahore. Poppy reaping commenced in Jullundur.

Central Provinces.—*For week ending 10th April, 1889.*—Weather hot and cloudy. Threshing of winter crops continues. Outturn of wheat in

Jubbulpore 8 to 10, Hoshangabad 6, Nagpur 8, and Bilaspur 9 annas. Water-supply deficient in places.

Burma.—*For week ending 6th April, 1889.*—Slight rainfall in Toungoo. The price of paddy remained stationary in most districts; there was a fall in the price in Prome and Toungoo, and a rise in Amherst, Shwegyin, Shwebo, and the Upper Chindwin.

Assam.—*For week ending 10th April, 1889.*—Weather warm. Slight rain in most districts. Sowing of early rice continues. Preparation of land for late rice commenced. Prospects of tea good.

Mysore and Coorg.—*For week ending 10th April, 1889.*—Slight rain in parts of Mysore. Crops in good condition, except in parts of Kolar, where there is a scarcity of water. Prospects of season favourable. Prices slightly fallen in Shimoga and risen in Kolar.

Good showers have fallen in two *nads* in South Coorg, but not elsewhere. Rain much needed.

Berar and Hyderabad.—*For week ending 10th April, 1889.*—Threshing of *rabi* crops completed in some places. Ploughing commenced in some districts. Prospects generally good. Cattle healthy. Fodder insufficient in Amraoti and Buldana districts. Water-supply ample, except in Buldana district. Prices high in the Akola and Buldana districts.

Slight rain in Hyderabad during the week. *Rabi* and hot-weather crops continue to be harvested. Tanks drying. Scarcity of fodder still felt. Prices stationary.

Central India.—*For week ending 10th April, 1889.*—No material change in crops or weather since last report.

Rajputana.—*For week ending 10th April, 1889.*—Outturn of harvests, average in Kotah, Harrowti, Ajmere, Jeypore, and Ulwar; below average in Marwar, Kherwara, and Jhallawar. Agricultural stock good. Pasturage or fodder sufficient, except in Marwar, Kherwara, and Meywar. Prices steady generally.

Nepal.—*For week ending 4th April, 1889.*—No rain during the week. Weather seasonable. Prospects of wheat and potato harvest good. Land being prepared for Indian corn.

E. C. BUCK,

Secretary to the Government of India.

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SUPPLEMENT TO

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the twelve months of the official year 1888-89 and of the seventeen preceding years.

(IN THOUSANDS OF RUPEES.)

FOR THE TWELVE MONTHS, APRIL TO MARCH.

YEAR.	Bengal.				Bombay.				Sindh.				Madras.				Burma.				Total British India.			
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Export Revenue.	Total Revenue.	YEAR.
1871-72	10,32	70,95	24,64	1,06,11	6,32	48,75	4,66	59,73	1,10	1,35	2,44	4,89	3,74	12,57	14,31	30,62	1,82	4,60	23,83	30,25	23,50	1,38,22	1,61,72	69,88	2,31,60	1871-72
1872-73	11,95	68,43	27,16	1,07,54	5,87	46,08	3,79	55,74	1,07	1,22	2,92	4,31	4,01	12,55	12,25	28,81	3,01	5,30	35,44	43,75	25,91	1,33,58	1,59,49	80,66	2,40,15	1872-73
1873-74	11,23	65,09	21,19	97,51	6,71	51,69	4,34	62,74	1,30	1,00	1,40	3,70	3,79	14,02	15,20	33,01	3,40	5,49	30,74	39,63	26,43	1,37,29	1,63,72	72,87	2,36,59	1873-74
1874-75	12,10	76,05	19,42	1,07,57	7,59	51,92	5,44	64,95	1,22	1,00	1,72	3,94	3,76	13,22	14,22	31,20	3,86	6,86	26,26	36,92	28,53	1,48,99	1,77,52	67,06	2,44,58	1874-75
1875-76	12,71	72,96	20,94	1,06,61	8,17	50,29	4,43	62,89	1,37	1,02	1,20	3,59	4,21	13,44	11,79	30,04	3,77	5,46	34,03	43,26	30,53	1,43,17	1,74,00	72,39	2,46,39	1875-76
1876-77	13,32	66,58	21,52	1,01,42	8,58	43,93	1,29	53,80	1,49	75	38	2,62	5,55	11,53	6,55	23,93	4,24	5,81	31,39	41,44	33,18	1,12,16	1,52,08	61,13	2,23,21	1876-77
1877-78	14,28	80,86	21,02	1,16,16	8,58	49,56	1,51	59,65	1,87	89	48	3,24	6,00	10,13	2,81	18,94	4,03	6,76	29,32	41,01	35,66	1,48,20	1,83,86	55,14	2,39,00	1877-78
1878-79	13,49	63,09	20,78	97,36	8,54	44,51	2,33	55,58	1,96	59	36	2,91	5,40	9,30	5,14	19,84	6,96	7,21	33,16	47,33	36,35	1,24,70	1,61,05	61,97	2,23,02	1878-79
1879-80	12,47	59,45	15,48	87,40	9,47	40,53	2,57	52,57	3,46	75	38	4,59	5,92	9,17	8,43	22,62	8,31	7,40	37,24	52,95	38,73	1,17,30	1,56,03	64,10	2,20,13	1879-80
1880-81	13,23	59,23	17,27	89,73	9,04	36,07	2,81	67,72	5,04	1,25	26	6,55	5,21	10,43	8,34	23,98	5,37	8,74	42,90	57,01	37,89	1,35,72	1,73,61	71,58	2,45,19	1880-81
1881-82	13,55	47,66	19,41	80,62	10,47	45,19	2,06	57,72	4,01	1,24	51	5,76	5,01	9,20	4,99	19,20	7,53	7,69	47,88	63,10	40,57	1,10,98	1,51,55	74,85	2,26,40	1881-82
1882-83	14,31	17	20,11	34,59	10,49	—96*	2,02	11,55	3,42	5	62	4,09	5,44	S	4,37	9,89	8,18	S	54,44	62,70	41,84	—58*	41,26	81,36	1,22,62	1882-83
1883-84	14,44	45	18,71	33,60	10,97	55	1,81	13,33	3,66	5	60	4,31	4,59	10	6,07	11,06	8,11	13	43,44	51,68	42,07	1,28	43,35	79,63	1,13,98	1883-84
1884-85	12,59	34	15,40	28,33	11,69	52	2,16	13,77	4,02	6	65	4,73	4,84	4	4,68	9,56	7,57	7	34,68	42,32	40,11	1,03	41,14	57,57	98,71	1884-85
1885-86	13,32	23	17,49	31,04	12,68	56	1,59	14,23	4,36	8	97	5,41	5,03	12	3,85	9,00	6,96	S	49,09	56,13	41,73	1,07	42,82	72,99	1,15,81	1885-86
1886-87	14,24	38	15,40	30,02	12,46	57	1,95	14,98	5,38	12	1,00	6,50	6,57	15	5,16	12,18	9,72	17	46,75	56,64	48,67	1,32	50,06	70,56	1,20,32	1886-87
1887-88	13,39	1,93	20,55	34,97	14,65	1,16	2,37	18,18	5,18	8	84	6,10	10,13	17	4,84	15,14	9,08	28	45,89	55,25	52,43	2,72	55,15	74,49*	1,29,64	1887-88
1888-89	14,76	6,30	16,24	37,30	14,92	4,50	1,93	21,35	5,31	75	56	6,62	10,43	86	5,39	16,68	8,96	99	35,61	45,56	54,38	13,40	67,78	50,73	1,27,51	1888-89

* The amount refunded is greater than the duty collected.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 16th April, 1889.

E. J. SINKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 13th April, 1889.*—No rain in Godavari, Kistna, Nellore, Cuddapah, Bellary, Anantapur, Kurnool, Madras, and South Canara; very slight in Ganjam and Vizagapatam; fair in Travancore; and slight elsewhere. Standing crops generally good; but suffering from want of rain in Ganjam, Vizagapatam, and parts of Bellary, North Arcot, South Arcot, Tinnevelly, and Coimbatore. Wet crops withering in parts of Cuddapah, Anantapur, and Chingleput. Pasture deficient in Ganjam, Vizagapatam, Cuddapah, Bellary, North Arcot, Madura, Tinnevelly, Coimbatore, Nilgiris, Salem, and Malabar. Prices almost stationary in Ganjam and seven other districts; falling in five and rising elsewhere. General prospects favourable, except in Ganjam; improving in Coimbatore. Labourers employed on last day of week—on Rushikulya works, 7,056, and on Gopalpore Canal, 4,575. Decrease due to prevalence of cholera.

Bombay.—*For week ending 17th April, 1889.*—Rain throughout Sind and in parts of Belgaum. Late crops in one taluka of Sholapur unsatisfactory and in parts of Shikarpur damaged by storms. Exotic cotton in parts of Dharwar blighted. Harvesting of late crops and preparations for next season's crops progressing. Probable outturn of wheat in Upper Sind Frontier fourteen annas. Fodder scarce in Khandeish and Nasik and in parts of Karachi, Poona, Ahmednagar, Dharwar, Kathiawar, and Baroda.

Bengal.—*For week ending 16th April, 1889.*—Pretty general rain reported in South-West and East Bengal, Chota Nagpur, and Orissa; very little rain fell in North Bengal; and none in Behar, with the exception of a few showers in the Sonthal Parganas, where much good was done; but more moisture is wanted for the standing crops and for the cultivation of lands for the autumn rice and jute sowing. The *rabi* harvest is closing; and in Behar outturn is estimated at from ten to twelve annas, and eight annas in the affected areas of Durbhanga and Muzaffarpur. Opium weighments are almost finished. *Mahua* outturn is from twelve to sixteen annas in Bhagulpore, the Sonthal Parganas, and Hazaribagh, and eight annas in Manbhum and Palamow. Lac gathering has begun in Chota Nagpur; and the outturn is eight annas in Manbhum and only four annas in Singhbhum.

North-Western Provinces and Oudh.—*For week ending 17th April, 1889.*—Weather hot. Crops nearly harvested. Fair outturn expected. Markets well supplied. Prices fluctuating. Condition of cattle on the whole good.

Punjab.—*For week ending 17th April, 1889.*—Rain has fallen in nine out of thirteen districts and hail in six villages of Peshawar. Prices rising in Delhi, Mooltan, and Peshawar; falling in Rawalpindi and Shahpur; and stationary in others. Harvesting of *rabi* crops commenced. Ploughing for *kharif* in progress. Weeding of cotton and sugarcane going on. Prospects of standing crops good. Crops in a few villages of Tánk tahsil have been injured by hail. Stock cattle are reported healthy. Fodder sufficient, except in Sadr station, Lahore. Poppy harvesting commenced in Amritsar. Outturn average in Jullundur.

Central Provinces.—*For week ending 17th April, 1889.*—Weather cloudy and hot. Slight rain in Raipur and Sambalpur. Threshing of wheat nearly completed, estimated outturn, Saugor 10, Hoshangabad 6, Nagpur 8, and Bilaspur 9 annas. Water-supply deficient, except in northern districts.

Burma.—*For week ending 13th April, 1889.*—Slight rain fell in Toungoo, Bhamo, Myadoung, and Yeu. The price of paddy has risen in Pegu, Bassein, Thongwa, Henzadá, and Mergui in Upper Burma; prices remain stationary, except in the Upper and Lower Chindwin, where a rise is noticeable. In Upper Burma dry weather crops in Bhamo and Myadoung want rain. Food-supply is sufficient.

Assam.—*For week ending 17th April, 1889.*—Weather warm. Moderate rain in all districts, except Garo and Khasi Hills. Sowing of summer rice and preparation of land for late rice continue. Tea prospects good.

Mysore and Coorg.—*For week ending 17th April, 1889.*—No rain in Mysore. Crops in parts of the Kolar districts are suffering from want of water. Elsewhere they are reported to be in good condition. Prospects generally favourable. Water-supply diminishing in parts of the Mysore and Kolar districts. No material change in prices.

Rain wanted for coffee blossoms in Coorg.

Berar and Hyderabad.—*For week ending 17th April, 1889.*—Fields are being prepared for ensuing *kharif* crops in Berar. *Rabi* prospects favourable. Agricultural stock generally good. Fodder and water scarce. Prices high in some districts.

No rain during the week in Hyderabad. *Rabi* and hot weather crops continue to be harvested. Scarcity of fodder felt almost everywhere. Prices stationary.

Central India.—*For week ending 17th April, 1889.*—No material change in crops or weather since last report. Crops slightly damaged at Baoni in Bundelkhand by hail. Prices rising at Neemuch.

Rajputana.—*For week ending 17th April, 1889.*—Some rain in Shahpura and slight in eight of the other States. Standing crops harvested. Agricultural stock good. Prices rising in Meywar, Kotah, Kishengurh, and Bhurtpore. Opium fair in Jeypore.

Nepal.—*For week ending 11th April, 1889.*—Slight rain. Weather hot; mornings and evenings cool. Thunderstorm occurred on afternoon of 6th. Outturn of wheat expected fair.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. L OF 1888-89.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 17th March, 1888. Total.	Receipts for week ending 17th March, 1888. Per mile open.	Total mean length open.	Receipts for week ending 16th March, 1889. Total.	Receipts for week ending 16th March, 1889. Per mile open.	Total Receipts from 1st April, 1887, to 17th March, 1888. Total.	Total Receipts from 1st April, 1887, to 17th March, 1888. Per mile open per week.	Total Receipts from 1st April, 1888, to 16th March, 1889. Total.	Total Receipts from 1st April, 1888, to 16th March, 1889. Per mile open per week.	Total increase in 1888-89.	Total decrease in 1888-89.
	State Lines worked by Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
6th April, 1889	East Indian	1,514	9,11,752	602	1,514	9,21,491	609	4,45,02,741	588	4,26,66,902	564	...	18,35,839
30th March, 1889	Rajputana-Malwa (*a*)	1,664	3,80,053	228	1,664	4,38,000	263	1,62,02,793	194	1,80,33,712	217	18,30,919	...
6th April, 1889	Patna-Gya	57	10,773	188	57	11,076	194	5,00,603	175	4,63,360	162	...	37,243
30th March, 1889	Bengal-Nágpur (*b*)	186	27,551	148	293	43,805	150	13,54,020	145	17,13,779	163	3,59,759	...
6th April, 1889	Dildárnagar-Gházipur	12	897	75	12	911	76	46,394	77	42,836	71	...	3,558
30th March, 1889	Mysore	140	9,898	71	219	12,907	59	4,92,904	71	5,48,108	76	55,174	...
30th ditto	Southern Mahratta (*c*)	850	75,465	89	857	74,772	87	31,49,383	80	37,23,260	87	5,73,886	...
30th ditto	Indian Midland (*d*)	211	(*e*) 26,407	125	588	67,457	115	(*e*) 6,84,030	106	(*f*) 13,78,069	101	6,94,039	...
30th ditto	Villupuram-Dharmavaram (Nellore Branch)	83	4,399	53	83	5,742	69	(*g*) 90,833	41	2,43,820	59	1,52,987	...
23rd ditto	Bareilly-Pilibhit	36	1,491	41	36	2,182	61	85,593	49	89,719	51	4,126	...
30th ditto	Lucknow-Sitapur-Sihrámau	105	7,141	68	105	6,600	63	2,09,329	40	2,55,311	49	45,982	...
	TOTAL	4,858	14,55,827	300	5,428	15,84,943	292	6,73,18,713	286	6,91,58,945	279	18,40,232	...
	State Lines worked by Government.												
30th March, 1889	North-Western (*h*)	2,481	5,60,553	226	2,386	5,12,889	215	2,05,61,710	182	2,44,79,588	203	39,17,878	...
30th ditto	Oudh and Rohilkhand	693	1,69,952	245	692	1,37,704	199	66,05,891	191	65,09,864	188	...	96,027
30th ditto	Wardha Coal	45	23,129	514	45	22,664	504	7,32,730	324	8,36,702	372	1,03,972	...
30th ditto	Bengal Central	125	12,589	101	125	14,590	117	6,47,792	104	6,88,903	110	41,111	...
30th ditto	Eastern Bengal Railways (*j*)	645	1,47,619	229	673	1,69,800	252	93,18,739	289	1,02,46,570	304	9,27,831	...
6th April, 1889	Nalhátí	27	2,124	78	27	1,931	71	91,113	68	97,693	73	6,580	...
6th ditto	Tirhoot	259	39,647	153	273	31,920	117	17,51,757	142	15,92,240	122	...	1,59,517
30th March, 1889	Burma	333	74,939	222	553	1,10,377	200	31,40,493	189	32,29,276	156	88,783	...
30th ditto	Jorhát	31	567	18	31	842	27	47,445	34	58,440	40	10,995	...
23rd ditto	Cherra-Companyganj	7	137	18	7	56	7	10,565	28	8,071	22	...	2,494
	TOTAL	4,646	10,30,356	222	4,812	10,02,773	208	4,29,08,235	193	4,77,47,347	203	48,39,112	...
	Lines worked by Guaranteed Companies.												
30th March, 1889	Madras	840	1,63,413	[illegible]	840	1,84,925	220	79,04,454	187	80,60,806	192	1,56,352	...
30th ditto	South Indian	654	89,435	137	654	1,07,963	165	48,87,682	149	52,50,553	161	3,62,871	...
30th ditto	Great Indian Peninsula	1,504	8,44,420	562	1,447	8,86,657	613	3,77,20,934	500	3,99,57,934	537	22,37,000	...
30th ditto	Bombay, Baroda and Central India	461	2,77,263	601	461	2,64,000	573	1,17,18,032	505	1,23,20,276	535	6,02,244	...
	TOTAL	3,459	13,74,531	397	3,402	14,43,545	424	6,22,31,102	358	6,55,89,569	386	33,58,467	...
GRAND TOTAL (GUARANTEED AND STATE)		12,963	38,60,714	298	13,642	40,31,261	296	17,24,58,050	273	18,24,95,861	280	1,00,37,811	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	8,80,97,898	139	9,36,97,814	144	55,99,916	...
NET RECEIPTS		...	...	...	...	...	...	8,43,60,152	134	8,87,98,047	136	44,37,895	...
	Assisted Companies.												
6th April, 1889	Bengal and North-Western	376	41,262	110	376	34,670	92	19,60,796	104	21,09,294	112	1,48,498	...
6th ditto	Tárakeshwar	22	5,395	242	22	6,050	272	2,58,016	232	2,65,803	239	7,787	...
23rd March, 1889	Rohilkhand-Kumaun	67	4,820	72	67	9,709	145	3,01,290	92	3,27,558	100	26,268	...
23rd ditto	Dibru-Sadiya	78	8,899	114	78	8,830	113	3,95,103	101	4,19,543	108	24,440	...
	TOTAL	543	60,376	111	543	59,259	109	29,15,205	107	31,22,198	115	2,06,993	...
	Native States.												
30th March, 1889	The Nizam's (Guaranteed Company)	277	28,091	101	354	40,235	114	15,60,214	139	18,08,454	119	2,48,240	...
30th ditto	The Gaekwar's	59	2,977	51	59	2,880	49	1,49,928	51	1,35,809	46	...	14,119
30th ditto	The Gaekwar's Mehsána-Vadnagar	21	1,244	59	27	1,000	37	37,941	36	44,512	39	6,571	...
30th ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	32,191	167	260	35,691	137	10,00,807	103	11,19,838	107	1,19,031	...
30th ditto	Morvi	68	3,093	45	68	2,478	36	1,32,617	39	1,56,480	46	23,863	...
30th ditto	Jodhpore	124	10,154	82	124	8,200	66	3,43,155	55	3,38,522	55	...	4,633
	TOTAL	742	77,750	105	892	90,484	101	32,24,662	93	36,03,615	91	3,78,953	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Katni-Umaria State Railway.
(*c*) Includes the Bellary-Kistna State Railway.
(*d*) Includes the Sindia and Bhopal-Itarsi Railways.
(*e*) Includes the receipts of the Sindia Railway only.
(*f*) Includes the receipts of the Sindia Railway from 1st April, 1888, to 28th February, 1889, and those of the Bhopal-Itarsi Railway from 1st January, 1889.
(*g*) Total receipts from 15th September, 1887, to 17th March, 1888.
(*h*) Includes the Amritsar-Pathankot and Rajpura-Patiala State Railways.
(*j*) Includes the Northern Bengal, Dacca, Kaunia-Dharla and Assam-Behar State Railways.

SIMLA, 20th April, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Offg. Deputy Secretary.

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SUPPLEMENT TO

The Gazette of India.

No. 17.} CALCUTTA, SATURDAY, APRIL 27, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 1st HALF OF MARCH 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu. (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or thur cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	11 1	11 1	11 11	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	14 9	14 9
Tavoy	...	...	...	...	12 6	12 6	15 12	15 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	24 2	24 2
Moulmein and Amherst	9 0	9 0	...	...	9 11	9 11	11 1	11 1	...	...	...	...	...	...	...	...	9 5	9 5	12 2	12 2	...	...	220 0	220 0	20 15	20 15
Pegu (deltaic)—																										
Pegu	...	...	...	...	9 7	10 4	11 3	15 12	...	...	...	...	...	...	...	...	11 3	10 0	22 8	22 0	...	...	150 0	150 0	17 10	17 0
Rangoon	7 10	7 10	...	...	12 6	12 6	13 2	13 2	...	...	...	...	...	...	...	...	15 2	15 2	§	22 2	...	...	250 0	250 0	14 9	19 7
Thongwa	...	...	...	...	12 13	12 10	14 12	14 15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	19 12	19 12
Bassein	...	...	...	...	12 8	12 8	12 10	14 14	...	...	...	...	...	...	...	...	12 6	9 0	...	...	...	...	207 8	207 8	14 3	14 3
Pegu (inland)—																										
Shwaygyin	...	...	...	...	10 10	9 13	11 5	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharawadi	...	...	...	...	13 5	14 0	16 0	16 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	8 2	8 2	450 0	450 0	14 0	14 0
Henzada	...	...	...	...	11 15	11 15	15 10	15 10	...	...	...	...	...	...	...	...	7 9	7 9	...	...	...	...	183 8	183 8	14 12	14 12
Prome	8 10	8 10	...	...	12 12	11 3	15 4	13 12	...	...	...	...	...	...	...	...	8 14	8 14	22 4	22 4	9 5	9 5	167 9	167 9	14 0	18 10
Toungoo	...	...	...	...	9 2	9 2	12 13	12 13	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	200 0	200 0	14 1	14 1
Thayetmyo	9 9	9 9	...	...	11 11	11 11	13 13	13 13	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	326 11	245 0	11 3	11 3
Upper Burma—																										
Mandalay	11 0	11 0	...	...	11 0	11 0	13 9	12 6	...	...	...	...	...	...	...	...	8 9	8 0	16 0	16 10	7 8	6 12	75 0	95 0	14 9	14 9
Arakan—																										
Sandoway	...	...	...	...	18 11	18 0	21 9	20 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	13 0	14 9	15 3	16 1	...	...	...	...	...	...	...	...	5 0	5 0	...	‡	...	...	333 0	333 0	30 0	24 0
Akyab	...	...	...	...	15 0	15 0	18 0	17 0	...	...	...	...	...	...	...	...	10 0	9 0	...	...	8 0	8 0	180 0	180 0	16 0	16 0
Assam—																										
Surma—																										
Sylhet	...	9 8	...	...	14 14	14 14	17 8	19 4	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	108 0	108 0	9 8	9 8
Cachar	8 0	7 12	...	...	16 0	11 0	19 0	16 0	...	...	...	...	...	...	...	...	11 8	11 0	...	...	...	...	80 0	80 0	9 12	9 12
Khási and Jaintiá Hills	...	...	...	...	7 8	6 12	11 0	10 0	...	...	...	...	...	...	...	...	10 0	9 4	16 0	16 0	...	...	100 0	100 0	8 0	8 0
Garo Hills	...	...	...	...	6 0	6 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	16 0	13 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	80 0	80 0	9 4	9 8
Kámrúp	10 0	10 0	...	...	8 0	8 0	20 0	20 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	7 0	7 0	...	...	16 0	16 0	21 0	21 0	...	...	...	...	...	...	...	...	11 0	12 0	...	...	...	...	150 0	150 0	8 8	8 8
Nowgong	8 0	8 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	6 8	6 8	20 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	8 0	8 8
Lakhimpur	8 0	8 0	...	...	7 0	7 0	14 0	14 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	11 6½	11 6½	12 10½	13 5½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	9 0	9 0	18 0	18 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	...	...	4 4	4 0	...	...	...	...	80 0	80 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	13 4	14 0	14 12	16 8	...	...	...	...	...	...	...	...	12 13	12 13	...	...	...	...	120 0	120 0	10 10*a*	10 10
Noakholly	...	...	...	...	14 0	15 0	15 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	8 *ob*	8 0
Chittagong	11 0	11 0	...	...	12 0	12 0	15 0	14 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	108 0	108 0	9 *oc*	9 8
Tipperah	12 8	12 8	...	...	16 0	16 0	18 0	18 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	...	...	8 0	8 0
Dacca	15 8	15 8	26 0	26 0	16 0	15 0	17 0	17 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	16 0	16 0	120 0	120 0	10 *od*	10 0
Mymensingh	10 0	10 0	...	...	13 0	12 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	9 8*e*	9 8
Deltaic—																										
Koolna	...	...	...	...	14 0	14 0	16 0	16 0	...	...	...	...	...	...	...	...	10 8	10 8	...	...	...	...	160 0	160 0	9 2*f*	9 2
24-Pergunnahs	14 0	12 4	16 0	16 0	8 0	8 0	16 8	16 8	...	...	...	...	...	...	16 0	16 0	18 0	17 1	...	...	18 8	18 0	100 0	100 0	10 4*g*	10 4
Midnapore	10 0	10 0	10 0	10 0	16 0	15 0	20 0	20 0	...	...	...	...	...	...	...	...	14 0 to 14 8	13 8 to 14 4	...	...	20 0	21 0	160 0	160 0	10 4*h*	10 4
Howrah	...	13 8	...	...	12 0	12 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 4	100 0	100 0	10 8	10 8
Calcutta	13 0	12 15	17 11	15 15	10 0	9 9	14 10	14 9	17 9	16 11	13 9	12 15	...	...	20 9	17 12	15 13	15 9	15 10	16 0	16 8	16 12	98 2	100 0	10 5	10 5
Hooghly	13 0	13 0	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	13 0	13 0	120 0	120 0	9 0*i*	9 0
Nuddea (Kishnaghur)	16 0	14 0	22 13	17 12	13 5	13 5	16 4	16 4	...	...	...	...	...	...	...	...	24 10	17 0	...	...	20 0	17 12	...	...	9 2*j*	9 2
Jessore	13 0	12 8	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	15 0	14 0	...	...	22 0	22 0	160 0	160 0	9 2*k*	9 2
Furreedpore	16 0	16 0	20 0	20 0	9 0	9 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	12 0	120 0	120 0	9 0	10 0
Central—																										
Bankoora	12 12	12 8	16 0	15 0	17 8	17 8	20 0	20 0	...	...	...	...	...	...	...	...	14 8	14 8	20 0	20 0	18 0	18 8	280 0	280 0	10 0	10 0
Burdwan	14 8	13 4	*	*	15 0	15 0	17 10	18 0	...	...	...	...	...	...	...	...	21 0	15 0	*	*	19 0	18 8	107 0	107 0	10 2*l*	10 2
Beerbhoom	11 4	11 8	...	...	13 8	13 4	16 8	16 8	...	...	...	...	...	...	...	...	11 12	15 0	...	...	...	...	160 0	160 0	9 12*m*	10 0
Moorshedabad	14 0	13 5	...	...	14 0	13 8	17 0	17 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	22 0	22 0	200 0	200 0	10 *on*	10 0
Sonthal Pergunnahs	11 4	11 0	...	...	14 0	14 0	16 8	17 0	...	...	...	...	...	...	...	...	15 0	14 0	18 0	19 0	22 0	22 0	200 0	200 0	9 0	9 0
Pubna	19 8	15 12	...	...	8 0	7 8	18 0	18 0	...	...	...	...	...	...	...	...	13 4	13 8	...	...	23 4	24 0	200 0	200 0	9 2½*o*	9 2½
Bogra	13 8	12 0	...	...	13 8	15 0	19 8	19 8	...	...	...	...	...	...	...	...	12 0	10 14	...	...	...	...	96 0	96 0	8 4	9 0
Rajshahye	15 0	13 8	37 0	26 4	13 8	14 4	15 0	16 8	...	...	...	...	...	...	...	...	24 0	15 0	...	...	24 9	21 12	240 0	240 0	9 9*p*	9 9
Maldah	13 0	13 0	...	...	10 0	10 0	17 0	17 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	...	...	120 0	120 0	9 8	10 0
Northern—																										
Rungpore	12 4	14 8	...	...	10 8	10 8	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	13 0	13 0	120 0	120 0	9 6*q*	9 6
Dinagepore	11 4	12 0	9 9	11 0	17 0	15 8	19 3	19 3	...	...	...	...	...	...	...	...	12 4	12 0	...	...	12 12	9 8	160 0	160 0	9 8	10 0
Jalpáiguri	10 0	10 0	16 0	16 0	8 0	8 0	17 8	17 8	...	...	...	...	...	...	...	...	11 8	11 8	...	...	9 0	9 0	128 0	128 0	9 *or*	9 0
Darjeeling	10 0	10 0	10 0	6 0	6 0	6 0	12 0	13 0	...	...	...	...	14 0	14 0	...	...	11 0	11 0	18 0	18 0	...	...	120 0	120 0	8 *os*	8 0
Orissa—																										
Pooree	11 13	11 13	...	...	11 13	11 13	17 1	17 1	...	...	...	...	...	...	...	...	15 12	15 12	...	...	14 7	14 7	80 0	80 0	11 13	11 13
Cuttack	13 2	13 2	...	...	11 13	11 13	17 1	17 1	...	...	...	...	...	...	...	...	21 0	21 0	...	...	15 12	18 6	80 0	80 0	12 0	12 0
Balasore	13 0	13 0	13 0	13 0	12 0	12 0	19 0	21 0	...	...	...	...	...	...	...	...	13 0	13	...	...	...	...	160 0	160 0	9 0	9 0
Chota-Nagpur—																										
Singbhoom	10 0	10 0	14 0	14 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	15 0	15 0	200 0	200 0	8 0	8 0
Manbhoom	14 0	14 0	...	...	15 0	15 0	21 8	22 0	...	...	...	...	...	...	...	...	14 0	14 0	32 0	26 8	14 0	17 0	200 0	200 0	9 *ot*	9 0
Lohardugga	14 0	13 0	...	†	13 0	13 0	14 0	14 8	...	...	...	...	27 8	28 0	...	...	12 12	12 0	17 8	17 0	16 0	16 0	140 0	140 0	8 8*u*	8 8
Hazáribágh	17 0	13 0	...	...	8 0	8 0	16 0	16 0	...	†	...	†	22 0	21 0	...	†	16 0	15 0	18 0	18 0	17 0	17 0	320 0	320 0	8 0	8 0

* Not sold. † Not procurable. ‡ Re. 1-4-0 per 100 cobs. § None in market.

a In sub-divisions retail prices of salt per rupee are:—Patuakhali 8 sers, Perozepore 9 sers, and Bhola 8 sers.
b At Panchgachia in Fenny sub-division retail price of salt 8 sers per rupee.
c At Cox's Bazar retail price of salt 8 sers per rupee.
d In sub-divisions retail prices of salt per rupee are:—Manickgunge 9 sers, Munshigunge 8-14 sers, and Naraingunge 10 sers.
e In sub-divisions retail prices of salt per rupee are:—Kishoregunge 8 sers, Attea 10 sers, Jamalpore 9-8 sers, Sherepore 8 sers, and Netrokona 8 sers.
f In sub-divisions retail prices of salt per rupee are:—Satkhira 9-13 sers and Bagirhat 8 sers.
g In sub-divisions retail prices of salt per rupee are:—Baraset and Bussirhat 9 sers, Diamond Harbour (at Kulpihat) 8 sers, Barrackpore 9-2 sers, and Dum-Dum 10 sers.
h In sub-divisions retail prices of salt per rupee are:—Ghattal 10-12 sers, Tumlook 8 sers, and Contai 10 sers.
i At Jehanabad retail price of salt 10 sers per rupee.
j In sub-divisions retail prices of salt per rupee are:—Kooshtea, Chooadanga and Ranaghat 10 sers, and Meherpore 10-8 sers.
k In sub-divisions retail prices of salt per rupee are:—Jhenida 9 sers, Magoora 10 sers, Narail 9⅔ sers, and Bongong 10 sers.
l In sub-divisions retail prices of salt per rupee are:—Culna 10 sers, Cutwa 9-15 sers, and Raneegunge 9 sers.
m At Rampore Haut retail price of salt 10-8 sers per rupee.
n In Lalbagh, Kandi, and Jungipore sub-divisions retail price of salt 10 sers per rupee.
o At Serajgunge retail price of salt 10-4 sers per rupee.
p In sub-divisions retail prices of salt per rupee are:—Nattore 9-12 sers and Nowgong 8-11 sers.
q In sub-divisions retail prices of salt per rupee are:—Gaibanda 8 sers, Nilphamari 10 sers.
r At Fallacotta in the Alipore sub-division retail price of salt 8 sers per rupee.
s At Siliguri retail price of salt 9 sers per rupee.
t At Govindpore retail price of salt 9 sers per rupee.
u At Daltongunge retail price of salt 8·33 sers per rupee.

RETAIL PRICES FOR THE 1st HALF OF MARCH 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum. Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu. Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi. Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, chenna, cholá, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar or thur cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	15 12	15 12	26 4	...	12 9	13 12	15 8	16 8	...	...	...	...	...	...	13 10	...	18 14	18 9	16 12	16 4	21 0	17 4	147 0	147 0	9 8*v*	9 8
Gya	15 8	15 0	21 0	18 0	9 0	10 0	15 0	15 0	...	...	...	...	...	...	12 8	13 4	18 0	18 0	...	...	19 0	19 0	200 0	200 0	8 12	8 12
Patna	18 0	17 0	22 0	22 8	11 0	11 0	16 8	16 2½	25 0	25 0	...	...	...	...	15 8	16 0	25 0	19 8	22 8	22 8	25 0	23 0	130 0	130 0	10 0	10 0
Shahabad	14 8	16 0	25 0	20 0	9 0	9 0	15 0	15 0	20 0	20 0	...	...	...	...	...	...	19 0	20 0	...	...	14 0	14 0	160 0	160 0	10 0*w*	10 0
Benar, north—																										
Purneah	13 0	12 0	11 0	...	15 0	15 0	16 0	18 0	...	...	...	...	18 0	...	16 0	...	13 0	13 0	10 0	...	16 0	16 0	200 0	200 0	9 4*x*	9 0
Bhágalpur	15 12	15 2	15 2	17 10	13 14	13 14	15 2	15 2	...	...	...	...	...	...	...	...	16 11	17 0	17 10	16 6	16 6	17 10	151 0	176 8	10 1	10 1
Durbhunga	14 4	16 8	...	18 12	10 0	10 0	14 4	15 8	...	...	...	...	19 12	19 12	...	13 8	19 12	19 12	19 12	17 8	19 12	21 0	176 0	176 0	11 0*y*	11 0
Mozufferpore	13 0	12 0	...	...	9 8	9 0	13 0	12 8	...	...	...	...	...	...	...	...	17 0	16 0	19 0	18 0	20 0	20 0	160 0	160 0	10 0*z*	10 0
Sarun	16 0	15 0	25 8	21 12	8 12	8 12	14 4	14 10	...	...	...	...	20 0	20 0	11 0	12 0	21 0	18 0	24 8	21 2	21 4	21 0	180 0	200 0	10 0	10 0
Champarun	13 0	13 0	14 0	16 0	7 0	7 0	13 0	13 0	...	...	...	...	20 0	20 0	...	...	16 0	16 0	18 0	18 0	22 0	22 0	160 0	160 0	9 8*z1*	9 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 8	14 8	20 0	19 0	8 0	8 0	14 0	13 0	17 0	17 8	16 0	17 0	16 0	16 0	12 0	12 0	20 0	18 0	18 0	17 8	24 0	22 0	100 0	100 0	10 0	10 0
Benares	14 14½	14 6	18 7	17 1	9 3	10 5	13 9	13 9	20 10	18 7	17 5½	16 4	14 10	16 13	13 8	13 8	19 0	17 14	21 11	19 8	19 4	19 0	120 0	120 0	10 11	10 11
Ghazipur	16 1	15 7	16 12	16 12	7 1	7 2	12 14	12 12	17 6	17 7	16 12	16 12	20 10	20 10	15 7	15 7	18 0	18 0	18 0	18 0	21 4	20 0	154 8	154 0	9 10	9 10
Jaunpur	15 0	14 8	16 8	16 0	7 0	7 0	14 0	14 0	...	16 0	...	...	...	...	...	...	19 0	18 8	19 0	...	21 0	19 0	140 0	140 0	8 8	8 8
Allahabad	18 0	14 8	20 0	20 0	8 0	8 0	12 0	12 0	18 0	18 0	16 0	16 0	...	...	...	...	20 8	19 0	...	16 0	19 0	19 0	160 0	160 0	10 0	10 0
Central—																										
Bánda	18 0	17 8	23 0	19 0	8 0	8 0	12 0	12 0	22 0	19 0	20 0	17 0	...	...	...	14 0	28 0	19 8	...	...	18 0	13 8	160 0	160 0	10 8	10 0
Fatehpur	17 12	15 0	21 4	17 12	12 0	12 0	12 12	12 12	20 0	19 0	18 0	17 0	...	...	...	...	21 8	18 4	...	...	25 0	23 8	160 0	160 0	10 12	10 8
Hamírpur	19 8	19 8	24 2	23 0	9 0	9 0	12 0	12 0	20 8	18 6	20 0	20 0	...	...	...	...	25 4	20 6	...	19 8	34 12	23 9	140 0	140 0	11 4	11 4
Jalaun	20 0	18 0	20 0	20 0	9 0	9 0	10 0	10 0	17 0	17 0	17 0	17 0	15 0	15 0	16 0	16 0	22 0	21 0	18 0	18 0	18 0	17 0	140 0	140 0	11 0	11 0
Cawnpore	20 0	17 8	23 8	22 0	9 0	9 0	13 0	13 8	24 8	23 0	23 0	22 0	...	...	18 0	18 0	24 0	22 8	29 0	23 0	27 0	23 0	150 0	150 0	12 0	11 12
Etáwah	18 14	17 4	22 8	18 8	7 0	5 8	15 0	11 12	19 8	19 0	19 8	19 8	20 0	16 0	20 0	16 0	24 4	20 0	24 0	18 8	25 0	23 4	120 0	120 0	11 0	11 8
Farukhabad	17 4	15 12	22 12	20 4	6 8	6 8	10 8	10 8	25 8	20 4	21 4	18 0	...	...	...	...	21 8	20 8	...	20 0	25 8	22 8	130 0	130 0	10 8	10 4
Mainpuri	18 12	17 12	21 12	21 4	5 0	4 0	14 0	14 0	21 8	20 12	20 0	18 12	...	...	...	...	22 0	16 8	24 0	22 12	18 0	17 0	160 0	160 0	10 8	11 12
Etah	19 8	19 2	29 0	24 0	7 8	7 8	14 0	13 0	24 8	20 0	20 8	19 8	...	...	16 0	17 0	25 0	25 0	25 8	25 0	16 8	15 0	160 0	160 0	11 4	11 4
Western—																										
Lalitpur	17 4	16 12	20 0	18 0	9 0	9 0	11 8	11 8	20 0	19 0	15 0	14 0	20 0	19 0	16 0	15 0	19 8	18 4	20 0	19 0	13 0	13 4	160 0	160 0	10 0	10 0
Jhánsi	17 5	16 0	19 7	19 0	7 8	7 8	11 15	11 8	18 8½	16 11½	17 9	15 4	...	...	...	...	21 11	18 11	...	...	...	...	180 0	180 0	10 8	10 8
Agra	17 0	16 0	22 8	21 8	5 0	5 0	9 0	9 0	22 0	17 8	20 0	18 0	...	...	17 0	17 0	28 8	25 8	29 0	20 0	15 0	14 8	100 0	100 0	12 4	12 0
Muttra	17 0	15 0	27 0	22 0	7 8	7 8	12 0	13 0	26 0	21 0	24 0	20 0	...	...	12 0	12 0	29 0	25 8	30 0	19 0	25 0	22 0	120 0	120 0	12 0	12 0
Aligarh	19 0	17 0	26 0	22 0	6 0	6 0	11 8	12 0	23 0	21 0	21 8	20 0	...	...	15 0	15 0	28 0	26 0	27 8	24 0	25 0	24 8	130 0	130 0	12 0	12 0
Bulandshahr	19 4	19 4	28 0	27 0	6 0	7 0	10 0	11 0	20 0	22 0	20 0	21 0	...	...	17 0	17 0	28 8	27 12	30 0	26 0	15 0	16 8	120 0	130 0	11 4	11 4
Meerut	18 0	17 0	26 0	22 0	6 0	6 0	13 0	13 0	26 0	22 0	20 0	19 0	14 0	14 0	14 0	14 0	25 0	24 0	27 0	22 0	21 0	21 0	100 0	100 0	11 8	11 8
Sub-montane—																										
Ballia	16 0	15 8	19 4	19 4	10 8	10 8	16 0	16 0	19 4	18 4	...	...	...	...	...	...	20 8	20 0	19 4	19 4	19 4	20 4	155 0	155 0	10 4	9 12
Azamgarh	14 12	14 0	16 10	15 8	10 5	10 5	13 4	12 8	...	...	...	...	...	...	...	...	16 4	16 4	22 2	20 10	15 8	14 12	177 8	177 8	9 13	9 13
Gorakhpur	14 6½	14 6½	18 0	17 14	9 0	8 9½	12 9½	13 8	18 0	18 0	14 6½	15 5	18 0	18 0	18 0	18 0	19 9½†	18 0	18 0	18 0	23 6½†	22 8	140 0	120 0	10 9½	10 9½
Basti	16 8	16 8	20 0	20 0	...	...	25 0	25 0	16 0	26 0	...	...	22 0	22 0	10 0	10 0	18 8	18 8	20 0	20 0	21 0	21 0	140 0	140 0	10 0	10 0
Sháhjahánpur	20 0	18 8	28 8	23 8	8 8	8 8	14 0	14 0	26 0	22 0	26 8	23 8	...	...	25 0	21 0	26 8	20 8	...	...	22 8	20 0	160 0	160 0	11 0	11 0
Budaun	18 4	18 0	24 0	24 0	6 0	6 0	13 4	13 4	20 4	19 8	19 8	19 8	...	...	...	...	21 0	20 6	24 0	24 0	24 0	25 0	192 0	192 0	11 0	11 0
Pilibhit	17 4	15 0	22 0	17 8	12 8	12 8	13 12	13 12	20 0	20 0	16 4	18 8	...	...	...	...	21 4	18 8	20 0	20 0	22 0	20 0	160 0	180 0	10 8	10 8
Bareilly	16 4	14 6	20 0	18 12	6 4	6 4	13 2	13 2	20 0	18 12	18 12	18 2	...	...	15 0	15 0	20 10	18 12	20 0	18 12	20 10	18 12	150 0	150 0	10 10	10 10
Moradabad	19 0	18 2	28 8	25 8	10 8	10 8	13 4	14 0	26 8	22 8	20 8	20 8	...	...	16 0	15 8	25 0	23 2	28 0	25 4	24 8	26 0	165 0	165 0	11 8	11 8
Tarai	18 12	15 8	27 8	27 8	8 12	8 12	13 2	13 12	31 4	25 0	25 0	20 0	...	...	25 0	25 0	27 4	17 8	32 8	26 4	22 8	18 12	100 0	100 0	10 0	10 0
Bijnor	19 2	16 0	27 9	22 8	9 0	8 7	12 10	12 10	...	...	22 8	19 11	...	...	...	...	21 10	21 6	...	22 8	...	...	135 0	135 0	11 0	10 11
Muzaffarnagar	18 10	18 10	25 3	24 3	6 9	6 9	12 1	12 3	25 3	24 3	19 12	19 12	17 10	17 10	16 8	16 8	24 3	24 3	...	22 0	14 4	14 5	132 0	132 0	11 9	11 9
Saháranpur	19 13½	17 3	23 10½	21 8	8 9½	8 9½	11 4	11 13	21 8	26 13½	21 8	20 7	26 13½	21 8	21 8	24 11†	22 9†	25 13	21 8	18 4½†	18 4½†	147 8	129 0	11 4	11 4½
Dehra Dún	17 0	15 0	2[illegible] 8	20 0	6 8	6 8	10 8	10 8	20 0	19 0	20 0	20 0	22 0	21 0	...	...	22 0	20 0	19 0	19 0	18 0	18 0	160 0	160 0	10 8	10 8
Kumaun	13 0	12 8	16 0	16 0	12 0	12 0	13 0	13 0	...	...	...	...	16 0	16 0	16 0	18 0	12 0†	12 0	20 0	20 0	10 0†	10 0	130 0	200 0	8 0	8 0
Garhwal	11 14	11 12	14 8	14 8	7 12	8 0	11 8	11 8	...	...	...	...	21 0	21 0	...	...	7 8	8 8	...	...	8 8	8 8	180 0	180 0	8 0	8 0
Oudh—																										
Southern—																										
Partabgarh	18 0	16 0	23 0	19 8	12 8	12 8	14 0	14 0	21 0	18 0	18 8	17 8	...	...	...	20 8	21 0	19 8	...	20 8	14 8	13 8	180 0	180 0	10 0	9 8
Sultánpur	17 0	15 8	20 0	19 0	9 0	9 0	14 0	15 8	19 0	19 0	16 0	16 0	24 0	24 0	20 0	20 0	20 0	20 0	16 0	16 0	20 0	20 0	160 0	160 0	10 8	10 8
Rae-Bareli	18 0	17 0	19 0	19 0	7 0	7 0	14 8	14 8	22 0	20 4	18 0	18 0	23 0	21 0	16 8	16 0	22 0	20 0	16 0	16 0	24 0	22 0	180 0	180 0	10 0	10 0
Unao	18 0	17 0	24 0	18 8	9 0	9 0	13 0	13 0	22 0	21 0	19 0	19 0	...	...	14 0	14 0	21 0	19 0	20 0	20 0	14 8	14 8	160 0	160 0	11 0	11 0
Lucknow	18 0	17 0	20 0	18 9	6 0	6 0	13 0	13 0	22 8	20 2	20 8	19 7½	...	...	22 0	20 0	19 4	18 6	22 0	22 0	23 0	22 8	120 0	130 0	10 8	10 8
Hardoi	21 0	18 8	25 0	22 4	7 0	7 0	15 0	15 0	25 0	21 8	22 0	20 0	30 0	31 0	20 0	20 0	21 0	19 12	23 0	22 8	16 0	14 8	120 0	120 0	11 8	11 8
Northern—																										
Fyzabad	18 0	15 0	21 0	18 12	10 8	11 0	13 8	13 8	20 0	19 0	16 0	16 0	16 0	16 0	16 0	16 0	18 0	18 0	21 0	19 8	21 0	20 4	120 0	120 0	10 0	10 0
Barabanki	16 0	14 8	18 0	17 0	11 0	7 0	12 0	12 8	19 0	17 8	19 0	18 0	20 0	20 0	15 0	15 0	18 0	17 4	20 0	18 0	22 0	20 8	120 0	120 0	8 0	11 0
Gonda	18 0	16 8	16 8	16 8	12 0	12 0	15 0	15 0	20 0	20 0	19 8	19 8	27 0	27 0	16 0	16 0	19 8	19 8	23 0	23 0	21 0	21 0	200 0	200 0	10 12	10 12
Bahraich	18 0	16 0	23 0	22 0	12 0	12 0	15 0	15 0	25 0	23 0	15 0	15 0	28 0	28 0	13 0	14 0	21 0	21 0	25 0	24 0	21 0	21 0	140 0	140 0	10 8	10 8
Sitapur	24 8	19 0	36 0	27 0	8 0	8 0	14 0	14 0	27 0	25 0	26 0	23 0	25 0	27 0	19 0	23 0	23 0	21 0	27 0	24 0	28 0	26 0	160 0	160 0	10 8	10 8
Kheri	19 8	19 0	20 0	20 0	8 0	8 0	15 0	15 0	29 0	27 0	22 0	21 0	25 0	25 0	16 0	16 0	19 8	19 8	29 0	27 0	23 0	23 0	140 0	140 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	15 0	15 0	18 12	18 8	6 4	6 4	8 13	7 8	16 4	16 4	12 8	12 8	...	...	...	...	17 8	18 12	17 8	17 8	21 4	20 0	...	...	15 11	15 5
Bánswára	16 9	16 10	15 0	17 8	6 14	6 14	10 0	9 6	...	...	...	...	...	...	...	...	15 0	14 11	16 12	17 13	9 6	9 6	...	...	10 5	10 6
Meywar (Oodeypore)	11 5½	11 5½	13 4½	13 4½	7 9½	8 3½	7 13	8 9½	13 4½	13 4½	10 15	12 1½	*Nil.*	*Nil.*	10 2½	9 6	14 1	13 10¾	13 4½	12 14¼	10 2½	10 8¾	160 0	160 0	10 8¾	10 8¾
Sirohi	11 8	11 0	14 0	14 0	6 8	6 8	8 0	8 0	13 0	13 0	13 8	13 8	...	...	9 0	19 0	14 0	14 0	14 8	14 4	10 4	10 0	160 0	160 0	12 0	12 0
Erinpura	13 1½	13 0½	16 12	16 12	...	...	9 0	9 0	15 8	15 8	15 12	15 12	...	...	...	...	17 12	17 12	...	...	...	...	260 0	260 0	12 0	12 0
Ajmere	14 0	14 0	19 0	19 0	3 0	3 0	8 0	8 0	17 0	17 0	15 0	15 0	...	...	...	...	20 0	19 0	19 0	19 0	...	...	80 0	80 0	12 0	12 0
Abu	11 12	11 4	16 0	15 0	6 4	6 4	8 0	8 0	...	...	13 0	12 0	...	...	...	...	15 4	15 4	14 0	13 8	10 0	10 0	...	...	11 0	11 0
Kishengarh	15 8	14 0	19 0	18 4	9 0	9 0	10 0	10 0	19 0	19 0	16 0	16 0	...	...	...	...	19 0	18 8†	19 8	18 0	...	...	...	...	13 0	13 0
Boondee	19 8	19 8	24 0	25 8	8 8	8 8	9 0	9 0	24 0	24 0	...	18 0	...	...	...	...	25 0	25 8	...	...	...	...	160 0	160 0	10 8	10 8
Kotah	19 0	18 0	12 0	12 0	7 0	7 0	8 0	8 0	24 0	24 0	11 0	11 0	...	...	...	...	22 8	22 8	16 0	16 0	15 0	11 0	240 0	240 0	10 4	10 4
Jhalláwar	15 15	14 13½	12 1	11 15	7 5½	7 5½	9 6	9 6	20 3	19 2	13 15½	13 15	...	...	11 11	11 11	20 3	18 4	18 13½	17 11	8 5	8 5	175 0	175 0	9 12	9 12
Tonk	16 0	14 11	23 6	22 2	9 9	9 0	10 2	9 8	25 0	24 10	...	20 12	...	...	...	...	23 12	22 6	...	...	...	...	130 0	125 0	12 0	11 11
Jeypore	15 12	15 0	22 12	21 0	5 0	5 0	8 4	8 4	14 0	21 12	20 8	19 0	...	*	13 8	13 8	19-8 to 22 0	18-8 to 20 12	24 0	21 8	21 0	21 0	115 0	115 0	12 0	12 0
Kerauli	16 4	15 10	22 13	22 8	10 0	10 0	12 8	11 4	23 2	21 4	21 4	17 13	...	...	12 8	14 1	23 6	20 5	...	...	29 4	22 8	210 0	200 0	10 10	10 15
Dholpur	15 11	14 8	22 4	19 7	11 4	11 4	12 6	12 6	21 6	18 0	19 4	18 5	...	...	15 12	13 8	23 6	21 3	...	...	29 9	25 8	90 0	90 0	11 8	11 9
Bhartpur	15 14	14 10	25 14	24 0	7 12	7 12	9 8	9 8	22 0	21 2	20 8	18 0	...	...	12 4	11 8	26 14	24 6	24 0	22 0	25 0	22 0	160 0	160 0	11 8	11 8
Alwar	18 1	17 0	26 7	25 5	8 0	8 0	10 12	10 12	25 11	22 8	22 8	21 0	...	...	14 8	14 8	25 12	24 2	23 6	23 8	31 0	31 0	200 0	200 0	12 12	12 12
Deoli Cantonment	16 4	15 15½	22 11½	21 4½	4 0	4 0	9 10	9 10	21 14	21 5	18 3	18 0	...	...	...	...	22 0	21 5½	...	...	...	...	220 0	220 0	11 2	11 3
Nasirabad Cantonment	15 10	15 8	19 3½	18 8	7 0	7 0	8 0	8 0	19 13½	19 10	16 0	16 0	...	...	12 0	12 0	20 0	20 0	18 0	18 0	12 0	12 0	90 0	90 0	12 4	12 4
Hilly Tracts of Meywar	11 0	11 8	13 8	13 0	...	...	9 4	9 0	...	...	...	...	...	...	...	...	12 8	12 8	14 0	14 0	...	...	‡	‡	9 4	11 0
Balmer	11 0	11 0	...	...	5 0	5 0	6 8	6 8	...	...	12 3	12 3	...	...	...	...	9 12	9 12	...	...	...	...	260 0	260 0	12 4	12 8
Anádra	12 4	12 4	16 0	15 8	6 8	6 4	8 0	8 0	...	...	14 0	14 0	...	...	...	...	16 0	16 0	14 12	14 8	11 0	11 0	...	...	12 0	12 0
Shahpura	15 12	15 4	18 12	18 6	9 8	9 4	11 12	11 8	19 0	18 12	17 4	17 4	...	...	...	...	19 0	17 0	16 8	16 12	...	...	160 0	160 0	12 0	12 0
Western—																										
Jodhpur	12 13	12 8	17 8	16 4	6 4	6 4	7 8	7 8	15 0	15 0	14 6	13 12	...	16 4	...	...	16 14	...	15 0	12 8	...	...	...	...	13 12	13 12
Jaisulmer	10 4	10 4	...	...	8 0	8 0	9 6	9 6	13 4	13 4	11 10	11 10	...	...	...	...	10 8	10 8	...	...	...	...	...	...	21 0	21 0
Bickanir	11 14	11 10	...	...	2 14½	3 2	6 9	6 0	...	...	14 0	13 8	...	...	...	...	17 0	16 0	...	...	8 0	8 0	100 0	80 0	10 0	10 0
Central India—																										
Indore	14 0	12 13	13 0	13 0	7 0	7 0	8 0	8 0	19 0	19 0	16 0	15 0	*	...	*	...	18 7	18 0	20 8	21 0	17 0	16 0	120 0	120 0	10 4	10 4
Nimach Cantonment	13 12	13 10	19 3	18 8	8 0	8 0	10 0	10 0	18 4	17 9	15 0	15 0	...	...	...	...	19 4	18 2	18 8	17 9	18 12	18 8	180 0	160 0	12 0	12 0
Baghelkhand (Satna)	20 4	18 8	28 0	27 8	8 0	8 0	15 0	15 0	17 8	18 0	15 0	15 0	...	...	...	...	21 0	20 0	...	...	21 8	19 0	200 0	200 0	10 12	10 8
Goona	20 0	16 8	15 0	15 0	8 0	8 0	8 8	8 4	24 0	20 0	12 0	12 0	...	...	...	...	27 0	22 0	24 0	20 0	...	...	200 0	200 0	10 0	10 0
Gwalior	14 1	13 4	14 8	14 8	7 3	7 4	8 5	8 5	16 11	15 13	15 14	15 3	...	...	10 14	10 0	19 8	17 7	15 14	15 11	21 2	19 0	145 0	126 14	10 2	10 4

* Not sold.

v In sub-divisions retail prices of salt per rupee are:—Begusarai 9-4 sers and Jamui 9 sers.

w In Buxar and Sasseram sub-divisions retail price of salt 10 sers per rupee.

x At Kishengunge retail price of salt 10 sers per rupee.

† For unhusked grain.

‡ Six pies per bundle.

y In sub-divisions retail prices of salt per rupee are:—Madhubani 10 sers and Tajpore 10-8 sers.

z At Hajipore and Sitamarhi retail price of salt 10 sers per rupee.

z1 At Bettiah retail price of salt 9-8 sers per rupee.

RETAIL PRICES FOR THE 1st HALF OF MARCH 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or thur cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	20 0	18 0	27 0	24 0	...	...	10 0	10 0	25 0	23 0	21 0	20 0	*	†	*	†	26 0	24 0	18 0	18 0	*	†	85 0	85 0	11 8	11 8
Ferozepore	20 0	21 0	27 0	28 0	...	...	10 0	10 0	25 0	24 0	21 0	22 0	...	†	16 0	16 0	27 0	28 0	25 0	24 0	11 0	11 0	100 0	100 0	13 0	12 0
Montgomery	19 0	18 0	24 0	24 0	...	...	9 0	9 0	24 0	22 0	18 0	15 0	‡	‡	26 0	20 0	25 0	21 0	22 0	20 0	12 0	12 0	200 0	200 0	11 0	11 0
Central—																										
Gurgaon	20 0	19 0	28 0	26 0	...	...	11 0	9 0	26 0	25 0	23 0	23 0	‡	†	‡	†	20 0	19 0	20 0	18 0	16 0	16 0	130 0	130 0	11 0	11 0
Delhi	19 0	17 0	28 0	23 0	...	...	11 0	12 0	25 0	23 0	21 0	19 0	†	†	14 0	12 0	28 0	25 0	25 0	22 0	22 0	22 0	80 0	80 0	11 0	12 0
Rohtak	20 0	17 0	22 0	20 0	...	...	11 0	11 0	26 0	24 0	24 0	21 0	†	†	15 0	†	30 0	26 0	16 0	18 0	20 0	20 0	120 0	120 0	11 0	12 0
Karnál	20 0	18 0	29 0	25 0	...	...	12 0	11 0	27 0	27 0	18 0	18 0	22 0	22 0	18 0	17 0	32 0	28 0	30 0	24 0	20 0	19 0	120 0	130 0	10 0	10 0
Lahore	18 0	17 0	29 0	27 0	...	...	7 0	9 0	27 0	27 0	18 0	18 0	‡	‡	20 0	20 0	25 0	25 0	23 0	24 0	12 0	12 0	95 0	95 0	12 0	12 0
Sub-montane—																										
Umballa	23 0	20 0	29 0	26 0	...	...	12 0	12 0	29 0	25 0	16 0	17 0	20 0	20 0	10 0	10 0	30 0	27 0	30 0	26 0	19 0	20 0	130 0	140 0	12 0	12 0
Ludhiána	24 0	21 0	32 0	30 0	...	...	12 0	12 0	30 0	29 0	26 0	23 0	†	†	20 0	20 0	30 0	28 0	32 0	30 0	14 0	14 0	110 0	110 0	12 8	12 8
Jullundur	22 0	20 0	28 0	28 0	...	...	8 0	8 0	30 0	28 0	20 0	20 0	*	*	20 0	20 0	25 0	24 0	33 0	28 0	*	*	100 0	90 0	12 8	12 8
Hoshiarpur	23 0	20 0	30 0	28 0	...	...	10 0	12 0	30 0	26 0	22 0	20 0	16 0	14 0	26 0	20 0	26 0	24 0	27 0	26 0	18 0	20 0	120 0	100 0	13 0	13 0
Gurdáspur	18 0	18 0	24 0	24 0	...	...	12 0	12 0	23 0	23 0	14 0	14 0	†	†	12 0	12 0	20 0	20 0	24 0	24 0	10 0	10 0	120 0	120 0	13 0	13 0
Amritsar	21 0	19 0	28 0	28 0	...	...	11 0	11 0	24 0	24 0	19 0	19 0	†	†	22 0	21 0	26 0	24 0	25 0	25 0	†	†	90 0	90 0	13 0	13 0
Hills—																										
Simla	14 0	13 0	‡	...	...	...	9 0	9 0	16 0	16 0	14 0	14 0	‡	17 0	8 0	8 0	17 0	18 0	20 0	19 0	10 0	10 0	65 0	65 0	9 0	9 0
Kángra	13 0	13 0	17 0	18 0	...	...	12 0	12 0	12 0	12 0	10 0	10 0	24 0	24 0	8 0	8 0	19 0	18 0	18 0	18 0	12 0	12 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkote	19 0	18 0	30 0	28 0	...	...	12 0	13 0	27 0	24 0	24 0	24 0	‡	‡	22 0	22 0	25 0	24 0	22 0	23 0	13 0	14 0	160 0	160 0	13 0	13 0
Gujránwála	21 0	19 0	30 0	26 0	...	...	10 0	10 0	22 0	22 0	16 0	16 0	‡	‡	13 0	10 0	24 0	23 0	20 0	20 0	‡	‡	85 0	85 0	13 0	13 0
Gujrát	20 0	18 0	23 0	27 0	...	...	9 0	9 0	25 0	23 0	23 0	21 0	‡	†	12 0	12 0	23 0	24 0	23 0	21 0	‡	†	120 0	120 0	13 0	13 0
Jhelum	20 0	17 0	26 0	23 0	...	...	9 0	8 0	26 0	22 0	20 0	20 0	*	*	12 0	*	25 0	23 0	22 0	20 0	*	11 0	160 0	140 0	14 0	14 0
Ráwalpindi	16 0	16 0	24 0	24 0	...	...	11 0	12 0	21 0	20 0	20 0	19 0	*	*	16 0	16 0	22 0	22 0	21 0	20 0	18 0	18 0	100 0	98 0	13 8	13 12
Hazára	16 0	14 0	19 0	19 0	...	...	11 0	11 0	‡	‡	18 0	14 0	†	†	12 0	12 0	16 0	17 0	17 0	17 0	†	†	100 0	120 0	11 0	11 0
Peshawar	16 0	15 0	29 0	24 0	...	...	10 0	10 0	24 0	24 0	15 0	15 0	†	†	18 0	19 0	19 0	19 0	22 0	21 0	23 0	22 0	100 0	100 0	41 0	42 0
Kohát	16 0	13 0	23 0	19 0	...	...	12 0	11 0	18 0	18 0	17 0	16 0	‡	‡	‡	†	21 0	16 0	18 0	18 0	‡	‡	125 0	125 0	50 0	50 0
Western—																										
Shahpur	20 0	20 0	30 0	25 0	...	...	10 0	10 0	25 0	26 0	24 0	22 0	16 0	20 0	20 0	18 0	26 0	23 0	21 0	21 0	*	*	240 0	240 0	13 0	13 0
Jhang	21 0	19 0	33 0	30 0	...	...	10 0	10 0	26 0	25 0	‡	20 0	16 0	20 0	20 0	20 0	18 0	18 0	26 0	20 0	10 0	10 0	240 0	240 0	13 0	12 0
Mooltan	17 0	16 0	28 0	26 0	...	...	9 0	11 0	25 0	23 0	20 0	18 0	†	†	24 0	24 0	20 0	19 0	22 0	20 0	†	†	100 0	100 0	13 0	13 0
Bannu	18 0	18 0	25 0	23 0	...	...	10 0	10 0	23 0	20 0	18 0	18 0	8 0	18 0	8 0	8 0	21 0	20 0	24 0	22 0	13 0	12 0	60 0	60 0	40 0	40 0
D. I. Khán	21 0	18 0	43 0	33 0	...	...	8 0	8 0	26 0	26 0	25 0	25 0	‡	16 0	6 0	5 0	22 0	20 0	17 0	17 0	‡	‡	112 0	112 0	45 0	43 0
Muzaffargarh	19 0	18 0	25 0	23 0	...	...	13 0	12 0	20 0	17 0	20 0	18 0	‡	‡	‡	‡	14 0	13 0	‡	‡	11 0	9 0	110 0	110 0	12 0	12 0
D. G. Khan	18 0	18 0	25 0	21 0	...	...	9 0	9 0	23 0	23 0	20 0	20 0	‡	*	‡	‡	21 0	19 0	‡	‡	‡	‡	75 0	75 0	27 8	27 8
Sind and Baluchistan—																										
Karáchi	12 0	12 0	18 0	18 0	8 0	8 0	10 0	10 0	16 0	16 0	14 0	13 8	‡	‡	‡	‡	17 0	17 0	14 0	14 0	7 0	7 0	90 0	90 0	14 0	14 0
Hyderabad (Gidu Bandar)	13 8	12 0	18 0	18 8	7 8	7 8	9 8	9 8	18 0	19 0	15 0	14 0	...	...	...	...	13 8	14 8	...	...	...	...	160 0	160 0	11 8	11 8
Thar and Párkar (Umarkot)	13 0	13 0	...	...	...	...	10 0	10 0	...	...	12 0	12 0	...	...	...	...	...	...	...	...	...	...	160 0	123 0	12 0	12 0
Sukkur	14 0	13 8	21 0	20 8	8 0	9 8	12 0	11 0	23 8	20 8	20 0	20 0	...	...	...	...	...	18 8	...	...	11 0	11 0	120 0	120 0	12 8	12 8
Shikárpur	12 4	12 0	17 8	17 0	8 12	8 12	10 0	9 8	20 0	20 0	20 0	21 0	...	...	...	...	14 8	16 0	...	...	10 0	8 8	140 0	160 0	11 8	11 8
Upper Sind Frontier	13 0	13 0	17 0	17 0	8 0	7 0	11 0	10 0	24 0	24 0	23 0	20 8	...	...	...	...	11 8	15 0	...	...	10 0	10 0	160 0	160 0	11 0	11 0
Quetta	13 8	12 6	15 0	13 0	5 0	5 0	7 10½	7 6	16 0	16 0	...	‡	...	‡	...	‡	13 4	12 12	16 0	15 0	...	‡	64 0	64 0	9 0	9 0
Bombay—																										
Konkan—																										
Karwar	11 0	11 8	...	...	7 0	7 0	11 0	11 0	17 0	17 0	...	16 0	22 0	22 0	12 0	...	13 0	13 0	...	...	10 8	9 8	213 5	213 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	8 8	8 8	10 9	10 9	15 10	15 10	13 8	13 8	16 7	16 7	...	...	14 0	14 0	...	...	9 9	9 9	135 0	135 0	11 8	11 8
Colába (Alibág)	10 0	10 0	...	...	...	...	11 4	11 4	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	122 0	118 0	12 0	12 0
Bombay	9 7	9 0	17 0	17 0	6 10	6 7	10 13	10 13	15 9	18 6	13 3	12 2	15 5	19 0	13 3	13 3	13 4	12 6	16 1	18 5	7 7	7 3	68 15	72 13	10 1	10 1
Tánna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 3	9 7	...	...	11 4	11 4	...	...	...	...	12 5	12 5	...	...	9 12	9 12	71 2	71 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	17 0	15 0	...	...	11 0	11 0	12 0	12 0	25 0	25 0	23 0	23 0	31 0	31 0	...	...	14 0	10 0	...	...	20 0	11 0	80 0	80 0	9 0	9 0
Belgaum	16 8	16 8	...	...	12 0	11 8	12 8	12 0	20 0	18 0	19 0	17 8	23 0	24 0	...	...	15 0	15 8	...	...	13 0	12 0	70 0	67 0	12 0	12 0
Satara	10 11	10 11	13 0	13 0	8 3	9 9	10 0	10 0	14 10	13 5	12 15	12 15	16 5	16 5	14 5	18 3	15 9	16 4	19 2	19 2	13 12	12 6	97 1	97 1	13 0	11 10
Sholápur	14 8	14 8	17 6	17 6	7 9	7 9	9 7	9 7	20 11	20 11	17 7	17 7	...	...	...	...	19 3	13 12	...	...	15 1	15 1	82 10	82 10	11 8	11 8
Bijápur	13 5	13 5	...	10 4	7 3	7 3	9 15	9 15	20 11	18 0	16 3	16 3	...	...	...	...	14 14	14 14	...	...	11 2	10 2	80 0	80 0	9 10	9 0
Poona (City)	11 8	11 8	11 14	11 14	8 9	8 9	9 3	9 3	14 2	13 1	11 8	11 8	16 6	16 6	...	...	13 13	13 13	..	...	15 10	14 6	60 13	60 13	11 9	11 3
Khandesh—																										
Ahmadnagar	13 6	13 6	...	...	8 0	8 0	9 1	9 1	15 0	15 0	13 8	13 8	...	...	...	...	15 13	16 3	...	...	16 1	12 0	80 0	85 0	11 6	11 6
Násik	14 12	14 12	...	...	9 0	9 0	10 8	10 8	...	...	14 0	14 0	17 2	17 2	...	...	15 13	16 8	...	...	11 8	11 8	106 8	106 8	13 8	12 12
Khandesh (Dhulia)	12 14	12 14	...	...	7 8	7 8	9 6	9 6	15 7	15 7	14 1	14 1	...	...	12 10	12 10	13 12	13 12	...	...	...	...	106 0	106 0	11 6	10 8
Guserat—																										
Surat	10 0	10 0	13 0	13 0	6 0	6 0	8 0	8 0	15 0	15 0	14 0	14 0	...	...	6 0	6 0	10 0	10 0	...	...	10 0	8 0	100 0	100 0	12 0	12 0
Broach	11 0	11 0	...	...	7 8	7 8	9 8	9 8	14 0	14 0	12 8	12 8	...	...	...	...	12 8	12 8	...	...	13 0	13 0	120 0	120 0	12 12	12 12
Kaira	13 5	12 13	20 0	..	7 7	7 7	9 11	9 11	15 0	15 0	13 14	13 14	16 0	16 0	...	...	11 14	12 13	...	...	13 5	10 0	90 0	90 0	13 5	13 5
Baroda Camp (Sadar Bazar)	8 10	9 5	9 2	8 9	6 4½	6 15	6 15	7 6½	14 4½	13 11	12 9	13 2½	13 11	13 11	...	...	10 13½	11 3½	...	...	8 9	8 9	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	11 8	11 0	...	...	6 0	6 0	8 0	8 0	15 0	15 0	13 8	13 8	...	...	...	...	15 0	16 0	...	...	10 0	10 0	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	10 0	10 0	...	...	7 2	7 2	10 0	10 0	17 6	17 6	13 2	13 2	17 6	17 6	...	...	15 0	15 0	16 0	16 0	9 4	9 4	160 0	160 0	11 2	11 2
Deesa Cantonment	13 8	13 0	13 12	15 0	7 0	7 8	8 0	8 8	15 0	15 0	14 0	14 0	...	...	...	...	14 14	14 8	...	...	10 8	10 8	150 0	150 0	11 0	11 0
Kathiawar—																										
Rájkot	14 0	13 4	...	...	6 8	6 8	8 0	8 0	15 0	14 8	12 8	12 10	...	...	...	...	15 0	15 0	...	...	7 0	7 4	100 0	100 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	14 4	14 4	...	...	7 8	7 8	11 7	11 7	19 1	16 8	...	...	...	...	...	...	16 2	14 3	...	...	10 11	10 11	120 0	120 0	10 13	10 13
Khandwa-Ásirgarh Cant.	13 0	13 0	...	...	9 0	9 0	11 0	11 0	17 10	16 14	17 5	17 0	...	...	13 0	13 0	15 13	15 5	...	...	10 11	10 10	160 0	160 0	10 0	10 0
Hoshangabad	13 0	14 8	...	...	7 0	7 8	8 8	9 0	...	...	...	...	...	...	...	...	23 0	24 0	...	...	11 0	10 8	120 0	80 0	9 8	9 8
Betúl	15 9	15 9	...	...	9 9	9 9	10 0	10 0	17 7	17 7	...	...	...	...	...	...	20 0	20 0	...	...	11 6	11 6	320 0	320 0	7 9	7 9
Chhindwára	14 0	13 13	...	...	8 0	8 14	11 7	11 7	20 9	20 9	...	...	...	...	...	...	21 11	21 11	...	...	10 8	10 5	160 0	160 0	9 2	9 2
Nágpur	17 3	17 3	...	...	8 12	8 12	12 8	12 8	20 0	21 14	...	...	...	...	...	...	20 10	20 10	...	...	14 1	14 1	119 0	119 0	9 13	9 13
Wardha	20 0	20 0	...	...	10 0	10 0	11 7	11 7	24 0	24 0	...	...	...	...	...	...	20 0	20 0	...	...	15 0	15 0	124 0	124 0	9 8	9 10
Central—																										
Narsinghpur	14 10	14 10	...	...	9 3	9 3	11 14	11 14	...	...	...	...	...	...	...	...	19 13	25 5	...	...	12 10	12 10	200 0	200 0	9 2	9 2
Saugor	17 15	17 15	...	..	8 9	8 10	9 8	9 8	...	...	...	...	...	...	...	...	21 12	21 12	...	...	12 8	12 8	180 0	180 0	9 1	9 1
Damoh	20 0	20 0	...	...	11 7	11 7	12 10	12 10	...	..	...	...	...	...	...	...	26 11	21 13	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	15 4	16 13	...	...	9 4	9 13	11 12	10 2	20 0	22 13	...	...	...	...	...	...	20 8	21 0	...	...	10 12	10 2	130 0	133 0	8 12	8 2
Mandla	19 0	19 0	...	...	10 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	27 0	27 8	...	...	13 0	11 0	256 0	256 0	9 8	9 12
Seoni	17 15	17 15	...	...	9 12	9 12	13 9	13 9	...	...	...	...	...	...	...	...	22 6	22 6	...	...	10 15	10 15	200 0	200 0	9 10	9 2
Bálághát	17 1	17 1	...	...	13 2	13 2	16 9	16 9	...	...	...	...	...	...	...	...	21 10	21 10	...	...	12 8	12 8	192 0	192 0	9 0	9 0
Bhandára	18 12	20 0	...	...	...	...	16 4	15 0	...	...	...	...	...	...	...	...	23 12	21 4	...	...	12 8	12 8	200 0	200 0	9 2	9 2
Chánda	16 3	17 13	...	...	...	...	13 8	17 10	23 6	26 9	...	...	...	...	...	...	21 5	25 8	..	...	13 11	10 0	400 0	400 0	8 14	8 14
Eastern—																										
Biláspur	22 7	21 0	...	...	12 5	10 2	18 0	18 0	...	...	...	...	...	...	...	...	16 12	16 12	...	...	17 8	17 1	96 0	96 0	9 0	9 0
Raipur	21 14	21 14	...	...	10 12	10 12	15 15	15 15	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	50 0	80 0	8 0	8 0
Sambalpur	16 10	15 12	...	...	12 4	12 4	15 12	17 8	...	...	...	...	...	...	...	...	10 8	12 0	...	...	9 0	9 0	160 0	160 0	7 14	8 12
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	11 0	11 0	18 0	19 0	17 0	17 0	...	...	...	...	17 0	17 0	...	...	11 0	10 0	§	§	9 0	9 0
Básim	18 5	18 0	...	...	7 10	7 10	10 0	10 0	26 10	25 10	24 0	24 0	...	...	...	...	21 10	21 10	...	...	13 5	13 0			8 10	9 0
Akola	16 0	16 0	...	...	7 0	7 0	8 0	9 0	19 0	18 0	15 0	15 0	...	...	...	...	19 0	19 0	...	...	18 0	17 0			10 0	10 0
Ellichpur	14 0	14 4	7 0	7 0	7 0	7 0	8 0	8 6	16 0	18 0	14 0	14 0	...	...	...	...	15 0	16 0	...	...	17 4	18 4			9 4	9 4
Amráoti	14 12	14 0	...	...	7 0	6 12	8 0	8 0	18 0	18 0	14 0	13 12	...	...	...	...	16 4	16 0	...	...	11 8	12 0			9 0	9 0
Wún	17 0	14 10	...	...	8 0	8 12	11 0	10 12	22 0	20 10	...	...	...	...	...	...	17 0	17 6	...	...	22 0	19 8			10 0	10 0
Nizam's Territories—																										
Secunderabad	13 8	13 13	...	...	6 12	6 12	10 8	11 1	18 4	17 12	...	...	...	...	...	...	13 13	14 7	...	...	16 12	17 12	125 0	130 0	8 14	9 0
Boláram	15 11	15 10	...	...	7 11	7 11	9 0	9 0	20 4	20 9	...	...	...	...	...	...	16 6	12 12	...	...	...	...	116 14	116 14	9 0	7 9
Chadarghat	12 0	11 0	...	...	7 8	7 8	9 8	10 0	20 0	19 0	21 0	19 0	...	...	...	...	15 8	14 12	...	...	...	...	120 0	120 0	9 12	9 12

* Not sold. † Not produced. ‡ Not procurable. § Firewood is sold by head-loads, cart-loads, and bullock-loads.

RETAIL PRICES FOR THE 1st HALF OF MARCH 1889—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumru (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or thûr cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	12 3	12 3	13 0	13 0	* *	* *	* *	* *	20 6	20 6	24 0	16 0	13 0	12 0	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	8 8	8 2	...	...	12 10	12 10	13 10	13 10					21 13	21 13			13 0	11 8					128 13	128 13	13 5	13 5
South, central—																										
Coimbatore	11 8	11 8	...	...	13 0	13 0	14 0	14 0	21 11	21 11	23 14	22 5	26 3	26 3	...	...	13 0	12 0	...	...	...	...	133 10	133 10	11 11	11 11
Nilgiris	10 11	9 14	...	...	9 10	9 10	11 3	11 3	20 0	20 0	16 13	16 13	20 3	20 3	...	...	10 0	11 0	...	...	...	...	161 13	161 13	10 2	10 2
Salem	10 3	10 3	...	...	12 3	12 11	13 11	14 2	25 0	24 10	22 2	22 2	30 13	30 13	...	...	12 0	12 0	...	...	...	...	186 10	186 10	13 8	13 8
Central—																										
Bellary	13 6	13 6	...	...	12 13	12 13	14 0	14 0	28 13	27 13	* *	20 11	34 14	34 14	16 0	14 0	14 0	14 0	...	...	...	...	97 3	97 3	11 14	11 14
Anantapur	11 8	11 8	...	...	13 6	13 6	14 0	14 0	31 6	31 6	* *	25 6	34 0	34 0	12 0	11 0	11 0	11 0	...	...	...	...	155 8	155 8	11 5	11 5
Cuddapah	14 0	14 0	...	...	12 0	12 6	14 0	14 0	22 2	25 5	* *	27 10	31 8	33 0	14 0	14 0	14 0	14 0	...	...	...	...	140 0	140 0	12 10	12 10
Kurnool	11 6	11 6	...	...	11 6	11 6	12 3	12 3	24 5	23 0	20 0	20 0	*	*	16 0	14 0	14 0	14 0	...	...	...	...	142 14	142 14	11 11	11 11
East Coast, north—																										
Ganjam	10 0	10 0	...	...	9 8	9 8	10 0	10 0	* *	* *	* *	* *	17 8	17 8	12 0	12 0	12 0	12 0	...	...	...	...	194 6	194 6	12 0	12 0
Vizagapatam	12 0	13 0	...	...	9 0	9 0	10 3	10 3	20 8	20 8	19 13	19 13	19 3	19 3	11 0	11 0	11 0	11 0	...	...	...	...	116 10	116 10	11 11	11 11
Godavari	10 13	10 13	...	...	13 14	14 6	15 0	15 8	21 2	24 0	19 6	22 14	21 13	21 13	12 0	12 0	12 0	12 0	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	13 11	13 11	14 5	13 14	22 2	22 2	* *	* *	23 13	23 13	13 3	13 3	13 3	13 3	...	...	...	...	170 2	170 2	13 3	13 3
Nellore	9 14	9 14	...	...	12 14	12 14	14 0	14 0	23 0	23 0	21 13	21 13	26 6	26 6	11 11	11 11	11 11	11 11	...	...	...	...	93 5	93 5	11 11	11 11
East Coast, south—																										
Madras	10 10	10 10	...	...	11 10	11 10	13 6	13 6	* *	* *	* *	* *	27 11	26 6	12 5	12 5	12 5	12 5	...	...	...	...	89 14	89 14	12 5	12 5
Chingleput	*	*	...	...	13 8	12 8	15 2	15 6	* *	* *	21 2	21 13	26 0	26 0	12 6	12 6	12 6	12 6	...	...	...	...	122 8	136 2	12 6	12 6
N. Arcot	9 6	9 6	...	...	12 3	12 3	13 8	14 2	* *	* *	*	*	33 5	34 3	11 5	11 5	11 5	11 5	...	...	...	...	194 6	194 6	11 5	11 5
S. Arcot	7 13	7 13	...	...	12 3	12 3	45 13	14 14	* *	* *	24 10	24 10	25 6	26 3	10 13	10 13	10 13	10 13	...	...	...	...	200 0	200 0	10 13	10 13
Tanjore	8 2	8 2	...	...	15 13	15 13	13 6	13 2	* *	* *	23 14	26 2	27 3	27 3	12 14	12 14	12 14	12 14	...	...	...	...	166 3	166 3	12 14	12 14
Trichinopoly	8 10	8 10	...	...	12 10	12 3			* *	* *	20 5	21 10	23 10	25 0	12 3	12 3	12 3	12 3	...	...	...	...	143 0	143 0	12 3	13 0
Southern—																										
Tinnevelly	8 14	8 14	...	...	13 2	12 11	13 10	13 3	* *	* *	* *	* *	*	*	14 13	14 13	14 13	14 13	...	...	...	...	53 5	53 5	14 13	14 13
Madura	11 14	11 14	...	...	13 14	13 14	14 6	14 6	22 11	22 11	22 2	22 2	27 14	27 14	13 10	13 10	13 10	13 10	...	...	...	...	131 3	131 3	13 10	13 10
Mysore—																										
Mysore	10 0	11 0	10 0	10 0	10 0	11 0	12 8	12 0	30 0	30 0	29 0	30 0	30 0	29 0	24 0	24 0	13 0	12 0	8 4	8 4	108 0	108 0	9 0	9 0	8 4	8 4
Bangalore	10 8	10 8	10 8	11 0	9 8	9 8	10 8	10 8	24 0	24 0	...	34 0	34 0	30 0	16 0	16 0	13 0	11 8	9 8	9 8	96 0	96 0	9 8	9 8	9 8	9 8
Kolar	10 0	10 0	9 0	9 0	10 4	10 0	12 8	12 8	26 0	26 0	...	43 0	43 0	43 0	16 0	16 0	10 0	10 0	9 0	9 0	144 0	144 0	9 0	9 0	9 0	9 0
Tumkur	11 0	11 0	11 0	12 0	11 0	11 8	13 0	13 0	...	...	...	44 0	44 0	44 0	14 0	14 0	14 0	14 0	9 0	9 0	340 0	340 0	9 0	9 0	9 0	9 0
Hassan	...	...	10 0	11 0	13 0	13 0	15 0	15 0	...	...	...	42 0	42 0	42 0	10 0	10 0	10 0	10 0	9 0	9 0	96 0	96 0	9 0	9 0	9 0	9 0
Kadur	10 0	10 0	11 0	11 0	16 0	18 0	17 0					48 0	48 0	48 0	13 0	13 0	13 0	13 0	9 0	9 0	320 0	320 0	9 0	9 0	9 0	9 0
Shimoga	12 10	12 10	...	...	12 10	11 9	15 12	15 12	31 8	29 6	...	44 1	48 5	44 1	16 13	16 13	16 13	14 11	10 8	10 8	480 0	480 0	9 7	9 7	10 8	10 8
Chitaldrug	13 0	13 0	15 0	15 0	11 0	11 0	14 0	13 0	48 0	50 0	32 0	55 0	60 0	70 0	22 0	22 0	22 0	14 0	9 0	9 0	320 0	320 0	9 0	9 0	9 0	9 0
Coorg—																										
Coorg	9 0	10 0	8 0	9 0	13 8	13 8	16 8	17 0	...	...	...	35 8	35 0	...	...	...	...	24 0	11 0	11 0	110 0	110 0	10 8	10 8	11 0	11 0
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	...	...	...	9 4	9 4	9 4	9 4	...	...	65 5	65 5	32 0	32 0	32 0	32 0

* Not sold.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

E. J. SINKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

WEATHER SUMMARY FOR MARCH 1889.

The month of March usually witnesses the commencement of the hot weather in Central and Northern India. The cold weather rarely lasts later than the middle of March on the Gangetic Plain. Hence it is a month of large change of meteorological conditions, mainly caused by rapid increase of temperature. The distribution of pressure changes considerably. Pressure decreases in the whole Indian area,—most rapidly in Northern India, and least in the Bay of Bengal and Southern India. The area of minimum pressure is usually transferred to the Eastern districts of the Central Provinces and Chutia Nagpur, which determines and accompanies an imperfect cyclonic circulation of the air over that and the adjacent districts.

The atmospheric disturbances of the month of March are usually of a different character from those of the preceding two months. The latter are usually due to the appearance of depressions in Upper India which drift eastwards and always give cloud, and frequently light to moderate rain to the districts near and on the north of the depression. In March the atmospheric disturbances are much more local in character and are chiefly due to the contrasts of conditions produced by the rapidly increasing temperature of the interior. The interaction of land and sea currents and of air motion between the plains and hills give rise to the various classes of storms comprised under the term hot weather storms, which include the nor-wester of Bengal, the thunderstorms and hailstorms of the Gangetic Plain and the adjacent hill districts, and the duststorms of Central and Upper India. Their cause is by no means yet fully understood, nor have the conditions of their occurrence been determined. The month of March is hence a transition month between cold weather and hot weather conditions in Northern India. It is usually a dry month, and the rainfall, which usually occurs, is sometimes due to storms similar to those of the cold weather and sometimes to local series of thunderstorms in the hot weather storms. In at least two cases out of three, when February has been wetter than usual, March is an unusually dry month and characterized by excessive temperature and unusually rapid increase of temperature.

The past month has been an example of a very dry March following an abnormally wet February.

The following gives a brief account of the more important depressions and large atmospheric disturbances of the month.

A shallow depression lay over Sind on the 7th, on which day temperature was 5° above the normal in the Central Provinces. The depression passed rapidly across the head of the Peninsula, and gave rain chiefly as thunder showers in some parts of the Central Provinces, North-Western Provinces, Bengal, and Behar. It filled up on the 3rd, and the barometer was very high in Upper India for three or four days afterwards. A very shallow depression formed

or appeared in Sind on 13th, but it disappeared on the next day without giving rain. Immediately before this, temperature was excessive in North-Western India. Thus in Sind and Rajputana the mean temperature of the 10th was 7° above the normal of the day, of the Punjab 5°, and of Guzerat and Central India 4°. Another depression appeared in Sind on the 13th and 14th, which was preceded by excessive temperature, *viz.* :

Punjab 9° above average.
Sind and Rajputana 8½° above average.
Guzerat and Central India 5½° above average : and
North-Western Provinces 5° above average.

It apparently passed across the head of the Peninsula and gave some thunder showers, chiefly in Bengal, Assam, and Burmah.

Another similar disturbance appeared in Sind on the 17th. It gave thunderstorm showers on that day in parts of the Punjab, North-Western Provinces, and Rajputana, and even caused a brief rapid reduction of temperature. Almost immediately afterwards, a depression formed in North Bengal and Behar and the adjacent hill districts. It gave rise to very strong south-westerly winds in South Bengal, and to much cloud, rain, and disturbed weather in the hills. Numerous duststorms occurred in Behar on the 20th, and some thunderstorms in Bengal and Assam on the 21st and 22nd.

After a brief period of rapid increase of temperature lasting until the 25th, a depression again formed in North Bengal under similar conditions to the preceding. It gave few showers, chiefly in Assam, and probably storms in the adjacent hills, and passed away on the 28th, after which ordinary weather prevailed until the end of the month.

Pressure.—The preceding discussion has hence shown that the month was unusually free from large disturbances. The chief feature was the excessive pressure which prevailed and which accompanied, contrary to the usual rule, increased temperature. The mean pressure for the month was ·051″ above the normal. The excess was greatest at the hill stations, thus showing that the unusual pressure conditions were probably due chiefly to abnormal conditions of the higher strata.

The relative anomalies were smaller than during the previous month. Pressure was relatively in slight defect in Northern India, and in slight excess in the Deccan. In the preceding month the excess in the Deccan was very prominent, but the change initiated by the hot weather conditions of March has already diminished this excess considerably, and hence it will probably pass away entirely during the present hot weather, and conditions more favourable to a strong Bombay monsoon current be established than have obtained during the past two years.

Temperature.—Owing to the absence of any large disturbances during the month the sky was unusually free from cloud, and hence the mean temperature of the month was everywhere above the normal. The greatest excess of temperature was in Sind and Rajputana (+1·9°), but this was closely approached by Bengal and Assam with an excess of 1·8°, and by the Punjab, the Central Provinces and Berars with an excess of 1·7° each. On the whole, the excess of the mean minimum temperature was greater than that of the mean maximum.

Rainfall.—No rain fell throughout the month in the Berars, Khandeish, Guzerat, or the Konkan, and in several other divisions, as will be seen in the following table, the total rainfall of the month was quite insignificant. There was a trifling excess in Rajputana, Sind, and Cutch, but both the actual and the average rainfall for March in those Provinces is very small, and the slight excess reported is unimportant.

The following table shows the actual average rainfall and the normal rainfall of the month of the twenty-one districts into which the country is divided, so far as it is indicated by the telegraphic reports of a few stations in each district :

Districts.	Number of stations.	Normal average rainfall in March.	Actual average rainfall in March 1889.	ifference from the average in March 1889.
Punjab, West ...	7	1·49	0·60	—0·89
„ East ...	4	1·18	0·33	—0·85
North-Western Provinces, Trans-Gangetic ...	7	0·85	0·07	—0·78
„ „ Cis-Gangetic ...	3	0·26	0·08	—0·18
Behar ...	2	0·53	0·53	0
North Bengal ...	3	1·11	0·17	—0·94
Assam—Cachar ...	3	5·58	3·75	—1·83
Lower Bengal and Chutia Nagpur ...	8	1·98	0·49	—1·49
Orissa—North Circars ...	5	0·73	0·01	—0·72
Central Provinces, South ...	7	0·35	0·10	—0·25
Berar—Khandeish ...	2	0·33	0	—0·33
Rajputana, Central India, Saugor, and Nurbudda.	9	0·12	0·22	+0·10
Sind—Cutch ...	3	0·15	0·34	+0·19
Guzerat ...	3	0·02	0	—0·02
Konkan ...	4	0	0	0
Deccan—Hyderabad ...	5	0·28	0·11	—0·17
Malabar ...	5	0·65	0·22	—0·43
Mysore—Bellary ...	4	0·98	0·95	—0·03
Carnatic ...	6	0·36	0·10	—0·26
Lower Burma ...	7	0·13	0·19	+0·06
Ceylon ...	1	4·91	1·67	—3·24

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

SIMLA, *17th April, 1889.*

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and prospects of the Crops.

Madras.—*For week ending 20th April, 1889.*—Rainfall slight in Ganjam, Vizagapatam, Madura, Tinnevelly, Coimbatore, Nilgiris, Salem and Malabar; none elsewhere. Standing crops generally good, but suffering from want of rain in Ganjam, Vizagapatam, Chingleput, North Arcot, Trichinopoly and Tinnevelly; wet crops withering in parts of Cuddapah, Anantapur and Coimbatore. Pasture deficient in Ganjam, Vizagapatam, Cuddapah, Bellary, Kurnool, North Arcot, Madura, Tinnevelly and Coimbatore. No great fluctuations in prices; prices of rice and ragi falling in Ganjam. General prospects favourable, except in Ganjam; improving in Coimbatore. Labourers employed on last day of week—on Rushikulya works, 5,618; on Gopalpore Canal, 2,570; decrease due to outbreak of cholera, on Taptapani road, 482.

Bombay.—*For week ending 24th April, 1889.*—Rain has fallen in parts of Upper Sind Frontier, Sholapur, Belgaum, and Dharwar. Late crops in one taluka of Sholapur unsatisfactory. Cotton in parts of Dharwar blighted. Harvesting of late crops and preparations for next season's crops progressing. Probable outturn of late crops in Thana seven annas on average, and of cotton in Belgaum nine annas. Fodder scarce in Khandesh, and in parts of Karachi, Nasik, Poona, Ahmednagar, Sholapur, Dharwar, Kathiawar, and Baroda.

Bengal.—*For week ending 23rd April, 1889.*—Rain in East Bengal and parts of Central Bengal during the week has much benefited the standing crops and the cultivation of the autumn crops. More rain is generally wanted throughout the Province. Spring rice, *cheena*, indigo, and sugarcane are still doing fairly well, but the prospects of *cheena* are unsatisfactory in Muzaffarpur and Champarun, here but a small yield is expected. The *rabi* harvest is practically over, and the general outturn is from 10 to 12 annas in the majority of districts, while in the Chota Nagpur districts and in Bankura, Pubna, and Faridpur it is about 8 annas. The result of the opium weighments as far as carried out shows that the actual outturn will be about 40 per cent. approximately below the estimate. The latest report from the Patna division shows that there is a noticeable tendency to rise in the prices of food-grains, but that there is no marked increase in pressure anywhere.

North-Western Provinces and Oudh.—*For week ending 24th April, 1889.*—No rain. Weather very hot. *Rabi* harvest nearly completed. Markets full. Prices on the whole steady. Condition of cattle satisfactory.

Punjab.—*For week ending 24th April, 1889.*—No rain, except a slight fall in the Rawalpindi and Peshawar districts. Prices rising in Delhi and Mooltan; falling in Jullundur, Lahore, Rawalpindi, Shahpur, and Peshawar; stationary elsewhere. Harvesting of *rabi* crops going on, also weeding of cotton and sugarcane. Ploughings for other *kharif* crops in progress. Prospects of *rabi* crops good. Crops of six villages in Peshawar tahsil have suffered somewhat from hail. Fodder sufficient, except in Sadr station, Lahore. Opium produce small in Rawalpindi.

Central Provinces.—*For week ending 24th April, 1889.*—Weather cloudy and rather stormy. Threshing and winnowing in progress. Wheat outturn expected in Saugor 12, Hoshungabad 6, Nagpur 8, and Bilaspur 9 annas. Water scarce, except in northern districts.

Burma.—*For week ending 20th April, 1889.*—Slight rain fell in Toungoo, Tavoy, Bhamo, Shwebo, Yamethin, and Pyinmana. In Lower Burma there was a slight rise in the price of paddy in Rangoon, Tharrawaddy, Prome, and Tavoy and a fall in Henzada. In Upper Burma prices remained much the same, except in the Upper and Lower Chindwin, where a fall in the price is noticeable. Food-supply sufficient.

Assam.—*For week ending 24th April, 1889.*—Weather seasonable. Sufficient rain in most districts. Sowing of early rice nearly finished. Preparation of lands for late rice continues. Tea doing well.

Mysore and Coorg.—*For week ending 24th April, 1889.*—Slight rain reported in one taluka of the Shimoga district. Standing crops in good condition, except in parts of the Tumkur and Kolar districts. Paddy sown and sugarcane planted in parts. Outturn of crops harvested generally favourable. Supply of water diminishing in parts of the Mysore and Kolar districts. Prices slightly risen in the Mysore district.

Showers have fallen in parts of Coorg. The prospects of coffee and cardamom crops have already been affected by the prolonged drought. No pasturage.

Berar and Hyderabad.—*For week ending 24th April, 1889.*—Harvesting of *rabi* crops almost completed everywhere. Ploughing operations in progress for preparing fields for next crops. Agricultural stock good. Fodder insufficient, and prices of food-grains high in some districts.

No rain during week at Hyderabad. Harvesting of *rabi* crops concluded, that of hot weather crops continues. Scarcity of fodder and water felt. Prices stationary.

Central India.—*For week ending 24th April, 1889.*—Slight rain in Indore and Bhopawar, where weather has been cloudy and hot. Harvest gathered in Bhopal, Bundelkhand, and Baghelkhand. Land being prepared for *kharif* sowings in Bhopawar. No other material changes since last report.

Rajputana.—*For week ending 24th April, 1889.*—Slight rain in Bikaneer. Standing crops gathered in. Outturn of harvests average in some States. Agricultural stock good. Pasturage or fodder sufficient, except in Marwar, Kherwara, Meywar, and parts of Serohi. Prices rising in some States. Opium fair in Ajmere and Jeypore.

Nepal.—*For week ending 18th April, 1889.*—Slight rain. Weather cloudy. Harvesting of onion and garlic and wheat crops commenced.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. LI OF 1888-89.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 24th March, 1888. Total.	Receipts for week ending 24th March, 1888. Per mile open.	Total mean length open.	Receipts for week ending 23rd March, 1889. Total.	Receipts for week ending 23rd March, 1889. Per mile open.	Total Receipts from 1st April, 1887, to 24th March, 1888. Total.	Total Receipts from 1st April, 1887, to 24th March, 1888. Per mile open per week.	Total Receipts from 1st April, 1888, to 23rd March, 1889. Total.	Total Receipts from 1st April, 1888, to 23rd March, 1889. Per mile open per week.	Total increase in 1888-89.	Total decrease in 1888-89.
	State Lines worked by Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
13th April, 1889	East Indian	1,514	9,51,066	628	1,514	8,35,090	552	4,54,53,807	589	4,35,01,092	563	...	19,51,815
6th ditto	Rajputana-Malwa (*a*)	1,664	3,72,165	224	1,664	4,38,000	263	1,65,74,938	194	1,84,89,010	218	19,14,052	...
13th ditto	Patna-Gya	57	10,181	178	57	11,326	198	5,10,784	175	4,74,686	163	...	36,098
13th ditto	Bengal-Nágpur (*b*)	186	38,987	210	293	46,444	159	13,93,007	146	17,00,223	163	3,67,216	...
13th ditto	Dildárnagar-Gházipur	12	760	63	12	857	71	47,154	77	43,693	71	...	3,461
6th ditto	Mysore	140	11,003	79	219	12,879	59	5,04,302	71	5,00,678	75	59,376	...
6th ditto	Southern Mahratta (*c*)	850	63,697	75	857	65,958	77	32,31,426	83	37,90,403	87	5,58,977	...
6th ditto	Indian Midland (*d*)	211	(*e*) 21,702	103	588	57,560	98	(*e*) 7,05,732	105	(*f*) 14,36,866	100	7,31,134	...
6th ditto	Villupuram-Dharmaveram (Nellore Branch)	83	3,481	42	83	5,726	69	(*g*) 94,314	41	2,48,750	59	1,54,436	...
6th ditto	Bareilly-Pilibhit	36	2,633	73	39	1,803	50	88,226	49	91,065	51	2,839	...
6th ditto	Lucknow-Sitapur-Sihrámau	105	4,911	47	105	4,422	42	2,14,240	40	2,59,449	48	45,209	...
	TOTAL	4,858	14,80,586	305	5,428	14,80,065	273	6,88,17,950	287	7,06,56,815	279	18,38,865	...
	State Lines worked by Government.												
6th April, 1889	North-Western (*h*)	2,481	6,14,978	248	2,386	4,72,835	198	2,11,76,688	182	2,49,52,423	203	37,75,735	...
6th ditto	Oudh and Rohilkhand	693	1,50,626	217	692	1,20,290	174	67,56,517	192	66,35,412	188	...	1,21,105
6th ditto	Wardha Coal	45	19,794	440	45	11,285	251	7,52,524	326	8,47,987	369	95,463	...
6th ditto	Bengal Central	125	12,400	99	125	14,920	119	6,60,192	103	7,03,823	110	43,631	...
6th ditto	Eastern Bengal Railways (*j*)	645	1,44,523	224	673	1,54,930	230	94,63,262	288	1,04,01,500	303	9,38,238	...
13th ditto	Nalháti	27	2,280	84	27	1,726	63	93,393	69	99,639	73	6,246	...
13th ditto	Tirhoot	259	43,424	168	273	26,840	98	17,95,181	142	19,17,857	122	...	1,77,324
30th March, 1889	Burma	333	75,977	228	553	1,10,205	199	32,16,470	189	33,41,702	158	1,25,232	...
6th April, 1889	Jorhát	31	674	22	31	954	21	48,119	33	59,094	39	10,975	...
30th March, 1889	Cherra-Companyganj	7	140	19	7	56	7	10,705	28	8,127	21	...	2,578
	TOTAL	4,646	10,64,816	229	4,812	9,13,837	190	4,39,73,051	194	4,80,67,504	205	49,04,513	...
	Lines worked by Guaranteed Companies.												
6th April, 1889	Madras	840	1,62,674	194	840	1,81,802	216	80,67,128	187	82,54,378	193	1,87,250	...
6th ditto	South Indian	654	1,00,987	154	654	1,07,873	165	49,88,669	149	53,58,850	161	3,70,181	...
6th ditto	Great Indian Peninsula	1,504	9,20,760	613	1,447	7,49,342	512	3,80,41,694	502	4,08,48,140	538	22,06,446	...
6th ditto	Bombay, Baroda and Central India	461	3,14,878	683	461	2,68,000	581	1,20,32,910	509	1,25,99,436	536	5,66,526	...
	TOTAL	3,459	14,99,299	433	3,402	12,98,017	382	6,37,30,401	359	6,70,60,804	387	33,30,403	...
GRAND TOTAL (GUARANTEED AND STATE)		12,963	40,44,701	312	13,642	36,91,919	271	17,65,21,402	274	18,63,85,183	280	98,63,781	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	8,98,12,632	139	9,53,41,052	143	55,28,420	...
NET RECEIPTS		...	...	...	...	...	...	8,67,08,770	135	9,10,44,131	137	43,35,361	...
	Assisted Companies.												
13th April, 1889	Bengal and North-Western	376	38,799	103	376	28,930	77	19,99,595	104	21,41,504	112	1,41,909	
13th ditto	Tárakeshwar	22	5,480	246	22	6,334	285	2,63,496	232	2,72,137	240	8,641	...
6th ditto	Rohilkhand-Kumaun	67	7,698	115	67	8,190	122	3,08,988	92	3,35,386	100	26,398	...
23rd March, 1889	Dibru-Sadiya	78	7,754	99	78	7,971	102	4,02,857	101	4,27,514	107	24,657	...
	TOTAL	543	59,731	110	543	51,425	95	29,74,936	107	31,76,541	115	2,01,605	...
	Native States.												
6th April, 1889	The Nizam's (Guaranteed Company)	277	36,705	133	354	38,017	107	15,96,920	139	18,59,897	120	2,62,977	...
6th ditto	The Gaekwar's	59	3,759	64	59	2,430	41	1,53,687	31	1,38,369	46	...	15,318
6th ditto	The Gaekwar's Mehsána-Vadnagar	21	1,307	62	27	900	33	39,248	36	45,620	39	6,372	...
13th ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	34,293	178	260	35,452	136	10,35,100	105	11,55,254	108	1,20,154	...
6th ditto	Morvi	68	3,628	53	68	3,553	52	1,36,245	39	1,60,253	46	24,008	...
6th ditto	Jodhpore	124	8,112	65	124	7,800	63	3,51,267	55	3,46,109	55	...	5,158
	TOTAL	742	87,804	118	892	88,152	99	33,12,467	94	37,05,502	92	3,93,035	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Katni-Umaria State Railway.
(*c*) Includes the Bellary-Kistna State Railway.
(*d*) Includes the Sindia and Bhopal-Itarsi Railways.
(*e*) Includes the receipts of the Sindia Railway only.
(*f*) Includes the receipts of the Sindia Railway from 1st April, 1888, to 28th February, 1889, and those of the Bhopal-Itarsi Railway from 1st January, 1889.
(*g*) Total receipts from 15th September, 1887, to 24th March, 1888.
(*h*) Includes the Amritsar-Pathánkot and Rájpura-Patiála State Railways.
(*j*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.

M. C. BRACKENBURY, *Major, R.E.*,
Officiating Deputy Secretary.

SIMLA, *25th April, 1889.*

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and prospects of the Crops.

Madras.—*For week ending 27th April, 1889.*—No rain at Godavari; good at Madras, Tanjore, Trichinopoly, Madura, Tinnevelly, Coimbatore, Nilgiris, Salem, and Malabar; slight elsewhere. Standing crops generally good, but suffering from want of rain in Ganjam, Vizagapatam, Chingleput, North Arcot, and Trichinopoly. Wet crops withering in parts of Cuddapah, Anantapur, Chingleput, and Tinnevelly. Pasture deficient in Ganjam, Vizagapatam, and eight other districts. Prices rising in Ganjam, Vizagapatam, and six other districts; falling in five and stationary in others. General prospects favourable, except in Ganjam; much improved in Coimbatore by recent rain. Labourers employed on last day of week—on Rushikulya works, 5,991; Gopalpore Canal, 4,862; and Taptapani Road, 536.

Bombay.—*For week ending 1st May, 1889.*—Rain throughout Deccan and Southern Mahratta Country and in parts of Hyderabad, Ahmedabad, Khandesh, and Nasik. Exotic cotton in parts of Dharwar reviving. Harvesting of late crops and preparations for next season's crops progressing generally, and sowing commenced in Karachi. Fodder scarce in Khandesh and in parts of Nasik, Poona, Ahmednagar, Sholapur, Dharwar, and Kathiawar.

A

Bengal.—*For week ending 30th April, 1889.*—Showers reported in East and North Bengal and in a few places in Central Bengal; but no rain elsewhere. General rain is wanted throughout the Province for the standing crops and for the cultivation of the autumn crops. Spring rice has begun to be harvested, but for want of rain the outturn will not be so good as was expected. *Cheena* is doing well in Gya, Shahabad, and Sarun, but its prospects are unfavourable in Darbhanga, Muzaffarpur, and Chumparun, where but a small yield is expected. Sugarcane and indigo are still in fair condition; mulberry is doing fairly well in Midnapore, but in Murshidabad there is scarcely any leaf available for silk rearing; in Maldah an average mulberry crop has been reaped. Mango is generally a very short crop this year, except in Darbhanga, Muzaffarpur, and certain other districts in Behar, where it is plentiful. Prices of all foodgrains, particularly rice, show a marked tendency to rise throughout the Province.

North-Western Provinces and Oudh.—*For week ending 1st May, 1889.*—Weather seasonable. Slight rain in a few districts. Threshing of *rabi* crops in progress. Sugarcane and indigo being irrigated. Markets well supplied. Prices generally steady. General condition of agricultural stock is satisfactory.

Punjab.—*For week ending 1st May, 1889.*—Slight rain in parts of Hissar, Delhi, and Ferozepore. Prices falling in Rawalpindi; unsettled in Peshawar; stationary elsewhere. *Rabi* crops are being harvested. Ploughings for *kharif* sowings in progress. Cotton being sown in Shahpur and Dera Ismail Khan. Prospects of *rabi* and *kharif* are promising. Stock-cattle reported healthy. Fodder sufficient, except in Sadr station of Lahore. Poppy almost harvested in Amritsar: Opium produce small at Rawalpindi.

Central Provinces.—*For week ending 1st May, 1889.*—Rain in all districts, except Chhattisgarh. Threshing continues. Ploughing commencing for autumn crops. Water scarce in most districts. Prices rising in Saugor.

Burma.—*For week ending 27th April, 1889.*—Slight rain fell in Prome, Moulmein, Amherst, Toungoo, Tavoy, and Mergui. In Upper Burma rain fell in Bhamo, Myadoung, Lower Chindwin, Meiktila, Yamethin, and Pyinmana. Prices of paddy show a slight rise in Bassein, Thongwa, Henzada, and Moulmein. In Upper Burma there is a rise in prices in Myadoung, Magwe, and Pyinmana, and a fall in Shwebo. In the Bhamo district some of the dry weather crops have been destroyed owing to want of rain.

Assam.—*For week ending 1st May, 1889.*—Weather seasonable. Rain sufficient in almost all districts. Condition and prospects of crops good. Tea doing well.

Mysore and Coorg.—*For week ending 1st May, 1889.*—Some rain in the civil and military station Bangalore. Rain also reported throughout the Mysore State. Condition of crops good, except in parts of one taluk of Tumkur district, where water is much wanted. Agricultural operations in progress. Prospects generally favourable. No material change in prices.

Good rain has fallen throughout Coorg.

Berar and Hyderabad.—*For week ending 1st May, 1889.*—Preparation of land for *kharif* crops in progress in Berar. Agricultural stock generally good. Fodder insufficient in some districts. Prices almost stationary.

No rain during the week in Hyderabad. Reaping of hot-weather crops continues. Scarcity of fodder and water felt almost everywhere. Prices stationary.

Central India.—*For week ending 1st May, 1889.*—Slight rain in many parts during the week. Prices of foodgrains stationary in Neemuch; falling in Gwalior, rising in Baghelkhand. Condition of agricultural stock and pasturage in Western Malwa reported indifferent, and below average in Bundelkhand.

Rajputana.—*For week ending 1st May, 1889.*—Rainfall good in Meywar and Kotah; slight in Jhallawar. Average outturn of harvests in some States. Agricultural stock good. Prices rising in Meywar. Opium below average in Kotah.

Nepal.—*For week ending 25th April, 1889.*—Weather cloudy at times. Midday very hot. Rice is being sown. Sowing of Indian corn delayed for want of rain.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. LII OF 1888-89.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 31st March, 1888. Total.	Receipts for week ending 31st March, 1888. Per mile open.	Total mean length open.	Receipts for last 8 days ending 31st March, 1889. Total.	Receipts for last 8 days ending 31st March, 1889. Per mile open.	Total Receipts from 1st April, 1887, to 31st March, 1888. Total.	Total Receipts from 1st April, 1887, to 31st March, 1888. Per mile open per week.	Total Receipts from 1st April, 1888, to 31st March, 1889. Total.	Total Receipts from 1st April, 1888, to 31st March, 1889. Per mile open per week.	Total increase in 1888-89.	Total decrease in 1888-89.
	State Lines worked by Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
20th April, 1889	East Indian	1,514	8,78,615	580	1,514	11,17,679	738	4,63,32,422	589	4,46,97,882	568	...	16,34,540
13th ditto	Rajputana-Malwa (*a*)	1,664	3,54,087	213	1,664	4,98,286	299	1,69,35,252	195	1,90,85,887	220	21,50,635	...
20th ditto	Patna-Gya	57	8,397	147	57	16,631	292	5,19,181	175	4,96,084	167	...	23,097
13th ditto	Bengal-Nágpur (*b*)	186	71,352	383	293	68,481	204	14,64,359	151	18,28,704	164	3,64,345	...
20th ditto	Dildárnagar-Gházipur	12	840	70	12	1,492	124	47,994	77	45,322	73	...	2,672
13th ditto	Mysore	140	10,314	74	219	15,382	70	5,14,407	71	5,76,094	75	61,687	...
13th ditto	Southern Mahratta (*c*)	850	72,525	85	857	83,570	98	33,09,115	80	39,41,036	88	6,31,921	...
13th ditto	Indian Midland (*d*)	211	(*e*) 21,947	104	588	71,858	122	(*e*) 7,27,679	106	(*f*) 15,09,867	100	7,82,188	...
13th ditto	Villupuram-Dharmaveram (Nellore Branch)	83	3,918	47	83	5,345	64	(*g*) 98,232	42	2,53,605	59	1,55,373	...
13th ditto	Bareilly-Pilibhit	36	2,101	58	36	2,322	64	90,327	49	93,360	50	3,033	...
6th ditto	Lucknow-Sitapur-Sihrámau	105	4,054	39	105	8,789	83	2,18,295	40	2,68,580	49	50,285	...
	TOTAL	4,858	14,28,150	294	5,428	18,89,835	348	7,02,57,263	287	7,27,96,421	281	25,39,158	...
	State Lines worked by Government.												
13th April, 1889	North-Western (*k*)	2,481	4,73,849	191	2,386	6,57,132	275	2,20,80,693	186	2,55,90,638	204	35,09,945	...
6th ditto	Oudh and Rohilkhand	693	1,50,786	218	692	1,67,624	242	69,07,303	193	68,04,866	189	...	1,02,437
13th ditto	Wardha Coal	45	20,747	461	45	28,798	640	7,73,271	329	8,81,167	376	1,07,896	...
13th ditto	Bengal Central	125	12,138	97	125	17,484	140	6,72,330	103	7,22,382	111	50,052	...
13th ditto	Eastern Bengal Railways (*j*)	645	1,73,272	269	673	2,03,480	302	96,36,534	287	1,06,15,094	303	9,78,560	...
13th ditto	Nalháti	27	1,727	63	27	2,153	80	95,120	68	1,01,912	72	6,792	...
13th ditto	Tirhoot	259	33,822	131	273	40,362	148	18,29,003	142	16,59,593	120	...	1,69,410
6th ditto	Burma	333	80,796	243	553	1,35,363	245	32,97,266	190	34,85,058	160	1,87,792	...
13th ditto	Jorhát	31	558	18	31	1,451	47	48,677	33	60,545	38	11,868	...
6th ditto	Cherra-Companyganj	7	133	18	7	45	6	10,838	28	8,172	22	...	2,666
	TOTAL	4,646	9,47,828	204	4,812	12,53,892	261	4,53,51,035	196	4,99,29,427	204	45,78,392	...
	Lines worked by Guaranteed Companies.												
6th April, 1889	Madras	840	1,85,408	221	840	2,11,671	252	82,52,536	188	84,41,980	193	1,89,444	...
13th ditto	South Indian	654	1,07,989	165	654	1,15,414	176	50,96,658	149	54,75,302	160	3,78,644	...
13th ditto	Great Indian Peninsula	1,504	9,97,995	664	1,447	10,32,281	713	3,96,39,689	505	4,18,79,076	540	22,39,387	...
13th ditto	Bombay, Baroda and Central India	461	3,57,928	776	461	3,25,714	707	1,23,90,838	514	1,29,50,030	539	5,59,192	...
	TOTAL	3,459	16,49,320	477	3,402	16,85,080	495	6,53,79,721	361	6,87,46,388	388	33,66,667	...
GRAND TOTAL (GUARANTEED AND STATE)		12,963	40,25,298	310	13,642	48,28,807	354	18,09,88,019	275	19,14,72,236	281	1,04,84,217	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	9,16,97,544	139	9,74,90,332	143	57,92,788	...
NET RECEIPTS		...	...	...	...	...	...	8,92,90,475	136	9,39,81,904	138	46,91,429	...
	Assisted Companies.												
20th April, 1889	Bengal and North-Western	376	37,096	99	376	44,413	118	20,36,691	104	21,92,423	112	1,55,732	...
20th ditto	Tárakeshwar	22	5,586	251	22	7,174	322	2,69,082	233	2,83,644	245	14,562	...
13th ditto	Rohilkhand-Kumaun	67	8,422	126	67	9,752	146	3,17,410	93	3,45,526	99	28,116	...
30th March, 1889	Dibru-Sadiya	78	7,712	99	78	(*k*) 9,682	124	4,10,569	101	(*l*) 4,37,196	108	26,627	...
	TOTAL	543	58,816	108	543	71,021	131	30,33,752	108	32,58,789	115	2,25,037	...
	Native States.												
13th April, 1889	The Nizam's (Guaranteed Company)	277	33,104	120	354	48,662	137	16,30,024	139	19,08,559	120	2,78,535	...
13th ditto	The Gaekwar's	59	7,062	120	59	3,010	51	1,60,750	52	1,41,740	46	...	19,010
13th ditto	The Gaekwar's Mehsána-Vadnagar	21	1,300	62	27	1,043	38	40,548	37	46,856	39	6,308	...
13th ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	31,386	163	260	44,444	171	10,66,486	106	12,00,123	110	1,33,637	...
13th ditto	Morvi	68	4,223	62	68	4,341	64	1,40,468	40	1,64,620	46	24,152	...
13th ditto	Jodhpore	124	7,768	63	124	10,286	83	3,59,035	55	3,56,421	55	...	2,614
	TOTAL	742	84,843	114	892	1,11,786	125	33,97,311	94	38,18,319	93	4,21,008	...

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Katni-Umaria State Railway.
(*c*) Includes the Bellary-Kistna State Railway.
(*d*) Includes the Sindia and Bhopal-Itarsi Railways.
(*e*) Includes the receipts of the Sindia Railway only.
(*f*) Includes the receipts of the Sindia Railway from 1st April, 1888, to 28th February, 1889, and those of the Bhopal-Itarsi Railway from 1st January, 1889.
(*g*) Total receipts from 15th September, 1887, to 31st March, 1888.
(*h*) Includes the Amritsar-Pathánkot and Rájpura-Patiála State Railways.
(*j*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.
(*k*) Receipts for week ending 30th March, 1889.
(*l*) Total receipts from 1st April, 1888, to 30th March, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Officiating Deputy Secretary.

SIMLA, *2nd May, 1889.*

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SUPPLEMENT TO

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 2nd HALF OF MARCH 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu. (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or thur cadjan pea (*Cajanus indicus*.)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	11 1	11 1	11 11	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	14 9	14 9
Tavoy	...	...	...	...	...	12 6	16 12	15 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	24 2	24 2
Moulmein and Amherst	3 15	9 0	...	...	10 8	9 11	12 2	11 1	...	...	...	...	...	...	...	...	7 9	9 5	12 2	12 2	...	...	220 0	220 0	20 3	20 15
Pegu (deltaic)—																										
Pegu	...	...	...	...	9 7	9 7	14 10	11 3	...	...	...	...	...	...	...	...	11 3	11 3	20 8	22 8	...	...	150 0	150 0	17 10	17 10
Rangoon	7 10	7 10	...	...	12 6	12 6	13 2	13 2	...	...	...	...	...	...	...	...	16 0	15 2	§	§	...	...	250 0	250 0	16 10	14 9
Thongwa	...	...	...	...	12 10	12 13	14 9	14 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	19 12	19 12
Bassein	...	...	...	...	12 15	12 8	17 1	12 10	...	...	...	...	...	...	...	...	8 7	12 6	...	...	...	...	207 9	207 8	14 3	14 3
Pegu (inland)—																										
Shwaygyin	...	...	...	...	9 13	10 10	10 6	11 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharawadi	...	...	...	...	13 5	13 5	16 0	16 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	8 2	8 2	450 0	450 0	14 0	14 0
Henzada	...	...	...	...	11 15	11 15	15 10	15 10	...	...	...	...	...	...	...	...	7 9	7 9	...	...	...	...	183 8	183 8	14 12	14 12
Prome	9 2	8 10	...	...	13 7	12 12	16 2	15 4	...	...	...	...	...	...	...	...	8 14	8 14	22 4	22 4	9 5	9 5	139 11	167 9	14 0	14 0
Toungoo	...	...	...	...	9 2	9 2	12 3	12 13	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	200 0	200 0	14 1	14 1
Thayetmyo	11 3	9 9	...	...	11 11	11 11	13 13	13 13	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	326 11	326 11	11 3	11 3
Upper Burma—																										
Mandalay	11 10	11 0	...	...	11 1	11 0	12 9	13 9	...	...	...	...	...	...	...	...	8 2	8 9	10 10	16 0	7 0	7 8	70 0	75 0	14 9	14 9
Arakan—																										
Sandoway	...	...	...	...	18 0	18 11	20 9	21 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	14 0	13 0	15 8	15 3	...	...	...	...	...	...	...	...	5 0	5 0	...	...	...	...	333 0	333 0	36 0	30 0
Akyab	...	...	...	...	14 0	15 0	18 0	18 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	160 0	180 0	16 0	16 0
Assam—																										
Surma—																										
Sylhet	10 0	...	...	...	14 14	14 14	17 8	17 8	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	108 0	108 0	10 0	9 8
Cachar	7 8	8 0	...	...	11 8	16 0	16 0	19 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	80 0	80 0	9 12	9 12
Khási and Jaintiá Hills	...	...	...	...	7 8	7 8	11 0	11 0	...	...	...	...	...	...	...	...	10 0	10 0	16 0	16 0	...	...	100 0	100 0	8 0	8 0
Gáro Hills	...	...	...	...	6 0	6 0	16 0	16 0	...	...	...	...	...	...	...	...	8 0	10 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	16 0	16 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	80 0	80 0	9 8	9 4
Kámrup	10 0	20 0	...	...	8 0	8 0	20 0	20 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	...	...	160 0	160 0	9 4	10 0
Darrang	7 9	7 0	...	...	16 0	16 0	21 0	21 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	150 0	150 0	8 8	8 8
Nowgong	8 0	8 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	120 0	120 0	8 0	8 0
[illegible]	...	...	...	...	6 8	6 8	20 0	20 0	...	...	...	...	...	...	...	...	12 0	10 0	...	...	...	...	160 0	160 0	8 0	8 0
[illegible]	[illegible]	8 0	...	...	[illegible]	[illegible]	14 0	14 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	[illegible]	...	...	13 5	11 6¾	14 8	12 10½	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	8 0	9 0	16 0	18 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	...	...	4 0	4 4	...	...	...	...	80 0	80 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	12 0	13 4	15 1	14 12	...	...	...	...	...	...	...	...	15 1	12 13	...	...	...	...	120 0	120 0	10 0*a*	10 10
Noakholly	...	...	...	...	13 0	14 0	15 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	9 0	8 0
Chittagong	11 0	11 0	...	...	12 0	12 0	16 14	15 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	108 0	108 0	9 0*b*	9 0
Tipperah	12 8	12 8	...	...	15 8	16 0	18 0	18 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	...	...	8 0	8 0
Dacca	15 8	15 8	26 0	26 0	14 4	16 0	16 0	17 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	16 0	16 0	120 0	120 0	10 0*c*	10 0
Mymensingh	10 8	10 0	...	...	13 0	13 0	17 8	18 0	...	...	...	...	...	...	...	...	12 4	12 0	...	...	...	...	...	...	9 8*d*	9 8
Deltaic—																										
Koolna	...	...	...	...	13 0	14 0	15 0	16 0	...	...	...	...	...	...	...	...	10 8	10 8	...	...	...	...	160 0	160 0	9 2*e*	9 2
24-Pergunnahs	14 0	14 0	20 0	16 0	8 0	8 0	15 8	16 8	...	...	...	...	...	...	12 0	16 0	21 0	18 0	...	...	19 0	18 8	100 0	100 0	10 4*f*	10 4
Midnapore	10 0	10 0	40 0	40 0	14 0	16 0	16 0	20 0	...	...	...	...	...	...	...	...	14 0 to 14 8	14 0 to 14 8	...	...	14 0	20 0	160 0	160 0	10 4*g*	10 4
Howrah	‖	...	...	...	12 0	12 0	15 0	16 0	...	...	...	...	...	...	...	...	19 0	16 0	...	...	14 0	13 0	100 0	100 0	10 8	10 8
Calcutta	13 3	13 0	19 9	17 11	9 14	10 0	14 11	14 10	17 8	17 9	12 7	13 9	...	...	20 4	20 9	17 12	15 13	...	15 10	17 10	16 8	98 9	98 2	10 5	10 5
Hooghly	...	13 0	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	13 0	...	...	13 0	13 0	120 0	120 0	10 0*h*	9 0
Nuddea (Kishnaghur)	16 0	16 0	22 13	22 13	13 5¼	13 5	15 8	16 4	...	...	...	...	...	...	...	...	24 10	24 10	...	...	20 0	20 0	...	...	9 2*i*	9 2
Jessore	13 0	13 0	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	15 0	...	...	22 0	22 0	160 0	160 0	9 2	9 2
Furreedpore	20 0	16 0	20 0	20 0	10 0	9 0	15 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	12 0	120 0	120 0	9 0	9 0
Central—																										
Bankoora	15 0	12 12	20 0	16 0	17 4	17 8	19 8	20 0	...	...	...	...	...	...	...	...	14 8	14 8	21 0	20 0	18 0	18 0	280 0	280 0	10 0	10 0
Burdwan	15 8	14 8	26 0	*	14 4	15 0	16 14	17 10	...	...	...	...	...	...	...	...	23 0	21 0	*	*	19 0	19 0	107 0	107 0	10 2*k*	10 2
Beerbhoom	16 0	11 4	...	...	13 8	13 8	16 0	16 8	...	...	...	...	...	...	...	...	22 8	11 12	...	...	18 0	...	160 0	160 0	9 12	9 12
Moorshedabad	14 0	14 0	...	...	13 4	14 0	16 0	17 0	...	...	...	...	...	...	...	...	23 0	16 0	...	...	18 0	22 0	200 0	200 0	10 0*l*	10 0
Sonthal Pergunnahs	11 8	11 4	...	...	14 0	14 0	16 8	16 8	...	...	...	...	...	...	...	...	18 0	15 0	18 0	18 0	22 0	22 0	200 0	200 0	9 0	9 0
Pubna	19 8	19 8	...	...	7 8	8 0	17 4	18 0	...	...	...	...	...	...	...	...	13 8	13 4	...	...	21 0	23 4	200 0	200 0	9 2½*m*	9 2½
Bogra	13 8	13 8	...	...	15 0	13 8	18 12	19 8	...	...	...	...	...	...	...	...	16 14	12 0	...	...	...	...	96 0	96 0	8 13	8 4
Rajshahye	16 8	15 0	37 8	37 0	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	24 0	24 0	...	...	22 12	24 9	240 0	240 0	9 9*n*	9 9
Maldah	16 0	13 0	...	...	10 0	10 0	17 0	17 0	...	...	...	...	...	...	...	...	24 0	15 0	...	...	...	...	120 0	120 0	9 8	9 8
Northern—																										
Rungpore	14 3	12 4	...	...	10 8	10 8	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	13 0	13 0	120 0	120 0	9 6*o*	9 6
Dinagepore	12 12	11 4	10 0	9 9	15 8	17 0	19 3	19 3	...	...	...	...	...	...	...	...	12 12	12 4	...	...	12 0	12 12	160 0	160 0	9 8*p*	9 8
Jalpáiguri	10 0	10 0	16 0	16 0	8 0	8 0	17 0	17 8	...	...	...	...	...	...	...	...	11 8	11 8	...	...	9 0	9 0	128 0	128 0	9 0*q*	9 0
Darjeeling	6 0	10 0	10 0	10 0	6 0	6 0	13 0	12 0	...	...	...	...	14 0	14 0	...	...	10 0	11 0	20 0	18 0	...	...	120 0	120 0	7 0*r*	8 0
Orissa—																										
Pooree	11 13	11 13	...	...	11 13	11 13	15 12	17 1	...	...	...	...	...	...	...	...	15 12	15 12	...	...	11 13	14 7	80 0	80 0	11 13	11 13
Cuttack	13 2	13 2	...	...	10 8	11 13	17 1†	17 1	...	...	...	...	...	...	...	...	21 0	21 0	...	...	18 6	15 12	80 0	80 0	11 0	12 0
Balasore	14 0	13 0	13 0	13 0	12 0	12 0	18 0	19 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	160 0	160 0	8 8*s*	9 0
Chota-Nagpur—																										
Singbhoom	10 0	10 0	14 0	14 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	14 0	12 0	...	...	15 0	15 0	200 0	200 0	7 0	8 0
Manbhoom	14 0	14 0	30 0	...	15 0	15 0	22 0	21 8	...	...	...	...	...	...	...	...	15 0	14 0	32 0	32 0	18 0	14 0	200 0	200 0	9 0*t*	9 0
Lohardugga	14 0	14 0	16 0	...	13 0	13 0	15 0	14 0	...	...	...	...	28 0	27 8	...	...	12 4	12 12	16 8	17 8	17 0	16 0	140 0	140 0	8 12*u*	8 8
Hazáribágh	17 0	17 0	...	...	8 0	8 0	15 0	16 0	...	...	...	...	21 0	22 0	...	...	16 0	16 0	16 8	18 0	18 0	17 0	320 0	320 0	8 0	8 0

* Not sold. † At Jaipore and Kendrapara rice is procurable at 23 seers 10 chittacks per rupee.

a In sub-divisions retail prices of salt per rupee are:—Patuakhali 8 sers, Perozepore 9 sers, and Bhola 8 sers.
b At Cox's Bazar retail price of salt 8 sers per rupee.
c In sub-divisions retail prices of salt per rupee are:—Munshigunge 8-14 sers, and Naraingunge 10 sers.
d In sub-divisions retail prices of salt per rupee are:—Kishoregunge 8 sers, Attea 10 sers, Jamalpore 9-8 sers, Sherepore 8 sers, and Netrokona 8 sers.
e In sub-divisions retail prices of salt per rupee are:—Satkhira 9-13 sers and Bagirhat 8 sers.
f In sub-divisions retail prices of salt per rupee are:—Baraset 9 sers, Bussirhat 9 sers, Barrackpore 9-2 sers, and Dum-Dum 10 sers.
g In sub-divisions retail prices of salt per rupee are:—Ghattal 10-12 sers, Tumlook 8 sers, and Contai 9 sers.
h At Jehanabad retail price of salt 10 sers per rupee.
i In sub-divisions retail prices of salt per rupee are:—Kooshtea 10 sers, and Meherpore 10-8 sers, Chooadanga 10 sers, Ranaghat 10 sers.

§ None in market. ‖ Not available.

j In sub-divisions retail prices of salt per rupee are:—Jhenida 9 sers, Magoora 10 sers, Narail 9⅜ sers, and Bongong 10 sers.
k In sub-divisions retail prices of salt per rupee are:—Culna 10 sers, Cutwa 9-15 sers, and Raneegunge 9-8 sers.
l In sub-divisions retail price of salt per rupee are:—Lalbagh 9-8 sers, Jungipore 10 sers, and Kandi 10 sers
m At Serajgunge retail price of salt 10-8 sers per rupee.
n In sub-divisions retail prices of salt per rupee are:—Nattore 9-12 sers and Nowgong 8-11 sers.
o In sub-divisions retail prices of salt per rupee are:— Nilphamari 10 sers, Gaibanda 8 sers.
p In Thakurgaon sub-division retail price of salt 8 sers per rupee.
q At Fallacotta in the Alipore sub-division retail price of salt 8 sers per rupee.
r At Siliguri retail price of salt 9 sers per rupee.
s At Bhudruck retail price of salt 8 seers per rupee.
t At Govindpore retail price of salt 9 sers per rupee.
u At Daltongunge retail price of salt 8·44 sers per rupee.

RETAIL PRICES FOR THE 2nd HALF OF MARCH 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or thur cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar or thur cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	17 9	15 12	26 4	26 4	11 10	12 9	13 12	15 8	...	...	...	...	30 7	...	13 12	13 10	26 4	18 14	19 14	16 12	21 0	21 0	147 0	147 0	9 8*v*	9 8
Gya	16 8	15 8	32 0	21 0	9 4	9 0	15 0	15 0	...	...	...	...	...	...	12 8	12 8	21 0	18 0	...	...	21 0	19 0	200 0	200 0	9 2	8 12
Patna	17 8	18 0	24 0	22 0	11 0	11 0	15 0	16 8	25 0	25 0	...	...	...	...	15 8	15 8	25 0	25 0	22 8	22 8	25 0	25 0	130 0	130 0	10 0	10 0
Shahabad	15 8	14 8	20 0	25 0	9 0	9 0	15 0	15 0	20 0	20 0	...	...	...	...	...	...	20 0	19 0	...	...	14 0	14 0	160 0	160 0	10 0*w*	10 0
Behar, north—																										
Purneah	13 0	13 0	...	11 0	13 8	15 0	15 0	16 0	...	...	...	...	...	18 0	...	16 0	14 0	13 0	...	10 0	16 0	16 0	200 0	200 0	9 0*x*	9 4
Bhágalpur	16 10	15 12	20 3	15 2	12 10	13 14	14 8	15 2	...	...	...	...	...	...	...	...	18 4	16 11	17 10	17 10	15 2	16 6	176 0	151 0	10 1	10 1
Durbhunga	18 4	14 4	...	...	10 4	10 0	15 0	14 4	...	...	...	...	20 9	19 12	...	...	25 0	19 12	21 6	19 12	20 9	19 12	160 0	176 0	11 6*y*	11 0
Mozufferpore	15 0	13 0	22 0	...	10 0	9 8	13 0	13 0	...	...	...	...	...	...	...	...	24 0	17 0	20 0	19 0	22 0	20 0	160 0	160 0	10 0*z*	10 0
Sarun	16 0	16 0	24 0	25 8	8 8	8 12	14 0	14 4	...	...	...	...	20 0	20 0	12 0	11 0	22 0	21 0	20 8	24 8	22 8	21 4	180 0	180 0	10 0	10 0
Champarun	13 0	13 0	21 0	14 0	7 0	7 0	13 0	13 0	...	...	...	...	20 0	20 0	...	...	17 0	16 0	20 0	18 0	22 0	22 0	160 0	160 0	9 0*z1*	9 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	15 8	14 8	23 0	20 0	7 0	8 0	13 0	14 0	18 0	17 0	16 0	16 0	15 0	16 0	12 0	12 0	22 0	20 0	18 0	18 0	23 0	24 0	100 0	100 0	10 0	10 0
Benares	14 6	14 14½	19 4	18 7	9 3	9 3	13 9	13 9	20 10	20 10	15 11½	17 5½	15 11½	14 10	12 8	13 8	19 0	19 0	21 2	21 11	20 10	19 4	120 0	120 0	10 6½	10 11
Ghazipur	16 1	16 1	16 12	16 12	7 1	7 1	12 14	12 14	17 6	17 6	16 12	16 12	20 10	20 10	15 7	15 7	18 0	18 0	18 0	18 0	21 4	21 4	154 8	154 8	9 10	9 10
Jaunpur	15 0	15 0	16 8	16 8	7 0	7 0	14 0	14 0	...	...	...	...	...	...	...	...	19 0	19 0	19 0	19 0	21 0	21 0	140 0	140 0	8 8	8 8
Allahabad	14 8	18 0	21 0	20 0	8 0	8 0	11 8	12 0	18 0	18 0	16 0	16 0	...	...	...	...	21 8	20 8	16 8	...	19 0	19 0	120 0	160 0	10 0	10 0
Central—																										
Bánda	18 0	18 0	23 8	23 0	8 0	8 0	12 0	12 0	22 0	22 0	20 0	20 0	...	...	...	...	25 8	28 0	...	...	18 0	18 0	160 0	160 0	10 8	10 8
Fatehpur	15 4	17 12	21 8	21 4	12 0	12 0	12 12	12 12	21 0	20 0	18 0	18 0	...	...	...	...	21 8	21 8	...	...	27 8	25 0	160 0	160 0	10 8	10 12
Hamirpur	18 6	19 8	24 11	24 2	9 11	9 0	12 1	12 0	...	20 8	...	20 0	...	...	...	...	26 7	25 4	...	...	34 8	34 12	140 0	140 0	11 0	11 4
Jalaun	19 0	20 0	20 0	20 0	9 0	9 0	10 0	10 0	18 0	17 0	17 0	17 0	15 0	15 0	16 0	16 0	24 0	22 0	18 0	18 0	30 0	18 0	140 0	140 0	11 0	11 0
Cawnpore	19 12	20 0	24 0	23 8	9 0	9 0	13 0	13 0	24 8	24 8	22 8	23 0	...	...	20 0	18 0	24 0	24 0	30 0	29 0	27 0	27 0	150 0	150 0	12 0	12 0
Etáwah	19 2	18 14	23 8	22 8	7 0	7 0	15 0	15 0	19 8	19 8	19 8	19 8	20 0	20 0	20 0	20 0	24 8	24 4	25 0	24 0	26 0	25 0	120 0	120 0	11 0	11 0
Farukhabad	16 12	17 4	26 8	22 12	6 8	6 8	10 0	10 8	...	25 8	...	21 4	...	...	...	...	22 0	21 8	...	...	25 8	25 8	150 0	130 0	10 8	10 8
Mainpuri	19 2	18 12	25 6	21 12	4 8	5 0	14 8	14 0	21 4	21 8	19 4	20 0	...	...	...	...	23 8	22 0	23 8	24 0	28 0	18 0	160 0	160 0	11 0	10 8
Etah	19 11	19 8	30 8	29 0	7 8	7 8	14 0	14 0	22 8	24 8	20 0	20 8	...	...	16 8	16 0	24 0	25 0	...	25 8	18 4	16 8	160 0	160 0	11 4	11 4
Western—																										
Lalitpur	18 0	17 4	20 0	20 0	9 0	9 0	11 0	11 8	20 0	20 0	14 0	15 0	20 0	20 0	15 0	16 0	21 0	19 8	20 0	20 0	13 0	13 0	160 0	160 0	10 0	10 0
Jhánsi	17 14	17 5	20 0	19 7	8 0	7 8	12 8	11 15	19 14	18 8½	18 2	17 9	...	...	...	...	23 1	21 11	...	...	...	...	180 0	180 0	10 8	10 8
Agra	17 0	17 0	23 8	22 8	5 0	5 0	9 0	9 0	22 0	22 0	21 0	20 0	...	...	17 0	17 0	28 0	28 8	29 0	29 0	15 0	15 0	100 0	110 0	12 0	12 4
Muttra	17 0	17 0	27 0	27 0	7 8	7 8	12 0	12 0	26 0	26 0	24 0	24 8	...	...	12 0	12 0	29 0	29 0	30 0	30 0	25 0	25 0	120 0	120 0	12 0	12 0
Aligarh	18 8	19 0	28 4	26 0	5 8	6 0	10 8	11 8	23 0	23 0	22 0	21 8	...	...	15 0	15 0	28 8	28 0	31 8	27 8	25 0	25 0	130 0	130 0	12 0	12 0
Bulandshahr	19 14	19 4	30 8	28 0	7 0	6 0	11 0	10 0	22 0	20 0	23 0	20 0	...	...	20 0	17 0	29 4	28 8	33 0	30 0	18 0	15 0	120 0	120 0	11 4	11 4
Meerut	19 0	18 0	27 8	26 0	6 0	6 0	13 0	13 0	26 0	26 0	20 0	20 0	14 0	14 0	14 0	14 0	26 0	25 0	30 0	27 0	22 0	21 0	100 0	100 0	11 8	11 8
Sub-montane—																										
Ballia	16 12	16 0	21 14	19 4	10 4	10 8	14 12	16 0	18 0	19 4	...	...	...	...	...	...	25 12	20 8	18 0	19 4	20 10	19 4	155 0	155 0	10 4	10 4
Azamgarh	14 12	14 12	17 0	16 10	10 5	10 5	13 4	13 4	...	...	...	...	...	...	...	...	...	16 4	23 10	22 2	15 8	15 8	177 8	177 8	9 13	9 13
Goruckpur	14 8	14 6½	19 0	18 0	9 1	9 0	13 5	12 9½	16 2	18 0	13 6	14 6½	18 2	18 0	16 13	18 0	20 13	19 9¼†	19 0	18 0	20 4½	23 6¼†	140 0	140 0	9 15	10 9½
Basti	18 0	16 8	23 0	20 0	...	...	23 0	25 0	16 0	16 0	...	...	22 0	22 0	10 0	10 0	22 8	18 8	20 0	20 0	21 0	21 0	140 0	140 0	10 0	10 0
Sháhjahánpur	19 8	20 0	28 8	28 8	8 8	8 8	14 0	14 0	26 0	26 0	25 8	26 8	...	...	26 0	25 0	25 0	26 8	...	...	22 8	22 8	160 0	160 0	11 0	11 0
Budaun	18 8	18 4	30 8	24 0	6 0	6 0	12 8	13 4	21 0	20 4	20 0	19 8	...	...	...	...	21 0	21 0	24 0	24 0	25 0	24 0	192 0	192 0	11 0	11 0
Pilibhit	17 8	17 4	25 0	22 0	12 8	12 8	13 12	13 12	20 0	20 0	20 0	16 4	...	...	...	...	22 8	21 4	20 0	20 0	23 0	22 0	160 0	160 0	11 8	10 8
Bareilly	16 9	16 4	23 12	20 0	6 3	6 4	13 2	13 2	23 12	20 0	18 12	18 12	...	...	15 0	15 0	23 12	20 10	23 12	20 0	23 12	20 10	150 0	150 0	10 10	10 10
Moradabad	18 2	19 0	28 8	28 8	10 8	10 8	13 4	13 4	26 8	26 8	23 0	20 8	...	...	16 0	16 0	26 14	25 0	31 0	28 0	24 8	24 8	165 0	165 0	11 8	11 8
Terai	19 6	15 12	30 0	27 8	8 12	8 12	13 12	13 2	30 0	31 4	25 8	25 0	...	...	25 0	25 0	21 4	27 4	31 4	32 8	22 8	22 8	100 0	100 0	10 0	10 0
Bijnor	18 0	19 2	27 9	27 9	9 6	9 0	12 10	12 10	...	...	23 10	22 8	...	...	...	...	25 5	21 10	...	...	...	...	135 0	135 0	10 11	11 0
Muzaffarnagar	20 4	18 10	27 8	25 3	6 9	6 9	12 2	12 1	25 4	25 3	19 12	19 12	17 10	17 10	16 8	16 8	26 6	24 3	22 0	...	14 4	14 4	132 0	132 0	11 9	11 9
Saháranpur	19 14	19 13½	23 10½	23 10½	8 9½	8 9½	11 4	11 4	21 8	21 8	21 8	21 8	26 13½	26 13½	21 8	21 8	†24 15½	24 11†	25 13	25 13	18 4½†	18 4½†	147 8	147 8	11 4	11 4
Dehra Dún	18 0	17 0	20 8	20 8	6 8	6 8	10 8	10 8	20 0	20 0	20 0	20 0	22 0	22 0	...	...	23 0	22 0	19 0	19 0	18 0	18 0	160 0	160 0	10 8	10 8
Kumaun	12 0	13 0	16 0	16 0	11 0	12 0	13 0	13 0	...	...	...	...	16 0	16 0	14 0	16 0	12 0‡	12 0†	16 0	20 0	10 0‡	10 0†	130 0	130 0	7 8	8 0
Garhwal	11 14	11 14	14 8	14 8	7 12	7 12	11 8	11 8	...	...	...	...	21 0	21 0	...	...	7 8	7 8	...	...	8 8	8 8	180 0	180 0	8 0	8 0
Oudh—																										
Southern—																										
Partabgarh	18 8	18 0	23 8	23 0	12 0	12 8	14 0	14 0	21 0	21 0	17 8	18 8	...	...	...	...	22 0	21 0	28 0	...	16 8	14 8	180 0	180 0	10 0	10 0
Sultánpur	17 0	17 0	20 0	20 0	9 0	9 0	14 0	14 0	19 0	19 0	16 0	16 0	24 0	24 0	20 0	20 0	20 0	20 0	16 0	16 0	20 0	20 0	160 0	160 0	10 8	10 8
Rae-Bareli	17 12	18 0	23 0	19 0	7 0	7 0	14 0	14 8	23 0	22 0	22 0	18 0	24 0	23 0	17 0	16 8	25 0	22 0	16 0	16 0	24 0	24 0	180 0	180 0	10 0	10 0
Unao	18 8	18 0	25 0	24 0	9 0	9 0	13 0	13 0	22 0	22 0	16 0	19 0	...	...	14 0	14 0	28 0	21 0	20 0	20 0	14 8	14 8	160 0	160 0	11 0	11 0
Lucknow	16 12½	18 0	26 0	20 0	6 0	6 0	12 7	13 0	25 0	22 8	19 6	20 8	...	...	20 0	22 0	24 6	19 4	21 8	22 0	25 4	23 0	130 0	120 0	10 8	10 8
Hardoi	23 0	21 0	32 0	25 0	7 0	7 0	12 0	15 0	...	25 0	...	22 0	...	30 0	...	20 0	32 0	21 0	...	23 0	15 0	16 0	120 0	120 0	11 8	11 8
Northern—																										
Fyzabad	16 8	18 0	21 8	21 0	10 8	10 8	13 8	13 8	20 8	20 0	16 0	16 0	16 0	16 0	16 0	16 0	19 0	18 0	21 8	21 0	22 0	21 0	120 0	120 0	10 0	10 0
Barabanki	18 0	16 0	24 0	18 0	11 0	11 0	12 0	12 0	20 0	19 0	16 0	19 0	20 0	20 0	15 0	15 0	20 0	18 0	20 0	20 0	22 0	22 0	120 0	120 0	10 0	8 0
Gonda	20 0	18 0	16 0	16 8	12 0	12 0	15 0	15 0	20 0	20 0	19 0	19 8	27 0	27 0	16 0	16 0	22 0	19 8	23 0	23 0	21 0	21 0	200 0	200 0	10 12	10 12
Bahraich	20 0	18 0	32 0	23 0	12 0	12 0	15 0	15 0	29 0	25 0	15 0	15 0	27 0	28 0	12 0	13 0	24 0	21 0	25 0	25 0	26 0	21 0	140 0	140 0	10 8	10 8
Sitapur	19 0	24 8	32 0	36 0	8 0	8 0	14 0	14 0	25 0	27 0	23 0	26 0	23 0	25 0	19 0	19 0	29 0	23 0	27 0	27 0	26 0	28 0	160 0	160 0	10 8	10 8
Kheri	22 0	19 8	36 0	20 0	8 0	8 0	15 0	15 0	32 0	29 0	22 0	22 0	37 0	25 0	22 0	16 0	22 0	19 8	32 0	29 0	24 0	23 0	140 0	140 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	15 0	15 0	20 0	18 12	6 4	6 4	8 2	8 13	16 4	16 4	12 8	12 8	...	...	...	...	17 8	17 8	17 8	17 8	20 10	21 4	...	...	15 5	15 11
Bánswára	16 4	16 9	15 0	15 0	5 0	6 14	8 12	10 0	...	...	...	...	...	...	...	...	15 0	15 0	17 8	16 12	8 12	9 6	...	...	10 5	10 5
Meywar (Oodeypore)	12 1½	11 5½	15 10	13 4½	7 13	7 0½	8 3½	7 13	14 1	13 4½	11 11½	10 15	*Nil.*	*Nil.*	9 6	10 2½	14 7½	14 1	14 13½	13 4½	10 2½	10 2½	160 0	160 0	10 2½	10 8¾
Sirohi	12 0	11 8	19 0	14 0	7 0	6 8	9 0	8 0	13 0	13 0	14 0	13 8	...	...	19 0	19 0	14 8	14 0	15 0	14 8	10 8	10 4	160 0	160 0	12 0	12 0
Erinpura	13 12	13 1½	18 5	16 12	...	...	8 8	9 0	18 0	15 8	16 8	15 12	...	...	...	...	17 14	17 12	...	...	...	...	260 0	260 0	12 0	12 0
Ajmere	14 8	14 0	19 0	19 0	3 0	3 0	8 0	8 0	18 0	17 0	15 0	15 0	...	...	...	...	19 0	20 0	19 0	19 0	...	...	80 0	80 0	12 0	12 0
Abu	11 10	11 12	16 0	16 0	6 4	6 4	8 0	8 0	...	...	13 0	13 0	...	...	...	...	15 4	15 4	14 0	14 0	10 0	10 0	...	...	11 0	11 0
Kishengarh	16 0	15 8	21 8	19 0	9 0	9 0	10 0	10 0	20 0	19 0	17 8	16 0	...	...	...	...	21 8	19 0	19 0	19 8	...	...	...	...	13 8	13 0
Beondee	21 0	19 8	26 4	24 0	8 8	8 8	9 0	9 0	26 4	24 0	...	...	...	...	...	...	30 0	25 0	...	...	...	...	160 0	160 0	10 8	10 8
Kotah	19 0	19 0	14 0	12 0	7 0	7 0	8 0	8 0	24 0	24 0	11 0	11 0	...	...	...	...	22 8	22 8	16 0	16 0	17 8	15 0	240 0	240 0	10 0	10 4
Jhalláwar	17 0	15 15	15 15	12 1	7 5½	7 5½	9 6	9 6	20 10	20 3	13 15½	13 15½	...	...	11 1	11 11	21 11½	20 3	19 9½	18 13½	8 9½	8 5	175 0	175 0	9 12	9 12
Tonk	16 10	16 0	25 4	23 6	8 8	9 9	9 8	10 2	25 13	25 0	...	...	...	...	...	...	25 8	23 12	...	...	...	...	130 0	130 0	11 12	12 0
Jeypore	16 12	15 12	23 8	22 12	5 0	5 0	8 4	8 4	24 0	14 0	21 0	20 8	...	...	13 8	13 8	19-8 to 21 4	19-8 to 22 0	24 8	24 0	22 0	21 0	115 0	115 0	12 0	12 0
Kerauli	16 14	16 4	23 12	22 13	10 0	10 0	11 14	12 8	25 0	23 2	21 14	21 4	...	...	12 8	12 8	25 0	23 6	...	...	30 0	29 4	200 0	210 0	10 15	10 10
Dholpur	15 8	15 11	24 3	22 4	11 4	11 4	12 6	12 6	20 9	21 6	20 2	19 4	...	...	13 8	15 12	26 5	23 6	...	...	34 7	29 9	90 0	90 0	11 9	11 8
Bhartpur	15 14	15 14	25 15	25 14	7 12	7 12	9 8	9 8	22 0	22 0	20 8	20 8	...	...	12 4	12 4	26 12	26 14	24 0	24 0	25 0	25 0	160 0	160 0	11 8	11 8
Alwar	18 8	18 1	26 11	26 7	8 0	8 0	10 12	10 12	23 8	25 11	23 4	22 8	...	...	14 8	14 8	26 6	25 12	24 8	23 6	31 0	31 0	200 0	200 0	12 12	12 12
Deoli Cantonment	17 1	16 4	23 14	22 11½	4 0	4 0	9 10	9 10	24 4	21 14	18 4	18 3	...	...	...	...	23 2½	22 0	...	...	...	...	220 0	220 0	11 0	11 2
Nasirabad Cantonment	15 14	15 10	20 0	19 3¾	7 0	7 0	8 0	8 0	20 0	19 13½	16 11	16 0	...	...	12 5½	12 0	20 3½	20 0	19 7½	18 0	12 11	12 0	90 0	90 0	12 4	12 4
Hilly Tracts of Meywar	11 0	11 0	13 0	13 8	...	...	9 0	9 4	...	...	...	...	...	...	...	...	7 2½	12 8	14 0	14 0	...	...	§	§	11 0	9 4
Bálmer	11 0	11 0	...	...	5 0	5 0	6 8	6 8	...	...	12 3	12 3	...	...	...	...	9 12	9 12	...	...	...	...	260 0	260 0	12 4	12 4
Anádra	12 4	12 4	16 4	16 0	6 8	6 8	8 0	8 0	...	...	14 0	14 0	...	...	...	...	15 0	16 0	14 12	14 12	10 14	11 0	...	...	12 0	12 0
Shahpura	16 6	15 12	19 12	18 12	9 4	9 8	10 8	11 12	20 8	19 0	17 8	17 4	...	...	...	...	18 12	19 0	18 10	16 8	...	...	160 0	160 0	11 6	12 0
Western—																										
Jodhpur	12 13	12 13	17 8	17 8	6 4	6 4	7 8	7 8	15 0	15 0	14 6	14 6	...	...	...	...	17 8	16 14	15 0	15 0	...	...	...	...	13 12	13 12
Jaisulmer	10 6	10 4	...	...	7 12	8 0	9 4	9 6	13 6	13 4	11 12	11 10	...	...	...	...	10 6	10 8	...	...	...	...	...	...	21 0	21 0
Bickanir	13 4	11 14	...	...	2 14½†	2 14½	6 9	6 9	...	...	14 4½	14 0	...	...	...	...	17 0	17 0	...	...	8 0	8 0	100 0	100 0	12 8	10 0
Central India—																										
Indore	14 0	14 0	13 0	13 0	7 0	7 0	8 0	8 0	20 0	19 0	16 0	16 0	*	*	*	*	18 7	18 7	20 8	20 8	17 0	17 0	120 0	120 0	10 4	10 4
Nimach Cantonment	14 13	13 12	20 6	19 3	8 0	8 0	10 0	10 0	18 11	18 4	15 0	15 0	...	...	...	...	19 8	19 4	19 0	18 8	19 0	18 12	180 0	180 0	12 0	12 0
Baghelkhand (Satna)	19 8	20 4	28 0	28 0	8 0	8 0	15 0	15 0	17 0	17 8	15 0	15 0	...	...	...	...	21 8	21 0	...	...	23 0	21 8	200 0	200 0	10 12	10 12
Goona	19 8	20 0	15 0	15 0	8 0	8 0	8 8	8 8	24 0	24 0	...	12 0	...	...	...	...	26 0	27 0	24 0	24 0	...	...	200 0	200 0	10 0	10 0
Gwalior	13 4	14 1	16 9	14 8	7 0	7 3	7 15	8 5	15 9	16 11	15 3	15 14	...	...	10 14	10 14	17 6	19 8	16 9	15 14	19 0	21 2	145 0	145 0	10 4	10 2

* Not sold. † For unhusked grain. ‡ For husked grain. § Six pies per bundle.

v In sub-divisions retail prices of salt per rupee are:—Beguserai 9-4 sers and Jamui 9 sers.
w In sub-divisions retail prices of salt per rupee are:—Buxar 10-8 sers, Sasseram 10 sers, and Bhabua 9-8 sers.
x In sub-divisions retail prices of salt per rupee are:—Kishengunge 10 sers and Arrareah (at Ramgunge) 9-8 sers.
y In sub-divisions retail prices of salt per rupee are:—Madhubani 10 sers and Tajpore 10-8 sers.
z In Hajipore and Sitamarhi sub-divisions retail price of salt 10 sers per rupee.
z1 At Bettiah retail price of salt 10 sers per rupee.

RETAIL PRICES FOR THE 2nd HALF OF MARCH 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun, Italian millet (*setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*setaria italica*). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or thur cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar or thur cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	20 0	20 0	28 0	27 0	...	...	10 *	10 0	24 0	25 0	22 0	21 0	†	*	†	*	26 0	26 0	18 0	18 0	†	*	85 0	85 0	11 8	11 8
Ferozepore	22 0	20 0	30 0	27 0	...	...	10 0	10 0	24 0	25 0	20 0	21 0	†	...	16 0	16 0	28 0	27 0	30 0	25 0	11 0	11 0	100 0	100 0	13 4	13 0
Montgomery	20 0	19 0	28 0	24 0	...	...	10 0	9 0	28 0	24 0	17 0	18 0	‡	‡	26 0	26 0	25 0	25 0	28 0	22 0	12 0	12 0	200 0	200 0	11 0	11 0
Central—																										
Gurgaon	20 0	20 0	28 0	28 0	...	...	11 0	11 0	26 0	26 0	24 0	23 0	†	‡	*	‡	20 0	20 0	20 0	20 0	16 0	16 0	130 0	130 0	11 0	11 0
Delhi	20 0	19 0	30 0	28 0	...	...	11 0	11 0	24 0	25 0	20 0	21 0	†	†	13 0	14 0	28 0	28 0	25 0	25 0	22 0	22 0	80 0	80 0	11 0	11 0
Rohtak	20 0	20 0	25 0	22 0	...	...	11 0	11 0	29 0	26 0	24 0	24 0	†	†	16 0	15 0	30 0	30 0	16 0	16 0	20 0	20 0	120 0	120 0	11 0	11 0
Karnál	21 0	20 0	30 0	29 0	...	...	11 0	12 0	27 0	27 0	18 0	18 0	22 0	22 0	18 0	18 0	32 0	32 0	35 0	30 0	20 0	20 0	120 0	120 0	10 0	10 0
Lahore	19 0	18 0	33 0	29 0	...	...	9 0	7 0	32 0	27 0	18 0	18 0	‡	‡	20 0	20 0	27 0	25 0	27 0	23 0	12 0	12 0	95 0	95 0	12 0	12 0
Sub-montane—																										
Umballa	23 0	23 0	29 0	29 0	...	...	12 0	12 0	29 0	29 0	16 0	16 0	20 0	20 0	10 0	10 0	29 0	30 0	30 0	30 0	19 0	19 0	130 0	130 0	12 8	12 0
Ludhiána	25 0	24 0	40 0	32 0	...	...	12 0	12 0	32 0	30 0	22 0	26 0	†	†	20 0	20 0	29 0	30 0	32 0	32 0	14 0	14 0	110 0	110 0	12 8	12 8
Jullundur	22 0	22 0	32 0	28 0	...	...	8 0	8 0	30 0	30 0	22 0	20 0	*	*	20 0	20 0	27 0	25 0	33 0	33 0	*	*	100 0	100 0	12 8	12 8
Hoshiárpur	24 0	23 0	30 0	30 0	...	...	12 0	10 0	30 0	30 0	22 0	22 0	12 0	16 0	28 0	26 0	26 0	26 0	30 0	27 0	18 0	18 0	120 0	120 0	12 0	13 0
Gurdáspur	20 0	18 0	26 0	24 0	...	...	13 0	12 0	23 0	23 0	14 0	14 0	†	†	16 0	12 0	23 0	20 0	26 0	24 0	10 0	10 0	120 0	120 0	13 0	13 0
Amritsar	22 0	21 0	29 0	28 0	...	...	11 0	11 0	28 0	24 0	18 0	19 0	†	†	24 0	22 0	26 0	26 0	29 0	25 0	†	†	90 0	90 0	14 0	13 0
Hills—																										
Simla	15 0	14 0	‡	‡	...	...	9 0	9 0	16 0	16 0	14 0	14 0	20 0	‡	8 0	8 0	17 0	17 0	22 0	20 0	10 0	10 0	65 0	65 0	9 0	9 0
Kángra	14 0	13 0	18 0	17 0	...	...	12 0	12 0	12 0	12 0	10 0	10 0	24 0	24 0	8 0	8 0	20 0	19 0	19 0	18 0	14 0	12 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkote	19 0	19 0	32 0	30 0	...	...	12 0	12 0	27 0	27 0	24 0	24 0	‡	‡	22 0	22 0	25 0	25 0	25 0	22 0	13 0	13 0	160 0	160 0	13 0	13 0
Gujránwála	20 0	21 0	35 0	30 0	...	...	9 0	10 0	22 0	22 0	16 0	16 0	‡	‡	16 0	13 0	27 0	24 0	20 0	20 0	‡	‡	85 0	85 0	13 0	13 0
Gujrát	22 0	20 0	34 0	23 0	...	...	9 0	9 0	26 0	25 0	24 0	23 0	†	†	12 0	12 0	24 0	23 0	24 0	23 0	†	†	120 0	120 0	14 0	13 0
Jhelum	19 0	20 0	29 0	26 0	...	...	10 0	9 0	23 0	26 0	22 0	20 0	*	*	*	12 0	25 0	25 0	27 0	22 0	*	*	160 0	160 0	14 0	14 0
Ráwalpindi	18 0	16 0	32 0	24 0	...	...	12 0	11 0	27 0	21 0	23 0	20 0	*	*	16 0	16 0	25 0	22 0	23 0	21 0	19 0	18 0	96 0	100 0	13 8	13 8
Hazára	17 0	16 0	24 0	19 0	...	...	12 0	11 0	‡	‡	21 0	18 0	†	†	12 0	12 0	21 0	16 0	20 0	17 0	†	†	100 0	100 0	11 0	11 0
Pesháwar	18 0	16 0	36 0	29 0	...	...	10 0	10 0	25 0	24 0	15 0	15 0	†	†	19 0	18 0	21 0	19 0	25 0	22 0	23 0	23 0	112 0	100 0	41 0	41 0
Kohát	16 0	16 0	26 0	23 0	...	...	11 0	12 0	*	18 0	16 0	17 0	†	‡	*	‡	24 0	21 0	20 0	18 0	†	‡	125 0	125 0	58 0	50 0
Western—																										
Shahpur	21 0	20 0	36 0	30 0	...	...	10 0	10 0	34 0	25 0	28 0	24 0	18 0	16 0	20 0	20 0	28 0	26 0	22 0	21 0	*	*	240 0	240 0	13 0	13 0
Jhang	23 0	21 0	33 0	33 0	...	...	10 0	10 0	28 0	26 0	12 0	‡	25 0	16 0	22 0	20 0	19 0	18 0	20 0	26 0	10 0	10 0	240 0	240 0	12 0	13 0
Mooltan	17 0	17 0	30 0	28 0	...	...	10 0	9 0	26 0	25 0	20 0	20 0	†	†	24 0	24 0	20 0	20 0	22 0	22 0	†	†	100 0	100 0	13 0	13 0
Bannu	20 0	18 0	32 0	25 0	...	...	10 0	10 0	25 0	23 0	18 0	18 0	8 0	8 0	8 0	8 0	24 0	21 0	23 0	24 0	13 0	13 0	60 0	60 0	40 0	40 0
D. I. Khán	20 0	21 0	39 0	43 0	...	...	8 0	8 0	25 0	26 0	26 0	25 0	‡	‡	6 0	6 0	21 0	22 0	17 0	17 0	14 0	‡	112 0	112 0	42 0	45 0
Muzaffargarh	19 0	19 0	26 0	25 0	...	...	13 0	13 0	20 0	20 0	20 0	20 0	‡	‡	‡	‡	19 0	14 0	‡	‡	11 0	11 0	110 0	110 0	12 0	12 0
D. G. Khán	18 0	18 0	26 0	25 0	...	...	9 0	9 0	23 0	23 0	25 0	20 0	‡	‡	‡	‡	21 0	21 0	‡	‡	‡	‡	125 0	75 0	27 8	27 8
Sind and Baluchistan—																										
Karáchi	12 0	12 0	18 0	18 0	8 0	8 0	10 0	10 0	16 0	16 0	14 0	14 0	‡	‡	‡	‡	17 0	17 0	14 0	14 0	7 0	7 0	90 0	90 0	14 0	14 0
Hyderabad (Gidu Bandar)	14 8	13 8	18 8	18 0	7 8	7 8	9 8	9 8	17 8	18 0	14 8	15 0	...	...	...	...	15 8	13 8	...	...	...	...	160 0	160 0	11 8	11 8
Thar and Párkar (Umarkot)	13 0	13 0	...	...	...	...	10 0	10 0	...	...	12 0	12 0	...	...	...	...	...	...	...	...	...	...	160 0	160 0	12 0	12 0
Sukkur	15 0	14 0	20 8	21 0	10 8	8 0	12 0	12 0	22 8	23 8	20 8	20 0	...	...	...	...	19 8	...	...	...	11 8	11 0	...	120 0	12 8	12 8
Shikárpur	13 0	12 4	18 8	17 8	8 12	8 12	9 12	10 0	20 0	20 0	21 0	20 0	...	...	...	...	19 0	14 8	...	...	8 8	10 0	140 0	140 0	11 8	11 8
Upper Sind Frontier	14 0	13 0	16 0	17 0	8 0	8 0	10 0	11 0	24 0	24 0	22 0	23 0	...	...	...	...	19 0	11 8	...	...	10 0	10 0	160 0	160 0	11 0	11 0
Quetta	14 0	13 8	15 0	15 0	5 0	5 0	7 14	7 10	16 0	16 0	...	...	...	...	...	...	13 0	13 4	16 0	16 0	...	...	64 0	64 0	9 0	9 0
Bombay—																										
Konkan—																										
Karwar	11 0	11 0	...	...	6 8	7 0	11 0	11 0	18 0	17 0	...	...	22 0	22 0	12 0	12 0	13 0	13 0	...	...	10 8	10 8	213 5	213 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	8 8	8 8	10 9	10 9	14 4	15 10	13 8	13 8	16 7	16 7	...	...	13 4	14 0	...	...	9 9	9 9	135 0	135 0	11 8	11 8
Colába (Alibág)	10 0	10 0	...	...	...	...	11 4	11 4	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	122 0	122 0	12 0	12 0
Bombay	9 0	9 7	17 0	17 0	7 6	6 10	10 13	10 13	15 7	15 9	12 10	13 3	17 13	15 5	13 3	13 3	13 5	13 4	15 0	16 1	7 8	7 7	62 6	68 15	10 1	10 1
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 7	9 3	...	...	11 4	11 4	...	...	...	...	12 5	12 5	...	...	9 12	9 12	71 2	71 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	17 0	17 0	...	...	11 0	11 0	12 0	12 0	25 0	25 0	23 0	23 0	31 0	31 0	...	...	14 0	14 0	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Belgaum	16 8	16 8	...	...	11 8	12 0	12 8	12 8	20 0	20 0	19 0	19 0	23 0	23 0	...	...	15 8	15 0	...	...	12 8	13 0	70 0	70 0	12 0	12 0
Satára	10 11	10 11	13 0	13 0	8 3	8 3	10 0	10 0	14 10	14 10	12 15	12 15	16 5	16 5	14 5	14 5	15 9	15 9	19 2	19 2	13 12	13 12	97 1	97 1	13 0	13 0
Sholápur	14 8	14 8	17 6	17 6	7 0	7 9	9 7	9 7	20 11	20 11	17 7	17 7	...	...	...	...	19 2	19 3	...	...	15 1	15 1	82 10	82 10	11 8	11 8
Bijápur	13 8	13 5	10 5	...	7 3	7 3	9 2	9 15	18 2	20 11	15 14	16 3	...	...	...	...	15 12	14 14	...	...	10 10	11 2	80 0	80 0	10 8	9 10
Poona (City)	11 8	11 8	11 14	11 14	8 9	8 9	9 3	9 3	15 4	14 2	12 10	11 8	16 6	16 6	...	...	13 13	13 13	...	...	15 10	15 10	60 13	60 13	11 9	11 9
Khandesh—																										
Ahmadnagar	13 6	13 6	...	...	8 0	8 0	9 1	9 1	15 0	15 0	12 8	13 8	...	...	...	...	15 13	15 13	...	...	16 1	16 1	71 0	80 0	11 6	11 6
Násik	14 2	14 12	...	...	9 0	9 0	10 8	10 8	...	...	14 0	14 0	17 2	17 2	...	...	15 13	15 13	...	...	11 8	11 8	106 8	106 8	13 8	13 8
Khandesh (Dhulia)	12 14	12 14	...	...	7 8	7 8	9 6	9 6	16 5	15 7	14 1	14 1	...	...	12 10	12 10	12 8	13 12	...	...	...	...	106 0	106 0	11 6	11 6
Guserat—																										
Surat	10 0	10 0	13 0	13 0	6 0	6 0	8 0	8 0	15 0	15 0	14 0	14 0	...	...	6 0	6 0	12 0	10 0	...	...	13 0	10 0	100 0	100 0	12 0	12 0
Broach	10 8	11 0	...	...	7 8	7 8	9 8	9 8	15 8	14 0	12 8	12 8	...	...	...	...	13 0	12 8	...	...	13 0	13 0	120 0	120 0	12 12	12 12
Kaira	14 3	13 5	21 5	20 0	7 7	7 7	9 11	9 11	15 0	15 0	14 8	13 14	16 0	16 0	...	...	12 5	11 14	...	...	13 5	13 5	90 0	90 0	13 5	13 5
Baroda Camp (Sadar Bazar)	8 10	8 10	9 2	9 2	6 4½	6 4½	6 15	6 15	14 4½	14 4½	12 9	12 9	13 11	13 11	...	...	10 13½	10 13½	...	...	8 9	8 9	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	11 8	11 8	21 0	...	6 0	6 0	8 0	8 0	15 0	15 0	14 8	13 8	...	...	...	...	16 0	15 0	...	...	9 8	10 0	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	10 0	10 0	...	...	7 2	7 2	10 0	10 0	17 6	17 6	13 2	13 2	17 6	17 6	...	...	15 0	15 0	16 0	16 0	9 4	9 4	160 0	160 0	11 2	11 2
Deesa Cantonment	13 15	13 8	14 1	13 12	7 0	7 0	8 0	8 0	15 0	15 0	14 0	14 0	...	...	...	...	15 11	14 14	...	...	11 0	10 8	150 0	150 0	11 0	11 0
Kathiawar—																										
Rájkot	14 0	14 0	...	...	6 8	6 8	8 0	8 0	15 0	15 0	12 8	12 8	...	...	...	...	14 8	15 0	...	...	7 0	7 0	100 0	100 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	14 4	14 4	...	...	7 8	7 8	11 7	11 7	19 1	19 1	...	...	...	...	...	...	15 2	16 2	...	...	10 11	10 11	160 0	120 0	10 13	10 13
Khandwa-Ásirgarh Cant.	13 0	13 0	...	...	9 0	9 0	11 0	11 0	18 0	17 10	17 8	17 5	...	...	13 0	13 0	16 0	15 13	...	...	10 13	10 11	160 0	160 0	10 0	10 0
Hoshangabad	14 0	13 0	...	...	7 0	7 0	8 8	8 8	...	...	...	...	...	...	...	...	20 8	23 0	...	...	11 0	11 0	120 0	120 0	9 8	9 8
Betúl	15 9	15 9	...	...	9 9	9 9	10 0	10 0	17 7	17 7	...	...	...	...	...	...	20 0	20 0	...	...	11 6	11 6	320 0	320 0	7 9	7 9
Chhindwára	15 3	14 0	...	...	8 0	8 0	10 0	11 7	20 9	20 9	...	...	...	...	...	...	19 0	21 11	...	...	10 8	10 8	160 0	160 0	8 0	9 2
Nágpur	16 4	17 3	...	...	8 12	8 12	12 8	12 8	21 4	20 0	...	...	...	...	...	...	20 0	20 10	...	...	13 12	14 1	119 0	119 0	9 13	9 13
Wardha	17 2	20 0	...	...	8 0	10 0	11 7	11 7	20 0	24 0	...	...	...	...	...	...	20 0	20 0	...	...	16 0	15 0	124 0	124 0	9 10	9 8
Central—																										
Narsinghpur	14 10	14 10	...	...	9 3	9 3	10 6	11 14	...	...	...	...	...	...	...	...	19 13	19 13	...	...	12 10	12 10	200 0	200 0	9 2	9 2
Saugor	16 3	17 15	...	...	8 9	8 9	9 8	9 8	...	...	...	...	...	...	...	...	21 12	21 12	...	...	12 8	12 8	180 0	180 0	9 2	9 1
Damoh	20 0	20 0	...	...	11 7	11 7	12 10	12 10	...	...	...	...	...	...	...	...	26 11	26 11	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	15 12	15 4	...	...	8 8	9 4	10 8	11 12	21 0	20 0	...	...	...	...	...	...	20 0	20 8	...	...	12 0	10 12	130 0	130 0	9 0	8 12
Mandla	19 0	19 0	...	...	9 0	10 0	11 0	12 0	...	...	...	...	...	...	...	...	27 8	27 0	...	...	10 8	13 0	256 0	256 0	9 4	9 8
Seoni	16 10	17 15	...	...	9 5	9 12	12 4	13 9	...	...	...	...	...	...	...	...	19 8	22 6	...	...	10 15	10 15	200 0	200 0	9 10	9 10
Bálághát	19 11	17 1	...	...	13 2	13 2	17 14	16 9	...	...	...	...	...	...	...	...	21 10	21 10	...	...	13 12	12 8	192 0	192 0	9 0	9 0
Bhandára	17 8	18 12	...	...	...	...	15 0	16 4	...	...	...	...	...	...	...	...	23 12	23 12	...	...	12 8	12 8	190 0	200 0	9 0	9 2
Chánda	17 15	16 3	...	...	...	...	14 7	13 8	23 6	23 6	...	...	...	...	...	...	20 0	21 5	...	...	13 11	13 11	400 0	400 0	10 0	8 14
Eastern—																										
Biláspur	22 7	22 7	...	...	12 5	12 5	16 15	18 0	...	...	...	...	...	...	...	...	16 12	16 12	...	...	17 8	17 8	96 0	96 0	9 0	9 0
Raipur	22 13	21 14	...	...	11 4	10 12	17 10	15 15	...	...	...	...	...	...	...	...	17 0	16 0	...	...	14 0	13 0	80 0	50 0	9 0	8 0
Sambalpur	16 10	16 10	...	...	12 4	12 4	16 10	15 12	...	...	...	...	...	...	...	...	...	10 8	...	...	9 0	9 0	160 0	160 0	7 14	7 14
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	11 0	11 0	18 0	18 0	17 0	17 0	...	...	...	...	17 0	17 0	...	...	11 0	11 0	§	§	9 0	9 0
Básim	18 5	18 5	...	...	7 10	7 10	10 0	10 0	26 5	26 10	24 0	24 0	...	...	...	...	22 0	21 10	...	...	13 5	13 5			9 0	8 10
Akola	16 0	16 0	...	...	7 0	7 0	8 0	8 0	18 0	19 0	16 0	15 0	...	...	...	...	18 0	19 0	...	...	18 0	18 0			10 0	10 0
Ellichpur	14 0	14 0	7 0	7 0	7 0	7 0	8 6	8 0	16 0	16 0	13 0	14 0	...	...	...	...	15 0	15 0	...	...	17 4	17 4			9 4	9 4
Amráoti	14 8	14 12	...	...	6 14	7 0	7 14	8 0	17 6	18 0	13 3	14 0	...	...	...	...	16 0	16 4	...	...	11 0	11 8			9 0	9 0
Wún	15 14	17 0	...	...	8 0	8 0	10 14	11 0	20 13	22 0	...	...	...	...	...	...	16 12	17 0	...	...	20 0	22 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	13 3	13 8	...	...	6 12	6 12	10 6	10 8	17 12	18 4	...	...	15 8	...	...	...	14 2	13 13	...	...	17 12	16 12	125 0	125 0	8 14	8 14
Boláram	14 9	15 11	...	...	7 6	7 11	9 0	9 0	20 4	20 4	...	...	...	...	...	...	15 14	16 6	...	...	...	...	116 14	116 14	9 0	9 0
Chadarghat	10 8	12 0	...	...	7 4	7 8	9 0	9 8	18 8	20 0	[illegible]	[illegible]	...	...	...	...	14 8	15 8	...	...	...	...	120 0	120 0	9 12	9 12

* Not sold. † Not produced. ‡ Not procurable.

Firewood is sold by head-loads, cart-loads, and bullock-loads.

RETAIL PRICES FOR THE 2nd HALF OF MARCH 1889—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or karkun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or thór cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	12 3	12 3	13 0	13 0	*	*	*	*	20 6	20 6	24 0	24 0	12 0	13 0	...	...	13 8	13 8	102 0	108 0	8 8	9 0
S. Canara	8 8	8 8	...	...	12 10	12 10	13 11	13 10	*	*	23 14	21 13	21 13	21 13	...	...	13 0	13 0	...	...	14 0	14 0	96 0	96 0	9 8	9 8
South, central—																										
Coimbatore	11 8	11 8	...	...	13 0	13 0	14 0	14 0	...	...	23 13	20 11	26 3	26 3	...	...	10 0	13 0	...	...	15 0	16 0	144 0	144 0	9 0	9 0
Nilgiris	9 14	10 11	...	...	9 10	11 3	11 3	11 3	21 11	21 11	16 13	25 6	20 14	20 3	12 0	12 0	12 0	16 0	...	...	16 0	16 0	340 0	340 0	9 0	9 0
Salem	10 3	10 3	...	...	11 13	12 3	13 11	13 11	20 0	20 0	22 2	27 14	30 13	30 13	14 0	14 0	14 0	14 0	...	...	14 0	14 0	96 0	96 0	9 0	9 0
Central—																										
Bellary	13 6	13 6	...	...	12 13	12 13	14 0	14 0	28 13	28 13	20 11	21 10	18 10	18 0	18 0	18 0	18 0	18 0	...	...	18 0	18 0	320 0	320 0	9 0	9 0
Anantapur	11 8	11 8	...	...	13 6	13 6	14 0	14 0	31 6	31 6	25 6	25 6	18 3	19 3	19 3	19 3	19 3	19 3	...	...	19 3	19 3	480 0	480 0	9 0	9 0
Cuddapah	14 0	14 0	...	...	12 0	12 0	12 8	14 0	22 2	22 2	27 14	27 10	28 8	31 8	20 0	20 0	20 0	20 0	...	...	20 0	20 0	320 0	320 0	9 0	9 0
Kurnool	11 6	11 6	...	...	11 6	12 3	12 3	12 3	24 5	24 5	21 5	20 0	*	*	*	*	*	*	...	...	*	*	*	*	*	*
East Coast, north—																										
Ganjam	10 6	10 0	...	...	12 13	12 13	14 0	14 0	*	*	*	*	18 10	18 0	23 13	23 13	12 0	13 0	...	...	13 8	13 8	264 6	194 6	12 3	12 0
Vizagapatam	12 0	12 0	...	...	9 0	9 0	10 3	10 3	20 8	20 8	19 13	19 13	18 3	19 3	26 6	26 6	13 0	13 0	...	...	14 0	14 0	116 10	116 10	11 11	11 11
Godávari	11 11	10 13	...	...	14 6	13 14	15 8	15 0	24 0	24 0	21 13	21 13	21 13	20 0	20 0	20 0	10 0	10 0	...	...	15 0	16 0	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 0	...	...	13 11	13 11	14 5	14 5	22 2	22 2	*	*	23 13	23 13	18 0	18 0	12 0	12 0	...	...	14 0	16 0	170 2	170 2	13 3	13 3
Nellore	10 6	9 14	...	...	12 14	12 14	14 0	14 0	23 0	23 0	21 13	21 13	26 6	26 6	16 0	16 0	14 0	14 0	...	...	18 0	18 0	93 5	93 5	11 11	11 11
East Coast, south—																										
Madras	10 10	10 10	...	...	11 10	11 10	13 6	13 6	*	*	*	*	27 12	27 11	24 0	24 0	15 12	16 13	...	...	15 12	16 13	89 14	89 14	12 5	12 5
Chingleput	*	*	...	...	13 8	13 8	15 2	15 2	*	*	21 2	21 2	27 6	26 0	18 0	18 0	16 0	16 0	...	...	16 0	16 0	122 8	122 8	12 6	12 6
N. Arcot	9 6	9 6	...	...	11 10	11 10	13 3	13 3	*	*	*	*	34 3	33 5	25 0	25 0	10 0	10 0	...	...	10 0	10 0	194 6	194 6	11 5	11 5
S. Arcot	7 13	7 13	...	...	12 3	12 3	13 8	13 8	*	*	24 10	24 10	25 6	25 6	16 13	16 13	14 0	14 0	...	...	14 0	14 0	209 0	209 0	11 11	10 13
Tanjore	8 2	8 2	...	...	15 13	15 13	*	15 13	*	*	23 14	23 14	26 6	27 3	16 0	16 0	16 0	16 0	...	...	16 0	16 0	166 3	166 3	12 14	12 14
Trichinopoly	8 14	8 10	...	...	12 10	12 10	13 6	13 6	*	*	20 5	20 5	23 10	23 10	...	...	...	...	...	...	...	...	143 6	143 6	12 3	12 3
Southern—																										
Tinnevelly	8 14	8 14	...	...	13 2	13 2	13 10	13 10	*	*	*	*	*	*	70 0	70 0	...	...	...	...	...	...	53 5	53 5	14 13	14 13
Madura	10 14	11 14	...	...	13 14	13 14	14 6	14 6	*	*	22 0	22 0	27 14	...	55 0	55 0	...	...	...	...	...	...	140 14	136 2	13 10	13 10
Mysore—																										
Mysore	10 0	10 0	10 8	10 8	10 0	10 0	12 0	12 0	*	*	*	*	30 0	30 0	24 0	24 0	12 0	13 0	...	...	13 8	13 8	102 0	108 0	8 8	9 0
Bangalore	10 8	10 8	11 8	11 8	9 8	9 8	11 8	11 8	22 11	22 11	22 0	22 0	34 0	34 0	...	...	13 0	13 0	...	...	14 0	14 0	96 0	96 0	9 8	9 8
Kolar	10 0	10 0	9 0	9 0	10 0	10 4	13 0	12 8	30 0	30 0	28 0	29 0	40 0	42 0	...	...	10 0	10 0	...	...	15 0	16 0	144 0	144 0	9 0	9 0
Tumkur	11 0	11 0	11 0	11 0	12 0	12 0	13 0	13 0	24 0	24 0	...	...	44 0	44 0	...	...	12 0	12 0	...	...	16 0	16 0	340 0	340 0	9 0	9 0
Hassan	...	...	11 0	11 0	12 8	13 0	15 0	15 0	26 0	26 0	...	...	42 0	42 0	...	...	14 0	14 0	...	...	14 0	14 0	96 0	96 0	9 0	9 0
Kadur	10 0	10 0	11 0	11 0	16 0	18 0	18 0	18 0	...	...	...	...	48 0	48 0	...	...	18 0	18 0	...	...	10 0	10 0	320 0	320 0	9 0	9 0
Shimoga	12 10	12 10	...	...	12 10	12 10	15 12	15 12	31 8	31 8	...	...	44 1	44 0	16 13	16 13	16 13	16 13	...	...	16 13	16 13	480 0	480 0	8 6	9 7
Chitaldrug	13 0	13 0	15 0	15 0	11 0	11 0	13 0	14 0	48 0	48 0	32 0	32 0	55 0	55 0	70 0	70 0	16 0	16 0	...	...	22 0	22 0	320 0	320 0	9 0	9 0
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	13 0	13 8	16 0	16 8	...	...	...	...	35 6	35 8	...	...	24 0	23 0	...	...	...	...	110 0	110 0	10 8	10 8
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	9 4	9 4	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

E. J. SINKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

GENERAL RULES FOR WORKING INDIAN RAILWAYS.

No. 69 R. T., dated Simla, the 26th April 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Section 8 of Act IV (the Indian Railway Act) of 1879.

Public Works Department Notification No. 299, dated 13th September 1880, publishing the General Rules for all Railways in India, and Public Works Department Circular No. 17 Railway, dated 21st August 1880.

Public Works Department letter No. 1062 R. T., dated 20th October 1886.

Read also—

Bombay Government letter No. 459, dated 26th February 1887.

Notification by the Government of India in the Foreign Department, No. 1343-I., dated the 28th March 1889.

OBSERVATIONS.—In accordance with the provisions of Section 8 of the Indian Railway Act IV of 1879, as extended by the Notification of the Government of India in the Foreign Department read above, to the lands occupied by the Bhavnagar-Gondal-Junagadh-Porbandar Railway in the territories of the Rulers or Representatives of the States of Baroda, Junagadh, Gondal, Wadhwan, Bhavnagar, Limli, Chura, Wala, Lathi, Piparia, Bantwa, Jetpur and Porbandar, the Manager of that Railway has applied that the General Rules for Indian Railways, which have received the sanction of the Governor General in Council and were **published in the *Gazette of India*, dated 18th September 1880, may be applied to the Bhavnagar-Gondal-Junagadh-Porbandar Railway, with the exception of Rules 342 and 343, which he requests may be modified so as to read as follows :—**

"No. 342.—No engine or train shall be moved from any station until the Driver has in his possession a "Line Clear," "Caution Message," or other permission written on the authorized form showing that he can proceed to the next station. The Driver is to receive this written permission from no other person than the Guard of his own train, or from the Station Master, or from one of the Station staff duly authorised for such duty; but on all occasions when the Guard does not personally deliver the permission to the Driver, it must be countersigned by the Guard before delivery to the Driver. The Driver must also receive from the Guard the usual starting signal before moving.

When a train is arranged to run through a station without stopping, the written permission to proceed to the next station may be handed to the Driver direct by the Station Master or other authorised person of the Station staff, and a duplicate of it handed to the Guard in the same manner.

"No. 343.—**The Station Master, or other authorised person of the Station staff, is to hand the written permission to the Guard, who must satisfy himself that it is properly filled up and dated with the time added, and is signed** in full and in ink, and that it applies to the particular train or engine for which it is given and received before handing it to the Driver. The Driver must also satisfy himself on these points before starting.

This written permission is never to be given to the Driver until the train is to start; and when waiting to pass another train, it must not be given to the Driver until the whole of such other train has come in and is clear of the points.

When a train is not timed to stop at a station, and the written permission is handed both to the Driver and Guard of the train, the Station Master will be held wholly responsible that it applies to the particular train or engine for which it is given, and that it is properly filled up and dated, with the time added, and is signed in full and in ink."

RESOLUTION.—With Rules 342 and 343 altered as proposed, and with the exception of section XVII which refers to the working of a single line of railway on the system termed in Rule 3 of the said Rules "Train Despatching," the Governor General in Council is pleased, under Section 8 of the said Act as so extended, to sanction the application to the Bhavnagar-Gondal-Junagadh-Porbandar Railway of the General Rules for Indian Railways as published in the *Gazette of India* dated 18th September 1880.

ORDER.—Ordered that the General Rules, which have been published in the *Gazette of India*, be further notified to the Railway servants and the public by a copy thereof [with the exception and alterations noted] and of this Resolution being kept open to inspection, free of any charge, in the office of the Station Master of every station on the said Railway.

Ordered also that this Resolution be communicated to the Secretary to the Government of Bombay, Public Works Department, for information and guidance, with reference to his letter No. 459, dated 26th February 1887, and that it be published in the *Gazette of India*.

R. C. B. PEMBERTON, *Colonel, R. E.*,
Secretary.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Irrigation.

STATEMENTS OF IRRIGATION OPERATIONS ON PERENNIAL CANALS IN THE PUNJAB FOR THE KHARIF CROP OF 1888-89.

STATEMENT No. I.

IRRIGATION OPERATIONS OF THE KHARIF CROP OF 1888 ON PERENNIAL CANALS.

Comparative Abstract of Irrigation and Rainfall in Canal Districts of the Punjab.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
DISTRICTS.	Area in acres.	Cultivated area in acres.	AREA IRRIGATED.		COMPARISON WITH LAST CROP.		RAINFALL IN KHARIF MONTHS.													
			Kharif, 1888.	Kharif, 1887.	Increase.	Decrease	April.		May.		June		July.		August.		September.		TOTAL.	
							1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888	1887.	1888.	1887	1888-89.	1887-88.
Umballa	1,644,849	951.890	2,099	(2) 2,117	...	18	...	...	0·40	...	0·50	1·91	8·00	23·23	6·20	16·73	12·60	8·50	27 70	50·37
Karnál	1,533,990	680.319	34,296	(2) 35,087	...	791	0·30	...	0 65	...	0·50	0·43	11·00	15·14	5·00	12·57	10·00	8·49	27·45	36·63
Rohtak	1,159,350	906,022	31,550	35,234	...	3,684	...	...	1·25	...	0·90	2·20	5·15	9·50	3·10	10 50	6·60	1·05	17·00	23 25
Delhi	804.933	525,676	27,765	30,209	...	2,444	...	...	1·50	...	2·10	1·60	8 70	11·20	5 80	15·70	0·40	3·80	28·50	32·30
Hissar	2,265,428	1,161,761	41.273	43.618	...	2,345	...	...	0·40	...	...	0 56	2·40	8 99	2·10	11 33	3·44	2·58	8·34	23 46
Jind State	...	...	(1)	32,560	...	32,560	...	...	...	...	...	0·50	...	9 46	...	8·70	...	4·90	...	23·56
Bikaner State	...	...	311	238	73	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kalsia State	...	...	1,170	1.059	120	...	...	...	...	...	...	...	...	...	...	...	...	..	..	...
TOTAL W. J. CANAL	7,408,550	4,225,668	138,473	180,122	193	41,842	...		...	..	..	...	...	...	...	...	..	...	...	...
Gurdáspur	1,168,314	856.230	23,250	20,784	2,466	...	..	...	0·10	...	0·40	0·70	8·80	9·10	11·20	14·80	1·60	1·40	22·10	26·00
Amritsar	1.006,798	766.773	80,988	76,437	4.551	...	...	...	...	0·40	1·00	1·00	4·60	1 70	13 50	11·50	...	1·00	19·10	15·60
Lahore	2,334,552	1,164.021	117.608	(2) 109,634	7,974	...	0·10	...	0·10	...	0·50	0·70	4·40	2·20	9 40	8 60	0·40	1·60	14·90	13·10
TOTAL B. D. CANAL	4,509,664	2,787,924	(3) 221,846	(3) 206,855	14.991	...	...	...	...	...	..	...	...	...	...	..	..	..		
Ludhiána	882,167	729,009	11,019	9,627	1,392	...	...	0·50	...	...	2·40	2·10	5·95	5·40	7·80	11 60	0·05	5·60	21·90	25 20
Ferozepore	1,761.280	1,344,000	89,070	74.578	14,492	...	...	...	...	0·20	0·80	0·60	12·60	...	6·70	7·10	0·30	1·20	20·40	9·10
Hissar	Shown	above.	456	...	456	...	...	...	...	...	...	...	...	...	...	..	...	...	Shown	above
Faridkot State	...	...	19,387	18,174	1,213	...	...	...	...	...	...	1·50	3·30	1·80	6·40	5·90	0·30	0·80	10·00	10·00
Nábha do.	...	...	5,569	4.420	1,149	...	...	...	...	...	...	...	...	.	...	...	...	...	...	...
Patiala do.	...	...	11,619	8,216	3,403	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jind do.	...	...	83	36	47	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...
Kalsia do.	...	...	837	1,009	...	172	...	...	...	...	...	..	...	...	...	...	...	...	...	...
TOTAL SIRHIND CANAL	2,643.447	2.073,009	138,040	116.060	22,152	172	..	...	...	...	...	.	..	...	...		..	..	...	...
Pesháwar	1,602,560	925,600	33.915	39.993	...	6,078	...	...	0·20	...	..	...	1·00	3·30	3·10	2·30	...	2·00	4·30	7·60
TOTAL SWAT RIVER CANAL	1,602,560	905.600	33.915	30,993	...	6,078	...	...	...	...	...	...	...	...	...	...	...	...	...	..
GRAND TOTAL	16,164,221	9,992,201	532,274	(2) 543,030	37,336	48,092	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(1) The area irrigated in Jind State from the Western Jumna Canal is not shown, as the Jind distributaries were handed over to the State on 1st April 1888.
(2) This is the correct acreage and differs from that shown in the return for kharif 1887.
(3) Include 6,150 acres as approximate irrigated area of Changa Manga Plantation.

Area irrigated in Kharif 1888 . . . 532,274 acres.
ditto 1887 . . . 543,030 „

Net decrease . 10,756

There would have been an increase of about 20,000 acres if the Jind irrigation had been included.

LAHORE:
The 18th March 1889.

F. J. HOME, *Lieut-Colonel, R.E.*,
Offg. Joint-Secretary to Govt., Punjab, P. W. D., Irrigation Branch.

STATEMENT No. II.

IRRIGATION OPERATIONS OF THE KHARIF CROP OF 1888 ON PERENNIAL CANALS.

Statement in Acres of Crops irrigated in Canal Districts.

DESCRIPTION OF CROPS.	Umballa	Karnál.	Rohtak.	Delhi.	Hissar.	Jind State.	Bíkaner State.	Kalsia State.	Gurdáspur.	Amritsar.	Lahore.	Ludhiána.	Ferozepore.	Farídkot State.	Nábha State.	Patiala State.	Pesháwar.	TOTAL.
Sugarcane	407	8,319	11,171	15,320	....	...	...	173	8,743	8,098	5,921	1,293	217	12	4	37	968	60,765
Rice	1,651	11,705	1,864	4,149	7,086	...	...	1,007	11,173	25,903	15,059	5	25	5	1	1	2,807	82,441
Cotton	2	6,515	5,762	2,409	11,670	...	75	337	809	7,271	27,659	1,580	9,582	2,493	933	1,111	2,508	80,716
Indigo	...	2,054	7,251	2,166	...	...	...	...	...	...	227	...	452	...	...	...	40	12,190
Others	39	5,703	5,502	3,721	22,891	83	236	499	2,525	39,716	68,742	8,141	78,794	16,877	4,631	10,470	27,592	296,162
TOTAL KHARIF, 1888	2,099	34,296	31,550	27,765	41,729	83	311	2,016	23,250	89,988	117,608	11,019	89,070	19,387	5,569	11,619	33,915	532,274
TOTAL KHARIF, 1887	2,117	35,087	35,234	30,209	43,618	32,596	238	2,068	20,784	76,437	109,634	9,627	74,578	18,174	4,420	8,216	39,993	(1) 543,030

(1) This is the correct acreage and differs from that shown in the Statement for Kharif of 1887.

F. J. HOME, *Lieut.-Colonel, R.E.,*
Offg. Joint-Secretary to Government, Punjab, P. W. D., Irrigation Branch.

LAHORE:
The 18th March 1889.

STATEMENT No. III.

IRRIGATION OPERATIONS OF THE KHARIF CROP OF 1888 ON PERENNIAL CANALS.

Statement in Acres of Crops irrigated in Canal Divisions.

DESCRIPTION OF CROPS.	WESTERN JUMNA CANAL.			BARI DOAB CANAL.			SIRHIND CANAL.			Swat River Canal Division.	TOTAL.
	Karnál Division. (a)	Delhi Division.	TOTAL.	1st Division.	2nd Division.	TOTAL.	Ludhiána Division.	Ferozepore Division.	TOTAL.		
Sugarcane	5,070	30,397	35,467	9,524	13,238	22,762	1,377	191	1,568	968	60,765
Rice	17,971	9,491	27,462	16,013	36,122	52,135	16	21	37	2,807	82,441
Cotton	16,566	9,858	26,424	6,740	28,999	35,739	4,406	11,639	16,045	2,508	80,716
Indigo	...	11,471	11,471	...	227	227	...	452	452	40	12,190
Others	32,017	5,632	37,649	28,753	82,230	110,983	30,186	89,752	119,938	27,592	296,162
TOTAL KHARIF, 1888	71,624	66,849	138,473	61,030	160,816	221,846	35,985	102,055	138,040	33,915	532,274
TOTAL KHARIF, 1887	(b) 113,815	66,307	(b) 180,122	53,959	(b) 152,896	(b) 206,855	27,800	88,260	116,060	39,993	(b) 543,030

(a) Includes the Hansi Division, which was amalgamated with it on the 1st April 1888.
(b) These are the correct acreages and differ from those shown in the statement for Kharif, 1887.

F. J. HOME, *Lieut.-Colonel, R.E.,*
Offg. Joint Secy. to Govt., Punjab, P. W. D., Irrigation Branch.

LAHORE,
The 18th March 1889.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Irrigation.

STATEMENTS OF IRRIGATION OPERATIONS IN THE NORTH-WESTERN PROVINCES FOR THE KHARIF SEASON OF 1888-89.

GOVERNMENT, N.-W. P. AND OUDH.

PUBLIC WORKS DEPARTMENT.

Irrigation Branch.

Irrigation Operations, North-Western Provinces, for the "Kharif" Season (1st April to 30th September) 1888.

No. 7061., dated Allahabad, the 2nd March 1889.

RESOLUTION—By His Honor the Lieutenant-Governor, North-Western Provinces, and Chief Commissioner, Oudh.

READ—

Statements A23, B23, and C23, showing Irrigation Operations for kharíf, 1888, of Canals in the North-Western Provinces.

OBSERVATIONS.—The area irrigated during kharíf, 1888, was 702,959 acres against 650,597 acres in 1887, and 589,908 in 1886; an increase of 8·04 and 19·16 per cent. respectively.

All canals, except the Agra and Bijnor Canals and the Bundelkhand Lakes, show an increase.

The monsoon broke early in July southwards of Aligarh, but not till about a fortnight later northwards of that place; and continued with no general or well-defined "break" nearly to the end of September. No crops, except rice, were irrigated after the rains commenced.

The assessments on account of occupiers' rate amounted to R21,90,933 against R19,95,753 in 1887 and R17,57,488 in 1886; an increase of 9·73 and 24·66 per cent. respectively.

2. Table I shows the areas under the different crops for the past four years :—

TABLE I.

CROPS.	1885.	1886.	1887.	1888.
	Acres.	Acres.	Acres.	Acres.
Sugarcane	175,638	169,123	197,604	225,280
Rice	95,986	151,232	134,822	141,852
Bájra and Juár	6,062	4,304	4,452	3,917
Maize	14,505	13,929	9,868	23,781
Other food-grains	7,109	8,758	9,783	9,554
Fodder Crops	5,878	6,415	7,753	6,966
Fibres (Cotton)	57,341	41,373	47,671	36,042
Dyes (Indigo)	297,282	163,957	212,732	224,160
Miscellaneous	42,457	30,817	25,912	31,407
TOTAL	702,258	589,908	650,597	702,959

Sugarcane shows an increase of 26,676 acres, or about 14 per cent.; indigo an increase of 11,428 acres, or 5·4 per cent.; rice an increase of 7,030 acres, or 5·3 per cent.

Owing to the late setting in of the rains the area under maize is nearly 2½ times as great as in 1887.

Cotton shows a decrease of 11,629 acres, or 24·4 per cent.; due partly to the large area under sugarcane, which required all the available supply on the Upper Ganges and Eastern Jumna Canals.

3. Table II compares the areas by canals during the last two years :—

TABLE II.

CANALS.	1887.	1888.	More.	Less.
	Acres.	Acres.	Acres.	Acres.
Upper Ganges	259,992	278,037	18,045	...
Lower Ganges	14[illegible],778	161,681	17,903	...
Agra	58,949	48,638	...	10,311
Eastern Jumna	90,754	103,942	13,188	...
Betwa	2,290	3,478	1,188	...
Dún	6,300	6,781	481	...
Rohilkhand	45,657	46,379	722	...
Bijnor	4,367	4,238	...	129
Hamírpur Lakes	282	203	...	79
Jhánsi Lakes	67	65	...	2
Tarái	13,000	20,805	7,805	...
Bhábar	25,161	28,712	3,551	...
TOTAL	650,597	702,959	52,362	...

The decrease on the Agra Canal is said to be due to the restricted sowings under the apprehension of another year of heavy rain and to the insufficient supply of water during the hot weather.

4. The assessments on account of occupiers' rates by canals for the last four years are shown in Table III.

TABLE III.

CANALS.	1885-86.	1886-87.	1887-88.	1888-89.
	R	R	R	R
Upper Ganges	10,04,071	8,64,057	9,54,667	10,65,814
Lower Ganges	4,86,755	2,79,488	3,82,510	4,19,888
Agra	1,97,862	1,57,631	1,79,914	1,55,690
Eastern Jumna	3,[illegible]7,940	3,87,572	3,95,953	4,56,706
Betwa	...	4,760	12,187	18,371
Dún	16,339	17,877	19,597	20,278
Rohilkhand	38,966	40,966	41,011	44,569
Bijnor	6,641	4,077	8,891	8,873
Bundelkhand Lakes	815	1,060	1,023	744
TOTAL	21,39,359	17,57,488	19,95,753	21,90,933

The Upper Ganges and Eastern Jumna Canals show the largest increase, owing to the large area under 1st class crops, sugarcane and rice, on these canals.

The rate per acre irrigated is R3·12 against R3·26 in the previous year.

By order, &c.,

G. T. SKIPWITH, *Lieut.-Col., R.E.,*
Offg. Joint-Secy. to Govt., N.-W. P. and Oudh,
P. W. D., Irrigation Branch.

ORDER.—Ordered that copies of this Resolution be submitted to the Government of India, that it be circulated to other Governments and to Local Departments, and that it be published in the *North-Western Provinces and Oudh Gazette.*

PUBLIC WORKS DEPARTMENT, N.-W. PROVINCES.

No. A.23—KHARIF STATEMENT.

IRRIGATION OPERATIONS OF FASL KHARIF, 1888.

Comparative Abstract of Irrigation and Rainfall in Canal Districts of the North-Western Provinces.

District.	Area.	Culturable area.	Area Irrigated.		1888 as compared with 1887.		Rainfall during Kharif months of 1888 and 1887.													
							April.		May.		June.		July.		August.		September.		Total.	
			Kharif, 1888.	Kharif, 1887.	Increase.	Decrease.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.
	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.
Saháranpur	1,425,920	1,093,101	53,105	47,366	5,739	...	0·4	...	0·50	...	1·75	4·0	13·90	21·1	9·17	14·1	21·65	11·6	47·37	50·8
Muzaffarnagar	1,072,000	908,497	86,208	77,602	8,606	...	1·05	...	0·30	...	0·75	·6	15·05	10·6	4·60	6·5	16·90	8·4	38·65	26·1
Meerut	1,507,840	1,334,209	125,459	114,509	10,950	...	...	·1	0·23	...	1·12	·5	14·40	8·6	6·81	10·7	11·25	4·3	33·81	24·2
Bulandshahr	1,214,080	1,084,407	60,109	54,520	5,589	...	...	...	0·65	...	2·40	·7	7·39	10·6	7·26	12·8	11·48	7·0	29·18	31·1
Aligarh	1,251,392	1,041,512	39,689	39,361	328	...	...	...	...	...	0·76	2·8	7·05	14·2	5·82	17·6	11·60	5·7	25·23	40·3
Muttra	932,480	862,096	23,087	28,698	...	5,611	0·04	...	0·08	...	0·22	1·7	8·06	13·6	8·71	15·1	7·05	4·0	24·16	34·4
Agra	1,187,844	958,205	8,843	11,618	...	2,775	...	...	0·30	...	0·24	1·2	9·95	19·5	8·72	11·7	9·98	7·2	29·19	39·6
Etah	1,112,960	894,829	22,534	22,552	...	18	...	...	...	·1	0·63	3·5	13·92	8·6	5·57	15·4	11·34	11·5	31·46	39·1
Mainpuri	1,086,080	764,575	26,444	26,502	...	58	...	...	...	...	1·13	·7	27·22	11·2	10·24	11·6	9·40	7·6	47·99	31·1
Farukhabad	1,100,160	864,792	15,771	13,264	2,507	...	...	...	...	...	0·39	2·8	26·37	10·1	16·50	15·8	4·40	5·1	47·66	33·8
Etáwah	1,084,160	795,233	53,572	48,276	5,296	...	...	...	...	...	1·06	2·6	17·12	14·4	13·87	17·1	2·85	8·1	34·30	42·2
Cawnpore	1,514,368	1,103,465	59,806	49,668	10,138	...	0·01	·6	0·07	...	1·36	1·8	23·92	15·8	21·68	15·4	5·52	5·5	52·56	39·1
Delhi	805,120	525,440	18	37	...	19	0·8	...	0·9	...	2·8	1·1	8·4	11·2	7·2	16·9	13·7	3·8	33·80	33·0
Gurgaon	1,240,320	993,280	17,653	19,500	...	1,847	0·4	...	1·4	...	1·2	1·6	9·8	12·4	7·7	12·5	4·3	1·4	24·80	27·9
Dehra Dún	764,544	385,285	6,781	6,300	481	...	0·14	...	1·05	·2	2·12	6·4	31·03	32·1	31·54	31·0	11·36	4·5	77·24	74·2
Bijnor	1,195,520	1,024,539	4,238	4,367	...	129	0·58	...	0·40	...	0·27	3·1	19·47	8·6	8·20	12·1	16·04	5·8	44·96	29·6
Tarai	590,720	560,856	26,012	17,863	8,149	..	0·10	...	1·50	...	1·70	4·7	22·30	8·1	8·50	17·3	21·40	13·4	55·50	43·5
Pilibhít	878,720	709,334	5,989	7,812	...	1,823	0·30	...	0·74	...	3·31	9·6	31·00	10·2	14·43	15·9	12·64	5·3	62·42	41·0
Bareilly	1,018,240	911,423	35,183	32,982	2,201	...	...	...	0·10	...	0·90	4·9	18·60	8·8	2·90	12·1	15·50	8·3	38·00	34·1
Jhánsi	1,002,752	724,553	65	67	...	2	0·08	...	...	...	1·24	5·4	14·22	22·4	17·45	12·5	4·68	11·0	37·67	51·3
Hamírpur	1,464,704	1,230,803	203	282	...	79	...	...	0·08	...	1·03	...	26·54	10·0	17·28	10·4	3·46	2·3	48·39	22·7
Jalaun	995,200	777,868	3,478	2,290	1,188	...	...	...	...	...	1·20	2·0	14·20	21·2	17·50	12·7	5·80	7·5	38·70	43·4
Kumaun Bhábar	(Not known)	(Not known)	28,712	25,161	3,551	...	2·10	·1	0·70	·1	5·50	8·2	35·60	20·9	18·90	20·5	14·0	14·2	76·80	64·0
Total	24,445,124	19,548,302	702,959	650,597	64,723	12,361	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			Net Increase		...	52,362	...													

ALLAHABAD:
The 2nd March 1889.

H. W. CONDUITT,
Asst. Secy. to Govt., N.-W. P and Oudh, P. W. D

PUBLIC WORKS DEPARTMENT, N.-W. PROVINCES.

No. B.23—KHARIF STATEMENT.

IRRIGATION OPERATIONS OF FASL KHARIF, 1888.

Statement in Acres of Crops irrigated in Canal Districts.

Nature of Crops.	Saháranpur.	Muzaffarnagar.	Meerut.	Bulandshahr.	Aligarh.	Muttra.	Agra.	Etah.	Mainpuri.	Farukhabad.	Etáwah.	Cawnpore.	Delhi.	Gurgaon.	Dehra Dún.	Bijnor.	Tarai.	Pilibhít.	Bareilly.	Jhánsi.	Hamirpur.	Jalaun.	Bhábar.	Total.
I.—Gardens and orchards	853	610	1,360	780	587	86	144	174	114	11	170	211	...	65	307	2	8	10	59	2	...	20	212	5,785
II.—Sugarcane	19,429	52,277	83,717	16,988	2,613	675	1,028	3,274	3,859	3,836	7,046	5,540	...	2,648	1,320	3,405	1,528	2,485	10,744	39	156	2,324	349	225,280
III.—Cereals. Rice	28,898	24,530	11,046	679	746	...	14	216	459	53	1,071	3,980	...	...	4,965	810	19,889	2,701	18,746	7	22	29	22,991	141,852
Bájra	...	4	...	3	...	33	...	11	...	...	114	4	...	28	...	...	...	...	...	...	...	3	...	200
Juár	...	...	210	869	600	107	272	298	243	45	334	94	1	604	...	...	...	...	...	...	...	40	...	3,717
Maize	223	938	3,336	1,929	2,644	55	118	748	1,388	254	564	162	...	14	23	...	4,538	774	5,187	...	...	...	886	23,781
Miscellaneous	137	457	209	280	184	6	39	375	1,454	366	1,445	111	...	7	2	...	...	...	16	3	...	297	2,653	8,041
IV.—Pulses	18	162	274	19	3	100	3	2	1	...	...	...	...	26	...	...	...	...	...	3	9	...	893	1,513
V.—Fodder crops	389	1,161	3,639	931	389	420	33	11	1	...	7	...	...	5	...	...	...	...	6	...	...	3	1	6,966
VI.—Fibres. Cotton	492	1,845	3,774	6,915	4,976	6,356	1,329	1,247	810	3	548	41	10	7,409	1	1	...	...	...	1	...	46	238	36,042
Other fibres	...	...	...	1	5	9	38	49	212	2	65	...	...	1	...	...	...	...	...	...	...	...	2	384
VII.—Dyes. Indigo	1,329	3,167	16,143	29,657	26,036	14,585	5,146	14,687	15,075	9,601	37,459	44,011	2	6,508	...	...	...	...	147	...	...	607	...	224,160
Other crops	...	...	114	498	54	...	...	628	...	154	...	...	...	...	...	...	...	...	...	...	...	...	...	1,448
VIII.—Drugs. Opium	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2
Other drugs	136	32	39	50	10	10	61	10	52	80	53	15	...	10	163	...	5	...	40	...	...	...	2	768
IX.—Oilseeds	...	...	...	8	...	...	...	8	77	...	...	...	...	...	...	...	...	...	...	...	...	...	...	93
X.—Miscellaneous	1,231	1,025	1,598	502	842	645	618	796	2,599	1,366	4,696	5,637	5	328	...	20	44	19	238	10	16	107	485	22,927
Total kharif, 1888	53,105	86,208	125,459	60,109	39,689	23,087	8,843	22,534	26,444	15,771	53,572	59,806	18	17,653	6,781	4,238	26,012	5,989	35,183	65	203	3,478	28,712	702,959
Total kharif, 1887	47,366	77,602	114,509	54,520	39,361	28,698	11,618	22,552	26,502	13,264	48,276	49,668	37	19,500	6,300	4,367	17,863	7,812	32,982	67	282	2,290	25,161	650,597

ALLAHABAD:
The 2nd March 1889.

H. W. CONDUITT,
Asst. Secy. to Govt. N.-W. P. and Oudh, P. W. D.

PUBLIC WORKS DEPARTMENT, N.-W. PROVINCES.

IRRIGATION OPERATIONS OF FASL KHARIF, 1888.

No. C23.—KHARIF STATEMENT.

Statement in Acres of Crops irrigated by Canals in Canal Divisions.

| Nature of Crops. | Ganges Canal. | | |

sufficient. There is a rise in the price of paddy at Prome, Thongwa, Thayetmyo, and Moulmein, and a fall in Bassein and Henzada. In Upper Burma there is a rise in the price in Lower Chindwin and a fall in Shwebo and Magwe. In ten other districts the price remains the same as last week.

Assam.—*For week ending 8th May, 1889.*—Weather stormy. Sufficient rain in most districts. Condition and prospects of crops good, except in Garo Hills. Tea doing well.

Mysore and Coorg.—*For week ending 8th May, 1889.*—Rainfall fair in Kadur district, elsewhere slight. Standing crops good, except in parts of Tumkur district, where water is wanted. Outturn of crops harvested generally favourable. Prices slightly risen in Bangalore and Shimoga districts.

Prospects favourable in Coorg. Slight rain.

Berar and Hyderabad.—*For week ending 8th May, 1889.*—Threshing of *rabi* crops completed in Berar. Everywhere ploughing operations continue. Cattle healthy. Fodder and water scarce. Prices of grain increased in some districts.

No rain during the week in Hyderabad. *Rabi* crops suffering for want of water. Scarcity of fodder and drinking-water felt. Prices—wheat $11\frac{1}{4}$, coarse rice $9\frac{1}{4}$, white *juar* 18, yellow *juar* 20, and *tur* $16\frac{1}{2}$ seers per current sicca rupee.

Central India.—*For week ending 8th May, 1889.*—No material change in condition of crops and weather since last report. Apprehensions still entertained of drought in neighbourhood of Neemuch.

Rajputana.—*For week ending 8th May, 1889.*—Outturn of harvest expected excellent in Kerowli. Agricultural stock good. Pasturage or fodder sufficient, except in Marwar, Kherwara, and Meywar. Prices rising in Meywar, Jhallawar, Bhurtpore, and Ulwar, and steady elsewhere.

Nepal.—*For week ending 2nd May, 1889.*—Slight rain. Weather hot. Rain wanted for sowing of Indian corn and rice.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. I of 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 7th April, 1888. Total.	Receipts for week ending 7th April, 1888. Per mile open.	Total mean length open.	Receipts for first 6 days of April 1889. Total.	Receipts for first 6 days of April 1889. Per mile open.	Total Receipts from 1st to 7th April, 1888. Total.	Total Receipts from 1st to 7th April, 1888. Per mile open per week.	Total Receipts from 1st to 6th April, 1889. Total.	Total Receipts from 1st to 6th April, 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
	State Lines worked by Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
27th April, 1889	East Indian	1,514	9,38,314	620	1,514	8,35,566	552	9,38,314	620	8,35,566	552	...	1,02,748
20th ditto	Rajputana-Malwa (*a*)	1,664	3,78,345	227	1,664	3,67,714	221	3,78,345	227	3,67,714	221	...	10,631
27th ditto	Patna-Gya	57	9,294	162	57	11,324	199	9,294	162	11,324	199	2,030	...
20th ditto	Bengal-Nágpur (*b*)	186	44,725	240	293	45,812	156	44,725	240	45,812	156	1,087	...
27th ditto	Dildárnagar-Gházipur	12	866	72	12	854	71	866	72	854	71	...	12
20th ditto	Mysore	140	10,204	73	219	8,693	40	10,204	73	8,693	40	...	1,511
20th ditto	Southern Mahratta (*c*)	850	80,343	95	857	66,804	78	80,343	95	66,804	78	...	13,539
20th ditto	Indian Midland	211	(*d*) 22,271	106	588	(*e*) 52,344	89	(*d*) 22,271	106	(*e*) 52,344	89	30,073	...
13th ditto	Villupuram-Dharmaveram (Nellore Branch)	83	3,741	45	83	3,208	39	3,741	45	3,208	39	...	533
13th ditto	Bareilly-Pilibhit	36	1,568	44	36	1,635	45	1,568	44	1,635	45	67	...
13th ditto	Lucknow-Sitapur-Sihrámau	105	3,862	37	105	4,096	39	3,862	37	4,096	39	234	...
	Total	4,858	14,93,533	307	5,428	13,98,050	258	14,93,533	307	13,98,050	258	...	95,483
	State Lines worked by Government.												
20th April, 1889	North-Western (*f*)	2,481	5,67,957	229	2,386	4,94,990	207	5,67,957	229	4,94,990	207	...	72,967
13th ditto	Oudh and Rohilkhand	693	1,49,846	216	692	1,29,622	187	1,49,846	216	1,29,622	187	...	20,224
20th ditto	Wardha Coal	45	18,739	416	45	21,166	470	18,739	416	21,166	470	2,427	...
20th ditto	Bengal Central	125	11,673	93	125	12,746	102	11,673	93	12,746	102	1,073	...
20th ditto	Eastern Bengal Railways (*g*)	673	1,40,876	209	673	1,47,600	219	1,40,876	209	1,47,600	219	6,724	...
20th ditto	Nalháti	27	2,133	78	27	1,402	52	2,133	78	1,402	52	...	731
20th ditto	Tirhoot	259	34,010	131	273	29,743	109	34,010	131	29,743	109	...	4,267
20th ditto	Burma	333	73,932	222	553	99,235	179	73,932	222	99,235	179	25,303	...
13th ditto	Jorhát	31	527	17	31	922	30	527	17	922	30	395	...
13th ditto	Cherra-Companyganj	7	121	17	7	45	6	121	17	45	6	...	76
	Total	4,674	9,99,814	214	4,812	9,37,471	195	9,99,814	214	9,37,471	195	...	62,343
	Lines worked by Guaranteed Companies.												
	Madras	840	1,60,628	191	840	1,44,576	172	1,60,628	191	1,44,576	172	...	16,052
20th April, 1889	South Indian	654	99,284	152	654	92,026	141	99,284	152	92,026	141	...	7,258
13th ditto	Great Indian Peninsula (*h*)	1,504	10,89,457	725	1,447	8,04,571	556	10,89,457	725	8,04,571	556	...	2,84,886
20th ditto	Bombay, Baroda and Central India	461	3,46,856	752	461	2,56,286	556	3,46,856	752	2,56,286	556	...	90,570
20th ditto	Total	3,459	16,96,225	490	3,402	12,97,459	381	16,96,225	490	12,97,459	381	...	3,98,766
	Grand Total (Guaranteed and State)	12,991	41,89,572	322	13,642	36,32,980	266	41,89,572	322	36,32,980	266	...	5,56,592
	Gross Estimated Expenses	...	...	...	...	...	...	18,63,103	143	16,16,676	118	...	2,46,427
	Net Receipts	...	...	...	...	...	...	23,26,469	179	20,16,304	148	...	3,10,165
	Assisted Companies.												
27th April, 1889	Bengal and North-Western	376	38,619	99	376	38,657	103	38,619	99	38,657	103	38	...
27th ditto	Tárakeshwar	22	8,712	392	22	7,326	329	8,712	392	7,326	329	...	1,386
13th ditto	Rohilkhand-Kumaun	67	7,977	119	67	7,107	106	7,977	119	7,107	106	...	870
13th ditto	Dibru-Sadiya	78	8,506	109	78	7,544	97	8,506	109	7,544	97	...	962
	Total	543	63,814	118	543	60,634	112	63,814	118	60,634	112	...	3,180
	Native States.												
20th April, 1889	The Nizam's (Guaranteed Company)	277	36,886	133	354	36,737	104	36,886	133	36,737	104	...	149
20th ditto	The Gaekwar's	59	4,348	74	59	2,160	37	4,348	74	2,160	37	...	2,188
20th ditto	The Gaekwar's Mehsána-Vadnagar	21	1,266	60	27	857	32	1,266	60	857	32	...	409
20th ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	33,796	175	260	33,120	127	33,796	175	33,120	127	...	676
20th ditto	Morvi	68	4,643	68	68	4,154	61	4,643	68	4,154	61	...	489
20th ditto	Jodhpore	124	7,243	58	124	7,114	57	7,243	58	7,114	57	...	129
	Total	742	88,182	119	892	84,142	94	88,182	119	84,142	94	...	4,040

(*a*) Includes the Cawnpore-Achnera State Railway.
(*b*) Includes the Katni-Umaria State Railway.
(*c*) Includes the Bellary-Kistna State Railway.
(*d*) Includes the Sindia State Railway only.
(*e*) Includes the Sindia and Bhopal-Itarsi Railways.
(*f*) Includes the Amritsar-Pathánkot and Rájpura-Patiála State Railways.
(*g*) Includes the Northern Bengal, Dacca, Kaunia-Dharlla, and Assam-Behar State Railways.
(*h*) Includes State Branch Lines worked by the Company.

M. C. BRACKENBURY, *Major, R.E.,*
Officiating Deputy Secretary.

SIMLA, *9th May, 1889.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. II OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest return received.	Railways.	Total mean length open.	Receipts for week ending 14th April, 1888. Total.	Receipts for week ending 14th April, 1888. Per mile open.	Total mean length open.	Receipts for week ending 13th April, 1889. Total.	Receipts for week ending 13th April, 1889. Per mile open.	Total Receipts from 1st to 14th April, 1888. Total.	Total Receipts from 1st to 14th April, 1888. Per mile open per week.	Total Receipts from 1st to 13th April 1889. Total.	Total Receipts from 1st to 13th April 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
	State Lines worked by Companies		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
27th April, 1889	East Indian	1,514	9,76,169	645	1,514	9,16,430	605	19,14,483	632	17,51,996	579	...	1,62,487
20th ditto	Rajputana-Malwa (a)	1,664	4,04,283	243	1,664	4,92,000	296	7,82,628	235	8,59,714	278	77,086	...
27th ditto	Patna-Gya	57	10,694	187	57	10,866	190	19,988	175	22,190	194	2,202	...
20th ditto	Bengal-Nágpur (b)	186	47,300	254	293	65,511	224	92,925	247	1,11,323	205	19,298	...
27th ditto	Dildárnagar-Gházipur	12	998	83	12	958	80	1,804	78	1,812	76	...	52
20th ditto	Mysore	140	9,788	70	219	12,862	59	10,967	71	21,555	49	1,588	...
20th ditto	Southern Mahratta (c)	850	68,687	81	857	85,356	100	1,87,784	110	1,52,160	89	...	35,624
20th ditto	Indian Midland	211	(a) 22,005	104	574	(e) 63,762	111	(d) 44,276	105	(e) 1,16,106	109	71,830	...
13th ditto	Villupuram-Dharmaveram (Nellore Branch).	83	3,519	42	83	4,226	51	7,200	44	7,434	48	174	...
13th ditto	Bareilly-Pilibhit	36	1,898	53	36	2,281	63	3,466	48	3,916	54	450	...
13th ditto	Lucknow-Sitapur-Sihrámau.	105	5,125	49	105	6,392	61	8,987	43	10,488	50	1,501	...
	Total ...	4,858	15,50,466	319	5,414	16,60,644	307	30,82,728	317	30,58,694	304	...	24,934
	State Lines worked by Government.												
20th April, 1889	North-Western (f)	2,481	5,16,228	208	2,386	5,70,545	239	10,84,185	218	10,65,535	240	...	18,650
13th ditto	Oudh and Rohilkhand.	693	1,71,748	248	692	1,90,421	275	3,21,594	233	3,20,043	231	...	1,551
20th ditto	Wardha Coal	45	18,996	422	45	24,411	542	37,735	419	45,577	545	7,842	...
20th ditto	Bengal Central	125	10,543	84	125	11,620	93	22,216	89	24,366	97	2,150	...
20th ditto	Eastern Bengal Railways (g)	673	1,25,048	186	673	1,48,980	222	2,65,924	198	2,96,580	220	30,656	...
20th ditto	Nalháti	27	1,849	68	27	1,537	56	3,982	73	3,172	58	...	810
20th ditto	Tirhoot	259	33,816	131	273	36,289	133	67,826	131	70,989	130	3,163	...
20th ditto	Burma	333	64,786	195	553	1,00,045	182	1,38,718	208	1,99,880	181	61,162	...
13th ditto	Jorhát	31	600	20	31	1,132	37	1,127	18	2,208	36	1,081	...
13th ditto	Cherra-Companyganj	7	51	7	7	48	6	172	11	101	7	...	71
	Total	4,674	9,43,665	202	4,812	10,85,628	226	19,43,479	208	20,28,451	227	84,972	...
	Lines worked by Guaranteed Companies.												
20th April, 1889	Madras	840	1,49,323	178	840	1,71,717	204	3,09,951	184	3,16,293	203	6,342	...
13th ditto	South Indian	654	95,811	147	654	1,06,914	163	1,95,095	149	1,98,940	164	3,845	...
20th ditto	Great Indian Peninsula (h)	1,594	11,45,771	762	1,447	10,19,465	705	22,35,228	743	18,24,036	679	...	4,11,192
20th ditto	Bombay, Baroda and Central India	461	3,24,555	704	461	3,51,000	761	6,71,411	728	6,07,286	709	...	64,125
	Total	3,459	17,15,460	496	3,402	16,49,096	485	34,11,685	493	29,46,555	466	.....	4,65,130
GRAND TOTAL (GUARANTEED AND STATE)		12,991	42,09,591	324	13,628	43,95,368	323	84,37,892	324	80,33,700	317	...	4,04,192
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	37,52,331	144	35,74,997	141	...	1,77,334
NET RECEIPTS		...	...	...	...	...	...	46,85,561	180	44,58,703	176	...	2,26,858
	Assisted Companies.												
27th April, 1889	Bengal and North-Western	376	44,635	119	376	64,330	171	83,254	111	1,02,987	147	19,733	...
27th ditto	Tárakeshwar	22	12,543	564	22	10,960	493	21,255	478	18,286	411	...	2,969
13th ditto	Rohilkhand-Kumaun	67	7,660	114	67	8,676	129	15,637	117	15,783	118	146	...
13th ditto	Dibru-Sadiya	78	8,806	113	78	9,426	121	17,312	111	16,970	109	...	342
	Total	543	73,644	136	543	93,392	172	1,37,458	127	1,54,026	153	16,568	...
	Native States.												
20th April, 1889	The Nizam's (Guaranteed Company)	277	34,439	124	354	46,506	131	71,324	129	83,245	127	11,921	...
20th ditto	The Gaekwar's	59	4,002	68	59	2,950	50	8,350	71	5,110	47	...	3,240
20th ditto	The Gaekwar's Mehsána-Vadnagar	21	1,235	59	27	1,500	55	2,501	60	2,357	47	...	144
20th ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	28,102	146	260	42,410	163	61,898	160	75,530	156	13,632	...
20th ditto	Morvi	68	4,736	70	68	4,263	63	9,379	69	8,887	65	...	492
20th ditto	Jodhpore	124	8,405	68	124	8,300	67	15,648	63	15,414	67	...	234
	Total	742	80,919	109	892	1,05,929	118	1,69,100	114	1,90,543	115	21,443	...

(a) Includes the Cawnpore-Achnera State Railway.
(b) Includes the Katni-Umaria State Railway.
(c) Includes the Bellary-Kistna State Railway.
(d) Includes the Sindia State Railway only.
(e) Includes the Sindia and Bhopal-Karsi Railways.
(f) Includes the Amritsar-Pathánkot and Rájpura-Patiála State Railways.
(g) Includes the Northern Bengal, Dacca, Kaunia-Dharlla and Assam-Behar State Railways.
(h) Includes State Branch Lines worked by the Company.

SIMLA, *9th May, 1889.*

M. C. BRACKENBURY, *Major, R.E.,*
Officiating Deputy Secretary.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and prospects of the Crops.

Madras.—*For week ending 11th May, 1889.*—No rain at Godavari, Nellore, Cuddapah, Bellary, Kurnool, Madras, Chingleput, and North Arcot; fair rainfall at Tinnevelly, and slight elsewhere. Standing crops generally good, but suffering from want of water in Ganjam and Vizagapatam; wet crops withering in parts of Cuddapah, Anantapur, and Chingleput. Pasture deficient in Ganjam, Vizagapatam, Cuddapah, Bellary, Malabar, and in parts of North Arcot, Trichinopoly, Madura, Tinnevelly, and Coimbatore. Prices rising in six districts, falling in five, and stationary in others; prices of rice and *cholum* rose in Ganjam. Labourers employed last day of the week—on Rushikulya works, 6,327; Gopalpore Canal, 4,472; and Taptapani Ghat Road, 589. General prospects favourable, except in Ganjam.

Bombay.—*For week ending 15th May, 1889.*—Rain in Southern Mahratta Country and Deccan and in parts of Karachi, Shikarpur, and Ratnagiri. Harvesting of late crops continues in Hyderabad; preparations for next season's crops progressing in most districts; and sowing in Karachi. Fodder scarce in Khandesh and Nasik and in parts of Karachi, Thana, Poona, Ahmednagar, Dharwar, Kathiawar, and Baroda.

Bengal.—*For week ending 14th May, 1889.*—Weather hot and dry. No rain during the week, except a few showers in East and North Bengal; rain generally much wanted for the cultivation of the autumn crops, which is delayed. Cultivation is only going on in East Bengal and parts of North Bengal, which have had fair rain of late. The standing crops are also in need of rain; in Behar the *cheena* has suffered much in the unirrigated tracts, and but a small

outturn is expected in Darbhanga, Muzaffarpur, and Chumparun. The spring rice is being harvested, and the outturn will be below the average. The price of rice has risen everywhere.

North-Western Provinces and Oudh.—*For week ending 15th May, 1889.*—No rain. Weather very hot. Threshing operations in progress. Sugar-cane, cotton, tobacco, and indigo being watered. Supplies sufficient. Prices show a tendency to rise. The condition of agricultural stock generally satisfactory.

Punjab.—*For week ending 15th May, 1889.*—Slight rainfall in certain districts. Prices rising in Jullundur; falling in Sialkot, Shahpur, and Peshawar; stationary elsewhere. Harvesting and threshing of *rabi* still in progress, and ploughings for *kharif* are still going on. Sugarcane and cotton crops are in good condition, outturn of *rabi* from good to average. Stock-cattle are reported healthy. Fodder sufficient, except in Sadr Station of Lahore.

Central Provinces.—*For week ending 15th May, 1889.*—Weather cloudy and hot. Fields are being ploughed and manured for rainy weather crops. Water scarce almost everywhere. Fodder scarce in Raipur.

Burma.—*For week ending 11th May, 1889.*—Slight rain fell in Hanthawaddy, Tharrawaddy, Prome, Thongwa, Thayetmyo, Moulmein, Amherst, Shwegyin, Tavoy, and Mergui. In Upper Burma rain fell in Myadoung, Shwebo, Yeu, Sagaing, Kayaukse, and Lower Chindwin. In Lower Burma the price of paddy has risen in Tharrawaddy, Bassein, Henzada, and Thayetmyo, and a slight fall in price is noticeable in Prome. In Upper Burma the price has risen considerably in Bhamo, Shwebo, Lower Chindwin, and Yamethen, and fallen in Upper Chindwin. Food-supply is sufficient, but in Bhamo rain is much wanted.

Assam.—*For week ending 15th May, 1889.*—Weather stormy. Rainfall insufficient in Garo Hills, excessive in Sylhet and Nowgong, and sufficient elsewhere. Prospects of crops in general good. Tea doing well.

Mysore and Coorg.—*For week ending 15th May, 1889.*—Some rain in Kadur and Shimoga districts of Mysore. Wet crops in parts of Tumkur and Shimoga districts suffering from want of water. Elsewhere condition of crops generally good. Sugarcane planted in parts. Prospects favourable. Prices slightly risen in Kadur district.

Slight rain in Coorg during the week. Prospects good.

Berar and Hyderabad.—*For week ending 15th May, 1889.*—Preparations for *kharif* crops still going on in Berar. General condition of cattle good. No marked change in the prices of food-grains.

Slight rain in Hyderabad during the week. Reaping of hot-weather crops continues. Preparations for *kharif* sowings commenced. Scarcity of water and fodder felt almost everywhere. Prices stationary.

Central India.—*For week ending 15th May, 1889.*—No material change in condition of crops and weather since last report. Prices of food rising in Bundelkhand and Baghelkhand; elsewhere steady.

Rajputana.—*For week ending 15th May, 1889.*—Agricultural stock good. Pasturage or fodder sufficient, except in Marwar, Kherwara, Meywar, Dholepur, and parts of Sirohi. Prices rising in some places.

Nepal.—*For week ending 9th May, 1889.*—Slight rain and hail during the week. Weather comparatively cool. Price of rice has risen owing to damage of ripe wheat by hail. Sowing of Indian corn is in progress.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. III of 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 21st April, 1888. Total.	Receipts for week ending 21st April, 1888. Per mile open.	Total mean length open.	Receipts for week ending 20th April, 1889. Total.	Receipts for week ending 20th April, 1889. Per mile open.	Total Receipts from 1st to 21st April, 1888. Total.	Total Receipts from 1st to 21st April, 1888. Per mile open per week.	Total Receipts from 1st to 20th April, 1889. Total.	Total Receipts from 1st to 20th April, 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State Lines worked by Companies.												
4th May, 1889	East Indian	1,514	10,44,944	690	1,514	9,45,921	625	29,59,427	652	26,97,917	594	...	2,61,510
27th April, 1889	Rajputana-Malwa (a)	1,664	4,16,329	250	1,664	5,00,000	300	11,98,957	240	13,59,714	286	1,60,757	...
4th May, 1889	Patna-Gya	57	11,342	198	57	9,880	173	31,330	183	32,070	187	740	...
27th April, 1889	Bengal-Nágpur (b)	186	46,886	252	293	54,676	187	1,38,911	249	1,65,999	198	27,088	...
4th May, 1889	Dildárnagar-Gházipur	12	1,374	115	12	923	77	3,238	90	2,735	76	...	503
27th April, 1889	Mysore	140	10,697	76	219	13,654	62	30,664	73	35,209	54	4,545	...
27th ditto	Southern Mahratta (c)	850	79,833	94	857	94,973	111	2,67,617	105	2,47,133	96	...	20,484
20th ditto	Indian Midland	211	(d) 24,346	115	588	(e) 68,915	117	(d) 68,622	108	(e) 1,85,021	110	1,16,399	...
27th ditto	Villupuram-Dharmaveram (Nellore Branch)	83	4,169	50	83	4,261	51	11,429	46	11,931	50	502	...
20th ditto	Bareilly-Pilibhit	36	1,873	52	36	2,832	79	5,339	49	6,748	62	1,409	...
27th ditto	Lucknow-Sitapur-Sihrámau	105	5,613	53	105	7,697	73	14,601	46	18,185	58	3,584	...
	Total	4,858	16,47,406	339	5,428	17,93,732	314	47,30,135	325	47,62,662	307	32,527	...
	State Lines worked by Government.												
27th April, 1889	North-Western (f)	2,481	4,91,436	198	2,386	5,68,591	238	15,75,621	212	16,34,126	239	58,505	...
27th ditto	Oudh and Rohilkhand	693	1,97,442	285	692	1,80,615	261	5,19,036	251	5,00,658	241	...	18,378
27th ditto	Wardha Coal	45	17,277	384	45	25,218	560	55,012	407	70,795	550	15,783	...
27th ditto	Bengal Central	125	10,844	87	125	12,840	103	33,060	88	37,206	99	4,146	...
27th ditto	Eastern Bengal Railways (g)	673	1,26,589	188	673	1,52,380	226	3,92,513	194	4,48,960	222	56,447	...
27th ditto	Nalháti	27	1,593	58	27	1,478	54	5,575	68	4,650	57	...	925
27th ditto	Tirhoot	259	44,371	171	273	35,957	132	1,12,197	144	1,06,946	131	...	5,251
27th ditto	Burma	333	62,685	188	553	90,349	163	2,01,403	202	2,90,229	175	88,826	...
27th ditto	Jorhát	31	1,070	35	31	1,249	40	2,197	24	3,303	37	1,106	...
20th ditto	Cherra-Companyganj	7	33	4	7	30	4	205	9	131	6	...	74
	Total	4,674	9,53,340	204	4,812	10,68,707	222	28,96,819	207	30,97,004	225	2,00,185	...
	Lines worked by Guaranteed Companies.												
27th April, 1889	Madras	840	1,68,061	200	840	1,76,021	210	4,78,013	190	4,92,314	205	14,301	...
27th ditto	South Indian	654	1,12,463	172	654	1,17,653	180	3,07,558	157	3,17,860	170	10,302	...
27th ditto	Great Indian Peninsula (h)	1,504	12,02,165	799	1,447	10,39,787	719	34,37,393	762	28,63,823	693	...	5,73,570
27th ditto	Bombay, Baroda and Central India	461	3,34,527	726	461	3,60,000	781	10,05,938	727	9,67,286	734	...	38,652
	Total	3,459	18,17,216	525	3,402	16,93,461	498	52,28,902	504	46,41,283	477	...	5,87,619
	Grand Total (Guaranteed and State)	12,991	44,17,962	340	13,642	44,65,900	327	1,28,55,856	330	1,25,00,949	321	...	3,54,907
	Gross Estimated Expenses	...	...	...	...	...	...	57,16,999	147	55,62,922	143	...	1,54,077
	Net Receipts	...	...	...	...	...	...	71,38,857	183	69,38,027	178	...	2,00,830
	Assisted Companies.												
27th April, 1889	Bengal and North-Western	376	59,641	159	376	58,430	155	1,42,895	127	1,61,417	150	18,522	...
4th May, 1889	Tárakeshwar	22	5,933	267	22	5,587	251	27,188	407	23,873	358	...	3,315
27th April, 1889	Rohilkhand-Kumaun	67	9,400	141	67	9,040	135	25,097	125	24,823	124	...	274
4th ditto	Dibru-Sadiya	...	(i)	...	...	(i)	...	(j) 17,312	111	(k) 16,970	109	...	342
	Total	465	75,034	161	465	73,057	157	2,12,492	130	2,27,083	146	14,591	...
	Native States.												
27th April, 1889	The Nizam's (Guaranteed Company)	277	33,003	119	354	44,257	125	1,04,327	126	1,27,502	126	23,175	...
27th ditto	The Gaekwar's	59	3,330	57	59	5,920	101	11,680	66	11,030	66	...	650
27th ditto	The Gaekwar's Mehsána-Vadnagar	21	1,271	61	27	1,550	57	3,772	69	3,907	51	135	...
27th ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	28,608	148	260	41,810	161	90,506	156	1,17,340	158	26,834	...
	Morvi	68	5,415	80	68	6,964	102	14,794	73	15,885	78	1,091	...
27th ditto	Jodhpore	124	6,081	49	124	8,300	67	21,729	58	23,714	67	1,985	...
27th ditto													
	Total	742	77,708	105	892	1,08,801	122	2,46,808	111	2,99,378	118	52,570	...

(a) Includes the Cawnpore-Achnera State Railway.
(b) Includes the Katni-Umaria State Railway.
(c) Includes the Bellary-Kistna State Railway.
(d) Includes the Sindia State Railway only.
(e) Includes the Sindia and Bhopal-Itarsi Railways.
(f) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(g) Includes the Northern Bengal, Dacca, Kaunia-Dharlla, and Assam-Behar State Railways.
(h) Includes State Branch Lines worked by the Company.
(i) Return not received.
(j) Total receipts from 1st to 14th April, 1888.
(k) Total receipts from 1st to 13th April, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Officiating Deputy Secretary.

SIMLA, *16th May, 1889.*

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SUPPLEMENT TO

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 1st HALF OF APRIL 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu. (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or thur cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	11 1	11 1	11 11	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	19 7	14 9
Tavoy	...	...	...	...	11 4	...	15 12	16 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	24 2	24 2
Moulmein and Amherst	3 15	3 15	...	...	10 8	10 8	12 2	12 2	...	...	...	...	...	...	...	...	7 9	7 9	12 2	12 2	...	...	220 0	220 0	20 3	20 3
Pegu (deltaic)—																										
Pegu	...	...	...	...	9 7	9 7	11 3	14 10	...	...	...	...	...	...	...	...	11 3	11 3	...	20 8	...	...	150 0	150 0	17 10	17 10
Rangoon	11 2	7 10	...	...	12 6	12 6	13 2	13 2	...	...	...	...	...	...	...	...	15 2	16 0	...	‡	...	...	250 0	250 0	16 10	16 10
Thongwa	...	...	...	...	11 5	12 10	13 11	14 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	59 11	150 0	18 11	19 12
Bassein	...	...	...	...	13 0	12 15	14 12	17 1	...	...	...	...	...	...	...	...	8 14	8 7	...	...	...	...	215 13	207 9	17 12	14 3
Pegu (inland)—																										
Shwaygyin	...	...	...	...	10 10	9 13	11 5	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharawadi	...	...	...	...	13 5	13 5	16 0	16 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	8 2	8 2	450 0	450 0	14 0	14 0
Henzada	...	...	...	...	11 15	11 15	15 10	15 10	...	...	...	...	...	...	...	...	7 9	7 9	...	...	...	...	183 8	183 8	14 12	14 12
Prome	9 2	9 2	...	...	13 7	13 7	15 4	16 2	...	...	...	...	...	...	...	...	8 14	8 14	22 4	22 4	9 5	9 5	167 9	139 11	14 0	14 0
Toungoo	...	...	...	...	9 2	9 2	12 13	12 3	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	200 0	200 0	14 1	14 1
Thayetmyo	11 3	11 3	...	...	10 12	11 11	11 8	13 13	...	...	...	...	...	...	...	...	11 10	8 0	...	...	...	...	326 11	326 11	18 10	11 3
Upper Burma—																										
Mandalay	11 0	11 10	...	...	11 0	11 1	12 6	12 9	...	...	...	...	...	...	...	...	8 0	8 2	14 8	10 10	6 12	7 0	75 0	70 0	14 9	14 9
Arakan—																										
Sandoway	...	...	...	...	18 0	18 0	20 9	20 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	14 1	14 0	15 8	15 8	...	...	...	...	...	...	...	...	5 0	5 0	†	...	...	...	333 0	333 0	36 0	36 0
Akyab	...	...	...	...	14 0	14 0	17 0	18 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	160 0	160 0	16 0	16 0
Assam—																										
Surma—																										
Sylhet	10 0	10 0	...	...	14 14	14 14	17 8	17 8	...	...	...	...	...	...	...	...	12 0	11 8	...	...	...	...	108 0	108 0	10 0	10 0
Cachar	8 0	7 8	...	...	11 0	11 8	16 4	16 0	...	...	...	...	...	...	...	...	11 12	11 8	...	...	...	...	80 0	80 0	10 0	9 12
Khási and Jaintiá Hills	...	...	...	...	6 8	7 8	10 0	11 0	...	...	...	...	...	...	...	...	9 13	10 0	16 0	16 0	...	...	100 0	100 0	8 0	8 0
Gáro Hills	...	...	...	...	6 0	6 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	8 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	16 0	16 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	22 0	...	80 0	80 0	10 0	9 8
Kámrúp	10 0	10 0	...	...	8 0	8 0	20 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	150 0	160 0	9 0	9 4
Darrang	7 0	7 0	...	...	12 12	16 0	18 0	21 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	150 0	150 0	8 8	8 8
Nowgong	8 0	8 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	6 8	6 8	20 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	200 0	160 0	8 8	8 0
Lakhimpur	9 0	8 0	...	...	8 0	7 0	15 0	14 0	...	...	...	...	...	...	...	...	14 0	11 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern Hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	13 5	13 5	14 8	14 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	8 0	8 0	18 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	...	...	8 0	8 0
Naga Hills	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	80 0	80 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	10 8	12 0	12 0	15 1	...	...	...	...	...	...	...	...	16 0	15 1	...	...	...	...	120 0	120 0	10 0*a*	10 0
Noakholly	...	...	...	...	13 0	13 0	14 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	9 0	9 0
Chittagong	11 0	11 0	...	...	11 8	12 0	13 9	16 14	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	108 0	108 0	9 0*b*	9 0
Tipperah	12 8	12 8	...	...	15 8	15 8	18 0	18 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	...	...	8 0	8 0
Dacca	15 8	15 8	26 0	26 0	14 4	14 4	16 0	16 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	16 0	16 0	120 0	120 0	10 0*c*	10 0
Mymensingh	10 0	10 8	...	...	13 0	13 0	17 0	17 8	...	...	...	...	...	...	...	...	13 0	12 4	...	...	16 0	...	...	...	10 0*d*	9 8
Deltaic—																										
Koolna	...	...	...	...	13 4	13 0	14 0	15 0	...	...	...	...	...	...	...	...	13 0	10 8	...	...	...	...	160 0	160 0	9 0*e*	9 2
24-Pergunnahs	13 8	14 0	20 0	20 0	8 0	8 0	13 8	15 8	...	...	...	...	...	...	12 0	12 0	20 0	21 0	...	...	16 0	19 0	100 0	100 0	10 4*f*	10 4
Midnapore	10 0	10 0	40 0	40 0	16 0	14 0	18 0	16 0	...	...	...	...	...	...	...	...	14 0 to 14 8	14 0 to 14 8	...	...	14 0	14 0	160 0	160 0	10 4*g*	10 4
Howrah	...	§	...	...	11 0	12 0	14 8	15 0	...	...	...	...	...	...	...	...	19 8	19 0	...	...	13 4	14 0	100 0	100 0	10 8	10 8
Calcutta	13 2	13 3	18 12	19 9	9 9	9 14	14 4	14 11	17 2	17 8	12 4	12 7	...	...	18 15	20 4	18 7	17 12	...	...	17 7	17 10	98 0	98 9	10 5	10 5
Hooghly	13 0	...	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	120 0	120 0	10 8	10 0
Nuddea (Kishnaghur)	16 0	16 0	22 13	22 13	13 13	13 5¼	15 8	15 8	...	...	...	...	...	...	...	...	22 14	24 10	...	...	19 0	20 0	...	...	9 2*h*	9 2
Jessore	11 0	13 0	...	...	11 0	13 0	15 0	16 0	...	...	...	...	...	...	...	...	20 0	16 0	...	...	22 0	22 0	160 0	160 0	9 2*i*	9 2
Furreedpore	20 0	20 0	25 0	20 0	10 0	10 0	16 0	15 0	...	...	...	...	...	...	...	...	22 0	16 0	...	...	14 0	13 0	120 0	120 0	10 0	9 0
Central—																										
Bankoora	15 0	15 0	20 0	20 0	16 0	17 4	18 0	19 8	...	...	...	...	...	...	...	...	16 0	14 8	21 8	21 0	18 0	18 0	280 0	280 0	10 0	10 0
Burdwan	14 8	15 8	*	26 0	13 14	14 4	16 2	16 14	...	...	...	...	...	...	...	...	20 0	23 0	*	*	18 0	19 0	107 0	107 0	10 2*j*	10 2
Beerbhoom	15 0	16 0	...	...	13 8	13 8	16 8	16 0	...	...	...	...	...	...	...	...	22 8	22 8	...	...	...	18 0	160 0	160 0	9 12	9 12
Moorshedabad	16 0	14 0	...	...	12 0	13 4	14 8	16 0	...	...	...	...	...	...	...	...	23 0	23 0	...	...	20 0	18 0	200 0	200 0	10 0*k*	10 0
Sonthal Pergunnahs	13 0	11 8	...	...	14 0	14 0	16 0	16 8	...	...	...	...	...	...	...	...	18 8	18 0	18 0	18 0	22 0	22 0	200 0	200 0	9 0	9 0
Pubna	18 0	19 8	...	...	7 12	7 8	17 4	17 4	...	...	...	...	...	...	...	...	22 13	13 8	...	...	20 10	21 0	200 0	200 0	9 2½*l*	9 2½
Bogra	17 10	13 8	...	...	13 14	15 0	18 12	18 12	...	...	...	...	...	...	...	...	19 8	16 14	...	...	...	...	96 0	96 0	8 13	8 13
Rajshahye	16 8	16 8	30 0	37 8	12 12	13 8	14 4	15 0	...	...	...	...	...	...	...	...	24 0	24 0	...	...	23 8	22 12	240 0	240 0	9 9*m*	9 9
Maldah	17 0	16 0	...	...	10 0	10 0	15 0	17 0	...	...	...	...	...	...	...	...	24 0	24 0	...	...	...	...	160 0	120 0	9 8	9 8
Northern—																										
Rungpore	14 8	14 3	...	...	10 8	10 8	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	13 0	13 0	120 0	120 0	9 6*n*	9 6
Dinagepore	13 0	12 12	12 0	10 0	15 8	15 8	19 4	19 3	...	...	...	...	...	...	...	...	12 12	12 12	...	...	11 0	12 0	160 0	160 0	9 8*o*	9 8
Jalpáiguri	9 0	10 0	16 0	16 0	8 0	8 0	16 0	17 0	...	...	...	...	...	...	...	...	12 0	11 8	...	...	9 0	9 0	128 0	128 0	9 0*p*	9 0
Darjeeling	6 0	6 0	10 0	10 0	6 0	6 0	13 0	13 0	...	...	...	...	12 0	14 0	...	...	12 0	10 0	20 0	20 0	...	...	120 0	120 0	7 0*q*	7 0
Orissa—																										
Pooree	11 13	11 13	...	...	11 13	11 13	15 12	15 12	...	...	...	...	...	...	...	...	15 12	15 12	...	...	13 2	11 13	80 0	80 0	11 13	11 13
Cuttack	14 7	13 2	...	...	10 8	10 8	15 12	17 1	...	...	...	...	...	...	...	...	21 0	21 0	...	...	18 6	18 6	80 0	80 0	8 0	11 0
Balasore	15 0	14 0	13 0	13 0	12 0	12 0	18 0	18 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	160 0	160 0	9 0*r*	8 8
Chota-Nagpur—																										
Singbhoom	14 0	10 0	16 0	14 0	14 0	16 0	22 0	20 0	...	...	...	...	...	...	...	...	12 0	14 0	22 0	...	16 0	15 0	200 0	200 0	7 0	7 0
Manbhoom	14 0	14 0	20 0	30 0	13 0	15 0	19 0	22 0	...	...	...	...	...	...	...	...	15 0	15 0	30 0	32 0	17 0	18 0	200 0	200 0	8 0*s*	9 0
Lohardugga	11 0 to 13 0	14 0	16 0	16 0	13 0	13 0	14 0 to 16 0	15 0	...	...	...	...	26 0	28 0	...	...	13 0	12 4	...	16 8	16 0	17 0	140 0	140 0	8 8	8 12
Hazáribágh	14 0	17 0	17 0	...	8 0	8 0	15 0	15 0	...	...	...	...	21 0	21 0	...	...	15 0	16 0	16 0	16 8	18 0	18 0	320 0	320 0	8 0	8 0

* Not sold.
† Re. 1-4-0 per 100 cobs.
‡ None in market.
§ Not available.

a In sub-divisions retail prices of salt per rupee are:—Patuakhali 8 sers, Perozepore 9 sers, and Bhola 8 sers.
b At Cox's Bazar retail price of salt 8 sers per rupee.
c In sub-divisions retail prices of salt per rupee are:—Manickgunge 9 sers, Munshigunge 8-14 sers, and Naraingunge 10 sers.
d In sub-divisions retail prices of salt per rupee are:—Kishoregunge 8 sers, Attea 10 sers, Jamalpore 9-8 sers, Sherepore 8 sers, and Netrokona 8 sers.
e Retail price of salt at Bagirhat 8 sers per rupee.
f In sub-divisions retail prices of salt per rupee are:—Baraset and Bussirhat 9 sers, Diamond Harbour (at Kulpihat) 8 sers, Barrackpore 9-2 sers, and Dum-Dum 10 sers.
g In sub-divisions retail prices of salt per rupee are:—Ghattal 10-12 sers, Tumlook 8 sers, and Contai 9 sers.
h In sub-divisions retail prices of salt per rupee are:—Meherpore 10-8 sers, Chooadanga 10 sers, and Ranaghat 10 sers.
i In sub-divisions retail prices of salt per rupee are:—Jhenida 9 sers, Magura 10 sers, Narail 9⅜ sers, and Bongong 10 sers.
j In sub-divisions retail prices of salt per rupee are:—Culna 10 sers, Cutwa 9-15 sers, and Raneegunge 9-12 sers.
k In sub-divisions retail prices of salt per rupee are:—Lalbagh 9-8 sers, Jungipore 10 sers, and Kandi 9-14 sers
l At Serajgunge retail price of salt 10-8 sers per rupee.
m In Nowgong sub-division retail price of salt 9-9 sers per rupee.
n In Gaibanda sub-division retail price of salt 8 sers per rupee.
o In Thakurgaon sub-division retail price of salt 8 sers per rupee.
p At Fallacotta in Alipore sub-division retail price of salt 8 sers per rupee.
q At Siliguri retail price of salt 9 sers per rupee.
r At Bhudruck retail price of salt 8 sers per rupee.
s At Govindpore retail price of salt 9 sers per rupee.

RETAIL PRICES FOR THE 1st HALF OF APRIL 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or thur cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar or thur cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	18 14	17 9	24 6	26 4	12 10	11 10	13 12	13 12	...	...	...	...	...	30 7	...	13 12	24 6	26 4	19 14	19 14	19 14	21 0	146 0	147 0	9 8t	9 8
Gya	16 8	16 8	25 0	32 0	9 4	9 4	14 0	15 0	...	...	...	...	...	...	12 8	12 8	21 0	21 0	...	...	21 0	21 0	200 0	200 0	9 2	9 2
Patna	15 0	17 8	25 0	24 0	10 0	11 0	14 5	15 0	22 0	25 0	...	...	...	...	15 8	15 8	23 0	25 0	19 0	22 8	23 0	25 0	130 0	130 0	10 0	10 0
Shahabad	16 8	15 8	23 0	20 0	9 0	9 0	15 0	15 0	20 0	20 0	...	...	...	...	...	...	23 0	20 0	...	...	14 0	14 0	160 0	160 0	10 0	10 0
Behar, north—																										
Purneah	16 0	13 0	26 0	...	13 0	13 8	16 0	15 0	...	...	...	...	...	...	...	...	16 0	14 0	...	...	16 0	16 0	200 0	200 0	9 0u	9 0
Bhágalpur	16 11	16 10	21 7	20 3	12 10	12 10	14 8	14 8	...	...	...	...	...	...	...	...	21 7	18 4	17 10	17 10	20 3	15 2	176 0	176 0	10 1	10 1
Durbhunga	13 11	18 4	18 4	...	9 9	10 4	14 13	15 0	18 4	...	...	...	20 9	20 9	...	...	22 13	25 0	20 9	21 6	21 2	20 9	160 0	160 0	11 6v	11 6
Mozufferpore	14 0	15 0	25 0	22 0	10 0	10 0	12 8	13 0	...	...	...	...	...	...	...	...	20 0	24 0	18 0	20 0	25 0	22 0	160 0	160 0	10 0w	10 0
Sarun	17 0	16 0	21 0	24 0	8 4	8 8	12 0	14 0	...	...	...	...	20 0	20 0	12 0	12 0	21 4	22 0	20 0	20 8	22 8	22 8	160 0	180 0	10 0	10 0
Champarun	13 0	13 0	22 0	21 0	9 8	7 0	12 8	13 0	...	...	...	...	20 0	20 0	...	...	17 8	17 0	18 0	20 0	22 0	22 0	160 0	160 0	9 4x	9 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	15 0	15 8	20 0	23 0	7 0	7 0	13 0	13 0	17 0	18 0	16 0	16 0	16 0	15 0	12 0	12 0	20 0*	22 0	18 0	18 0	22 0*	23 0	100 0	100 0	10 0	10 0
Benares	14 13	14 6	18 7	19 4	9 12	9 3	13 9	13 9	17 14	20 10	16 4	15 11½	16 13	15 11½	13 8	12 8	18 7	19 0	19 12	21 2	20 1	20 10	120 0	120 0	10 6½	10 6½
Ghazipur	16 1	16 1	20 9	16 12	7 1	7 1	12 14	12 14	18 0	17 6	16 12	16 12	20 9	20 10	15 7	15 7	21 14	18 0	18 14	18 0	21 14	21 4	154 0	154 8	9 10	9 10
Jaunpur	14 0	15 0	16 8	16 8	7 0	7 0	14 0	14 0	...	...	...	...	...	...	...	...	19 8	19 0	...	19 0	22 0	21 0	140 0	140 0	8 8	8 8
Allahabad	15 8	14 8	21 0	21 0	8 0	8 0	11 8	11 8	18 0	18 0	16 0	16 0	...	...	...	...	21 0	21 8	16 0	16 8	19 8	19 0	120 0	120 0	10 0	10 0
Central—																										
Bánda	17 4	18 0	22 8	23 8	8 0	8 0	12 0	12 0	...	22 0	...	20 0	...	...	...	...	23 0	25 8	...	...	16 0	18 0	160 0	160 0	10 0	10 8
Fatehpur	15 8	15 4	21 8	21 8	11 8	12 0	12 0	12 12	...	21 0	...	18 0	...	...	...	...	21 0	21 8	...	...	27 0	27 8	160 0	160 0	10 8	10 8
Hamírpur	18 6	18 6	24 2	24 11	9 0	9 11	11 8	12 1	...	...	...	...	...	...	...	...	21 11	26 7	...	...	29 3	34 8	140 0	140 0	11 4	11 0
Jalaun	18 0	19 0	24 0	20 0	9 0	9 0	10 0	10 0	18 0	18 0	17 0	17 0	...	15 0	16 0	16 0	24 0*	24 0	18 0	18 0	30 0*	30 0	140 0	140 0	10 0	11 0
Cawnpore	17 8	19 12	24 0	24 0	9 0	9 0	13 0	13 0	24 0	24 8	21 0	22 8	...	...	20 0	20 0	25 0	24 0	30 0	30 0	23 0	27 0	160 0	150 0	12 0	12 0
Etáwah	19 8	19 2	25 8	23 8	7 0	7 0	15 0	15 0	19 8	19 8	19 8	19 8	20 0	20 0	20 0	20 0	26 0	24 8	25 0	25 0	27 8	26 0	120 0	120 0	11 0	11 0
Farukhabad	16 8	16 12	24 8	26 8	6 8	6 8	10 8	10 0	...	...	...	...	...	...	...	...	24 8	22 0	...	...	25 0	25 8	160 0	150 0	11 0	10 8
Mainpuri	19 8	19 2	28 8	25 6	4 8	4 8	12 0	14 8	...	21 4	...	19 4	...	...	...	...	26 12	23 8	...	23 8	27 0	28 0	160 0	160 0	11 0	11 0
Etah	19 8	19 11	30 0	30 8	7 8	7 8	13 0	14 0	...	22 8	20 0	20 0	...	...	16 0	16 8	24 0	24 0	...	...	19 8	18 4	160 0	160 0	11 4	11 4
Western—																										
Lalitpur	17 4	18 0	22 0	20 0	9 0	9 0	10 8	11 0	21 0	20 0	15 0	14 0	20 0	20 0	15 0	15 0	21 0	21 0	21 0	20 0	13 0	13 0	160 0	160 0	10 0	10 0
Jhánsi	17 9	17 14	24 4	20 0	8 0	8 0	12 8	12 8	22 8	19 14	20 12	18 2	...	...	...	...	22 15½	23 1	...	...	...	...	180 0	180 0	10 8	10 8
Agra	16 0	17 0	23 8	23 8	5 0	5 0	9 0	9 0	22 0	22 0	21 0	21 0	...	...	17 0	17 0	26 0	28 0	29 0	29 0	15 0	15 0	190 0	100 0	12 0	12 0
Muttra	16 0	17 0	26 0	27 0	8 0	7 8	12 0	12 0	20 0	26 0	20 0	24 0	...	...	10 0	12 0	28 0	29 0	30 0	30 0	28 0	25 0	140 0	120 0	12 0	12 0
Aligarh	17 12	18 8	28 4	28 4	5 8	5 8	10 8	10 8	22 0	23 0	22 0	22 0	...	...	15 0	15 0	28 8	28 8	33 0	31 8	28 8	25 0	150 0	130 0	12 0	12 0
Bulandshahr	18 0	19 14	30 0	30 8	7 0	7 0	11 0	11 0	22 0	22 0	21 0	23 0	...	...	20 0	20 0	28 0	29 4	33 0	33 0	17 0	18 0	120 0	120 0	11 0	11 4
Meerut	17 0	19 0	29 0	27 8	6 0	6 0	13 0	13 0	26 0	26 0	20 0	20 0	14 0	14 0	14 0	14 0	25 0	26 0	34 0	30 0	22 0	22 0	100 0	100 0	13 4	11 8
Sub-montane—																										
Ballia	14 4	16 12	20 8	21 14	9 8	10 4	14 8	14 12	18 0	18 0	...	...	...	...	...	...	23 12	25 12	19 4	18 0	20 10	20 10	155 0	155 0	10 4	10 4
Azamgarh	14 12	14 12	20 10	17 0	10 5	10 5	12 8	13 4	...	...	...	...	...	...	...	...	19 3	...	25 1	23 10	16 4	15 8	177 8	177 8	9 13	9 13
Gorakhpur	13 2	14 8	20 13	19 0	9 1	9 1	12 12	13 5	...	16 2	...	13 6	18 2	18 2	16 5	16 13	18 12	20 13	...	19 0	22 9½	20 4½	140 0	140 0	9 15	9 15
Basti	18 8	18 0	24 0	23 0	...	...	23 0	23 0	16 0	16 0	...	...	22 0	22 0	10 0	10 0	24 0	22 8	20 0	20 0	22 0	21 0	140 0	140 0	10 0	10 0
Sháhjahánpur	19 8	19 8	30 0	28 8	8 8	8 8	14 0	14 0	...	26 0	...	25 8	...	...	24 0	26 0	26 8	25 0	...	...	26 0	22 8	160 0	160 0	11 0	11 0
Budaun	19 12	18 8	29 0	30 8	6 0	6 0	12 0	12 8	...	21 0	...	20 0	...	...	...	...	28 0	21 0	...	24 0	33 8	25 0	192 0	192 0	11 4	11 0
Pilibhit	17 8	17 8	25 0	25 0	12 8	12 8	13 12	13 12	20 0	20 0	20 0	20 0	...	...	...	...	23 0	22 8	20 0	20 0	23 0	23 0	160 0	160 0	10 8	11 8
Bareilly	16 14	16 9	26 4	23 12	6 4	6 3	12 8	13 2	23 12	23 12	18 12	18 12	...	...	15 0	15 0	23 12	23 12	24 6	23 12	26 4	23 12	150 0	150 0	10 10	10 10
Moradabad	18 0	18 2	28 8	28 8	10 8	10 8	13 4	13 4	26 0	26 8	22 8	23 0	...	...	16 0	16 0	25 8	26 14	30 0	31 0	24 0	24 8	200 0	165 0	11 8	11 8
Tarai	18 12	19 6	30 0	30 0	8 12	8 12	13 2	13 12	30 0	30 0	22 8	25 0	...	...	22 8	25 0	21 4	21 4	31 4	31 4	26 4	22 8	100 0	100 0	10 0	10 0
Bijnor	16 14	18 0	29 4	27 9	9 0	9 0	12 6	12 10	...	...	...	23 10	...	...	...	...	25 14	25 5	...	...	...	...	135 0	135 0	10 13	10 11
Muzaffarnagar	18 1	20 4	39 10	27 8	6 9	6 9	12 2	12 2	25 4	25 4	18 10	19 12	17 10	17 10	16 8	16 8	26 6	26 6	22 0	22 0	14 4	14 4	132 0	132 0	11 9	11 9
Saháranpur	18 4	19 14	25 13	23 10½	7 8	8 9½	10 12	11 4	26 13½	21 8	21 8	21 8	32 4	26 13½	32 4*	21 8	24 11½*	24 15½	26 13½	25 13	17 3*	18 4½*	150 8	147 8	11 5	11 4
Dehra Dún	18 0	18 0	25 0	20 8	6 8	6 8	10 4	10 8	20 0	20 0	18 0	20 0	24 0	22 0	...	...	23 0	23 0	24 0	19 0	18 0	18 0	160 0	160 0	10 8	10 8
Kumaun	12 0	12 0	16 0	16 0	12 0	11 0	13 0	13 0	...	...	...	...	16 0	16 0	20 0	14 0	12 0*	12 0†	16 0	16 0	9 0†	10 0†	130 0	130 0	7 0	7 8
Garhwal	11 14	11 14	14 8	14 8	7 12	7 12	10 14	11 8	...	...	...	...	21 0	21 0	...	...	11 0	7 8	...	...	8 8	8 8	168 0	180 0	8 0	8 0
Oudh—																										
Southern—																										
Partabgarh	17 0	18 8	25 0	23 8	11 0	12 0	13 0	14 0	...	21 0	...	17 8	...	...	...	...	23 8	22 0	...	28 0	16 0†	16 8	260 0	180 0	9 0	10 0
Sultánpur	18 0	17 0	20 0	20 0	9 0	9 0	14 0	14 0	19 0	19 0	16 0	16 0	24 0	24 0	20 0	20 0	28 0	20 0	16 0	16 0	20 0	20 0	160 0	160 0	10 8	10 8
Rae-Bareli	17 0	17 12	22 0	23 0	7 0	7 0	13 4	14 0	21 0	23 0	18 0	22 0	24 0	24 0	17 0	17 0	25 0	25 0	16 0	16 0	24 0	24 0	180 0	180 0	10 0	10 0
Unao	17 8	18 8	24 0	25 0	9 0	9 0	13 0	13 0	22 0	22 0	18 0	16 0	...	...	14 0	14 0	27 0	28 0	24 0	20 0	16 0	14 8	160 0	160 0	11 0	11 0
Lucknow	17 0	16 12½	24 0	26 0	6 0	6 0	12 4	12 7	24 0	25 0	19 0	19 6	...	...	21 0	20 0	23 12	24 6	21 12	21 8	25 8	25 4	130 0	130 0	11 0	10 8
Hardoi	19 8	23 0	28 0	32 0	7 0	7 0	12 0	12 0	...	...	...	...	...	...	...	...	30 0	32 0	...	...	15 0	15 0	120 0	120 0	11 0	11 8
Northern—																										
Fyzabad	15 8	16 8	21 8	21 8	10 4	10 8	13 4	13 8	19 8	20 8	15 8	16 0	15 8	16 0	15 0	16 0	21 0	19 0	21 0	21 8	23 8	22 0	120 0	120 0	10 0	10 0
Barabanki	16 0	18 0	24 0	24 0	7 0	11 0	12 0	12 0	20 0	20 0	16 0	16 0	20 0	20 0	16 0	15 0	23 0	20 0	22 0	20 0	26 0	22 0	120 0	120 0	10 8	10 0
Gonda	20 0	20 0	26 0	16 0	12 8	12 0	14 0	15 0	21 0	20 0	19 0	19 0	28 0	27 0	16 0	16 0	21 0	22 0	23 0	23 0	22 0	21 0	200 0	200 0	10 12	10 12
Bahraich	19 0	20 0	32 0	32 0	12 0	12 0	15 0	15 0	31 0	29 0	...	15 0	28 0	27 0	11 0	12 0	26 0	24 0	25 0	25 0	28 0	26 0	140 0	140 0	10 8	10 8
Sitapur	18 8	19 0	28 8	32 0	8 0	8 0	13 0	14 0	22 0	25 0	20 0	23 0	24 0	23 0	16 0	19 0	28 0	29 0	22 0	27 0	32 0	26 0	160 0	160 0	10 8	10 8
Kheri	18 8	22 0	34 0	36 0	8 0	8 0	14 8	15 0	36 0	32 0	18 0	22 0	37 0	37 0	17 0	22 0	28 8	22 0	36 0	32 0	24 0	24 0	140 0	140 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	15 0	15 0	20 0	20 0	6 4	6 4	7 8	8 2	17 8	16 4	12 8	12 8	...	...	...	...	16 14	17 8	17 8	17 8	20 0	20 10	...	...	14 4	15 5
Bánswára	16 4	16 4	16 14	15 0	6 4	5 0	9 6	8 12	...	...	...	...	...	...	...	...	15 0	15 0	16 14	17 8	8 9	8 12	...	...	10 0	10 5
Meywar (Oodeypore)	11 5½	12 1½	14 13½	15 10	7 6½	7 13	7 9	8 3½	14 1	14 1	10 15	11 11½	Nil	Nil	9 6	9 6	14 1	14 7½	14 13½	14 13½	10 8½	10 2½	160 0	160 0	10 2½	10 2½
Sirohi	12 0	12 0	19 0	19 0	7 0	7 0	9 0	9 0	13 0	13 0	15 0	14 0	...	...	19 0	19 0	14 8	14 8	15 0	15 0	14 0	10 8	160 0	160 0	12 0	12 0
Erinpura	13 12	13 12	18 5	18 5	...	...	7 0	8 8	18 0	18 0	16 8	16 8	...	...	...	...	17 14	17 14	...	...	...	...	260 0	260 0	12 0	12 0
Ajmere	14 0	14 8	19 0	19 0	3 0	3 0	8 0	8 0	18 0	18 0	15 0	15 0	...	...	...	...	18 0	19 0	19 0	19 0	...	...	80 0	80 0	12 0	12 0
Abu	11 12	11 10	16 14	16 0	6 4	6 4	8 0	8 0	...	...	13 14	13 0	...	...	...	...	15 4	15 4	16 0	14 0	10 0	10 0	...	...	11 0	11 0
Kishengarh	14 4	16 0	20 8	21 8	8 12	9 0	10 0	10 0	20 8	20 0	16 12	17 8	...	...	...	...	19 4	21 8	19 0	19 0	...	...	...	...	13 0	13 8
Boondee	21 0	21 0	30 0	26 4	9 0	8 8	9 8	9 0	27 0	26 4	...	...	...	...	...	...	29 0	30 0	...	...	...	...	160 0	160 0	10 8	10 8
Kotah	18 0	19 0	20 0	14 0	7 0	7 0	8 0	8 0	24 0	24 0	11 0	11 0	...	...	...	...	21 0	22 8	16 0	16 0	20 0	17 8	240 0	240 0	10 4	10 0
Jhalláwar	15 15	17 0	17 15	15 15	8 5½	7 5½	9 6	9 6	20 3	20 10	15 3	13 15½	...	...	9 15½	11 1	20 3	21 11½	20 1	19 9½	8 14	8 9½	175 0	175 0	9 12	9 12
Tonk	16 0	16 10	24 12	25 4	8 8	8 8	9 8	9 8	26 4	25 13	...	...	...	...	...	...	25 0	25 8	...	...	...	...	130 0	130 0	12 0	11 12
Jeypore	16 12	16 12	24 0	23 8	5 0	5 0	8 4	8 4	24 8	24 0	21 0	21 0	...	...	13 8	13 8	19-8 to 23 0	19-8 to 21 4	26 0	24 8	25 0	22 0	115 0	115 0	12 0	12 0
Kerauli	17 8	16 14	26 4	23 12	10 0	10 0	11 14	11 14	25 10	25 0	21 4	21 14	...	...	12 8	12 8	26 13	25 0	...	...	37 8	30 0	250 0	200 0	11 3	10 15
Dholpur	14 13	15 8	23 7	24 3	11 4	11 4	12 6	12 6	19 11	20 9	19 13	20 2	...	...	13 8	13 8	28 14	26 5	...	...	23 9	34 7	90 0	90 0	11 8	11 9
Bhartpur	17 8	15 14	26 8	25 15	7 12	7 12	9 8	9 8	22 0	22 0	20 8	20 8	...	...	12 4	12 4	26 0	26 12	24 0	24 0	25 4	25 0	170 0	160 0	11 8	11 8
Alwar	18 4	18 8	25 11	26 11	8 0	8 0	10 12	10 12	23 8	23 8	22 11	23 4	...	...	14 8	14 8	25 13	26 6	26 4	24 8	31 1	31 0	200 0	200 0	12 11	12 12
Deoli Cantonment	17 4	17 1	24 0	23 14	4 0	4 0	9 10	9 10	24 8	24 4	18 4	18 4	...	...	...	...	22 8	23 2½	...	...	...	...	220 0	220 0	11 0	11 0
Nasirabad Cantonment	16 6½	15 14	20 0	20 0	7 0	7 0	8 0	8 0	20 0	20 0	17 0	16 11	...	...	12 4	12 5½	21 5½	20 3½	20 0	19 7½	13 0	12 11	90 0	90 0	12 4	12 4
Hilly Tracts of Meywar	11 0	11 0	12 8	13 0	...	...	10 0	9 0	...	...	...	...	...	...	...	...	12 8	7 2½	15 0	14 0	...	...	+	+	11 0	11 0
Bálmer	11 0	11 0	...	...	5 0	5 0	6 8	6 8	...	...	12 8	12 3	...	...	...	...	11 6	9 12	...	...	...	...	260 0	260 0	12 4	12 4
Anádra	12 8	12 4	18 0	16 4	6 8	6 8	8 0	8 0	...	...	14 0	14 0	...	...	...	...	15 4	15 0	15 0	14 12	11 0	10 14	...	...	12 0	12 0
Shahpura	16 6	16 6	20 4	19 12	9 0	9 4	11 0	10 8	20 8	20 8	17 4	17 8	...	...	...	...	19 4	18 12	...	18 10	...	...	160 0	160 0	11 6	11 6
Western—																										
Jodhpur	12 8	12 13	17 8	17 8	6 4	6 4	7 8	7 8	13 12	15 0	15 0	14 6	...	...	...	...	16 4	17 8	15 0	15 0	...	...	...	...	13 12	13 12
Jaisulmer	10 12	10 6	...	...	8 0	7 12	9 6	9 4	13 4	13 6	11 8	11 12	...	...	...	...	10 4	10 6	...	...	...	...	...	...	21 0	21 0
Bickanir	14 8	13 4	...	...	2 14½	2 14½	7 10	6 9	...	...	15 0	14 4½	...	...	...	...	17 0	17 0	...	...	8 0	8 0	100 0	100 0	12 8	12 8
Central India—																										
Indore	13 14	14 0	13 0	13 0	7 0	7 0	8 0	8 0	19 0	20 0	16 0	16 0	...	*	...	*	17 0	18 7	20 0	20 8	17 0	17 0	120 0	120 0	10 4	10 4
Nimach Cantonment	14 14	14 13	21 8	20 6	8 0	8 0	10 0	10 0	18 8	18 11	15 0	15 0	...	...	...	...	18 12	19 8	18 8	19 0	18 12	19 0	180 0	180 0	11 14	12 0
Baghelkhand (Satna)	19 12	19 8	28 0	28 0	8 0	8 0	15 0	15 0	...	17 0	...	15 0	...	...	...	...	23 0	21 8	...	...	24 8	23 0	200 0	200 0	10 10	10 12
Goona	19 0	19 8	15 0	15 0	8 0	8 0	8 8	8 8	24 0	24 0	...	...	...	...	...	...	25 0	26 0	24 0	24 0	...	...	200 0	200 0	10 0	10 0
Gwalior	13 6	13 4	19 8	16 9	6 13	7 0	8 3	7 15	16 13	15 9	15 9	15 3	...	...	14 8	10 14	21 3	17 6	17 14	16 9	24 8	19 0	145 0	145 0	10 4	10 4

* For unhusked grain.

† For husked grain.

‡ Six pies per bundle.

t In sub-divisions retail prices of salt per rupee are :—Beguserai 9-4 sers and Jamui 9 sers.

u Retail price of salt at Kishenganje 10 sers per rupee.

v In sub-divisions retail prices of salt per rupee are :—Madhubani 10 sers and Tajpore 10-8 sers.

w At Hajipore and Sitamarhi retail price of salt 10 sers per rupee.

x At Bettiah retail price of salt 10 sers per rupee.

RETAIL PRICES FOR THE 1st HALF OF APRIL 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or thur cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar or thur cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	20 0	20 0	28 0	28 0	...	...	10 0	10 0	28 0	24 0	25 0	22 0	†	†	†	†	26 0	26 0	18 0	18 0	†	†	85 0	85 0	11 12	11 8
Ferozepore	20 0	22 0	38 0	30 0	...	...	9 0	10 0	28 0	24 0	20 0	20 0	†	†	16 0	16 0	28 0	28 0	30 0	30 0	...	11 0	100 0	100 0	13 4	13 4
Montgomery	20 0	20 0	28 0	28 0	...	...	10 0	10 0	28 0	28 0	15 0	17 0	‡	‡	26 0	26 0	25 0	25 0	28 0	28 0	12 0	12 0	200 0	200 0	11 0	11 0
Central—																										
Gurgaon	21 0	20 0	30 0	28 0	...	...	11 0	11 0	28 0	26 0	24 0	24 0	†	†	†	*	20 0	20 0	25 0	20 0	16 0	16 0	130 0	130 0	11 0	11 0
Delhi	18 0	20 0	28 0	30 0	...	...	11 0	11 0	24 0	24 0	20 0	20 0	†	†	14 0	13 0	25 0	28 0	24 0	25 0	25 0	22 0	80 0	80 0	11 0	11 0
Rohtak	19 0	20 0	28 0	25 0	...	...	11 0	11 0	29 0	29 0	24 0	24 0	†	†	15 0	16 0	29 0	30 0	16 0	16 0	20 0	20 0	120 0	120 0	11 0	11 0
Karnál	19 0	21 0	32 0	30 0	...	...	11 0	11 0	27 0	27 0	18 0	18 0	22 0	22 0	18 0	18 0	31 0	32 0	35 0	35 0	20 0	20 0	120 0	120 0	10 8	10 0
Lahore	19 0	19 0	33 0	33 0	...	...	9 0	9 0	30 0	32 0	18 0	18 0	‡	‡	20 0	20 0	27 0	27 0	29 0	27 0	12 0	12 0	95 0	95 0	12 0	12 0
Sub-montane—																										
Umballa	24 0	23 0	28 0	29 0	...	...	11 0	12 0	27 0	9 0	16 0	16 0	20 0	20 0	10 0	10 0	29 0	29 0	32 0	30 0	20 0	19 0	130 0	130 0	12 0	12 8
Ludhiána	24 0	25 0	40 0	40 0	...	...	12 0	12 0	33 0	32 0	24 0	22 0	†	†	21 0	20 0	29 0	29 0	34 0	32 0	13 0	14 0	110 0	110 0	12 8	12 8
Jullundur	23 0	22 0	40 0	32 0	...	...	8 0	8 0	30 0	30 0	22 0	22 0	*	*	20 0	20 0	25 0	27 0	32 0	33 0	*	*	100 0	100 0	12 8	12 8
Hoshiárpur	24 0	24 0	32 0	30 0	...	...	12 0	12 0	29 0	30 0	18 0	22 0	...	12 0	20 0	28 0	25 0	26 0	33 0	30 0	17 0	18 0	120 0	120 0	13 0	12 0
Gurdáspur	20 0	20 0	26 0	26 0	...	...	13 0	13 0	23 0	23 0	14 0	14 0	†	†	16 0	16 0	22 0	23 0	24 0	26 0	10 0	10 0	120 0	120 0	13 0	13 0
Amritsar	22 0	22 0	29 0	29 0	...	...	10 0	11 0	26 0	28 0	19 0	18 0	†	†	24 0	24 0	25 0	26 0	29 0	29 0	†	†	90 0	90 0	14 0	14 0
Hills—																										
Simla	14 0	15 0	‡	‡	...	...	9 0	9 0	16 0	16 0	14 0	14 0	20 0	20 0	8 0	8 0	17 0	17 0	21 0	22 0	10 0	10 0	65 0	65 0	8 8	9 0
Kángra	15 0	14 0	20 0	18 0	...	...	12 0	12 0	12 0	12 0	10 0	10 0	24 0	24 0	8 0	8 0	20 0	20 0	19 0	19 0	12 0	14 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkote	19 0	19 0	30 0	32 0	...	...	11 0	12 0	26 0	27 0	22 0	24 0	‡	‡	20 0	22 0	25 0	25 0	26 0	25 0	13 0	13 0	160 0	160 0	13 0	13 0
Gujránwála	20 0	20 0	38 0	35 0	...	...	9 0	9 0	22 0	22 0	16 0	16 0	‡	‡	16 0	16 0	28 0	27 0	20 0	20 0	‡	‡	85 0	85 0	13 0	13 0
Gujrát	21 0	22 0	34 0	34 0	...	...	9 0	9 0	25 0	26 0	21 0	24 0	†	†	12 0	12 0	25 0	24 0	23 0	24 0	†	†	120 0	120 0	14 0	14 0
Jhelum	20 0	19 0	32 0	29 0	...	...	10 0	10 0	22 0	23 0	22 0	22 0	*	*	12 0	*	23 0	25 0	23 0	27 0	*	*	160 0	160 0	14 0	14 0
Ráwalpindi	17 0	18 0	30 0	32 0	...	...	8 0	12 0	24 0	27 0	20 0	23 0	*	*	20 0	16 0	23 0	25 0	22 0	23 0	19 0	19 0	100 0	96 0	13 8	13 8
Hazára	17 0	17 0	23 0	24 0	...	...	12 0	12 0	‡	‡	20 0	21 0	†	†	12 0	12 0	21 0	21 0	20 0	20 0	†	†	100 0	100 0	11 0	11 0
Peshawar	18 0	18 0	35 0	36 0	...	...	10 0	10 0	27 0	25 0	16 0	15 0	†	†	19 0	19 0	21 0	21 0	24 0	25 0	25 0	23 0	109 0	112 0	40 0	41 0
Kohát	16 0	16 0	26 0	26 0	...	...	11 0	11 0	16 0	*	15 0	16 0	†	†	16 0	*	24 0	24 0	20 0	20 0	†	†	125 0	125 0	58 0	58 0
Western—																										
Shahpur	22 0	21 0	40 0	36 0	...	...	10 0	10 0	34 0	34 0	30 0	28 0	20 0	18 0	20 0	20 0	31 0	28 0	24 0	22 0	*	*	240 0	240 0	13 0	13 0
Jhang	24 0	23 0	32 0	33 0	...	...	10 0	10 0	24 0	28 0	16 0	12 0	20 0	25 0	22 0	22 0	20 0	19 0	20 0	20 0	10 0	10 0	240 0	240 0	12 0	12 0
Mooltan	17 0	17 0	27 0	30 0	...	...	10 0	10 0	24 0	26 0	19 0	20 0	†	†	24 0	24 0	21 0	20 0	24 0	22 0	†	†	100 0	100 0	13 0	13 0
Bannu	18 0	20 0	37 0	32 0	...	...	10 0	10 0	24 0	25 0	19 0	18 0	8 0	8 0	8 0	8 0	26 0	24 0	23 0	23 0	13 0	13 0	60 0	60 0	40 0	40 0
D. I. Khán	19 0	20 0	43 0	39 0	...	...	8 0	8 0	25 0	25 0	26 0	26 0	‡	‡	6 0	6 0	24 0	21 0	17 0	17 0	14 0	14 0	112 0	112 0	43 0	42 0
Muzaffargarh	20 0	19 0	27 0	26 0	...	...	12 0	13 0	20 0	20 0	20 0	20 0	‡	‡	‡	‡	21 0	19 0	‡	‡	11 0	11 0	110 0	110 0	12 0	12 0
D. G. Khán	17 0	18 0	26 0	26 0	...	...	9 0	9 0	25 0	23 0	20 0	25 0	‡	‡	‡	‡	19 0	21 0	‡	‡	‡	‡	175 0	125 0	27 8	27 8
Sind and Baluchistan—																										
Karáchi	11 8	12 0	17 0	18 0	8 0	8 0	10 0	10 0	16 0	16 0	13 0	14 0	‡	‡	‡	‡	18 0	17 0	14 0	14 0	7 0	7 0	90 0	90 0	14 0	14 0
Hyderabad (Gidu Bandar)	12 8	14 8	18 0	18 8	7 8	7 8	9 8	9 8	18 0	17 8	15 0	14 8	...	...	...	...	15 8	15 8	...	...	...	...	160 0	160 0	11 0	11 8
Thar and Párkar (Umarkot)	13 0	13 0	...	...	...	...	10 0	10 0	...	...	12 0	12 0	...	...	...	...	...	...	...	...	...	...	160 0	160 0	12 0	12 0
Sukkur	16 0	15 0	20 0	20 8	9 8	10 8	12 0	12 0	22 0	22 8	19 0	20 8	...	...	...	...	18 8	19 8	...	...	11 8	11 8	120 0	...	12 8	12 8
Shikárpur	12 0	13 0	17 8	18 8	8 0	8 12	9 0	9 12	19 0	20 0	19 0	21 0	...	...	...	...	15 0	19 0	...	...	10 0	8 8	140 0	140 0	11 8	11 8
Upper Sind Frontier	13 8	14 0	19 8	16 0	8 0	8 0	10 0	10 0	22 0	24 0	20 0	22 0	...	...	...	...	20 0	19 0	...	...	10 0	10 0	160 0	160 0	11 0	11 0
Quetta	13 10	14 0	15 0	15 0	5 0	5 0	7 12	7 14	16 0	16 0	‡	...	‡	...	‡	...	14 4	13 0	15 0	16 0	‡	...	124 0	64 0	9 0	9 0
Bombay—																										
Konkan—																										
Kárwár	11 0	11 0	...	...	6 8	6 8	11 0	11 0	18 0	18 0	...	...	22 0	22 0	13 0	12 0	13 0	13 0	...	...	11 0	10 8	213 5	213 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	8 8	8 8	10 9	10 9	14 4	14 4	13 8	13 8	16 7	16 7	...	...	13 4	13 4	...	...	9 9	9 9	135 0	135 0	11 8	11 8
Colába (Alibág)	10 0	10 0	...	...	...	...	11 4	11 4	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	122 0	122 0	12 0	12 0
Bombay	9 9	9 0	17 0	17 0	6 13	7 6	10 13	10 13	16 11	15 7	12 10	12 10	16 15	17 13	14 11	13 3	14 4	13 5	16 13	15 0	7 2	7 8	62 6	62 6	11 3	10 1
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 7	9 7	...	...	11 4	11 4	...	...	...	...	12 5	12 5	...	...	9 12	9 12	53 2	71 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	17 0	17 0	...	...	11 0	11 0	12 0	12 0	23 0	25 0	21 0	23 0	31 0	31 0	...	...	14 0	14 0	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Belgaum	16 8	16 8	...	...	11 8	11 8	12 0	12 8	20 0	20 0	19 0	19 0	24 0	23 0	...	...	15 8	15 8	...	...	11 8	12 8	68 0	70 0	12 0	12 0
Satara	10 11	10 11	13 0	13 0	8 3	8 3	10 0	10 0	14 10	14 10	12 15	12 15	16 5	16 5	14 5	14 5	15 9	15 9	19 2	19 2	13 12	13 12	97 1	97 1	13 0	13 0
Sholápur	14 8	14 8	17 6	17 6	7 9	7 0	9 7	9 7	20 11	20 11	17 7	17 7	...	...	...	...	16 14	19 2	...	...	15 1	15 1	82 10	82 10	11 8	11 8
Bijápur	13 8	13 8	10 5	10 5	7 3	7 3	9 2	9 2	18 2	18 2	15 14	15 14	...	...	...	...	15 12	15 12	...	...	10 10	10 10	80 0	80 0	10 8	10 8
Poona (City)	11 8	11 8	11 14	11 14	8 9	8 9	9 3	9 3	15 4	15 4	12 10	12 10	16 6	16 6	...	...	13 13	13 13	...	...	15 10	15 10	60 13	60 13	11 9	11 9
Khandesh—																										
Ahmadnagar	13 6	13 6	...	...	8 0	8 0	9 1	9 1	16 8	15 0	12 8	12 8	...	...	...	...	14 10	15 13	...	...	16 1	16 1	71 0	71 0	11 6	11 6
Násik	14 12	14 2	...	...	9 0	9 0	10 8	10 8	...	...	14 0	14 0	17 2	17 2	...	...	14 6	15 13	...	...	11 8	11 8	106 8	106 8	13 8	13 8
Khandesh (Dhulia)	12 14	12 14	...	...	7 8	7 8	9 6	9 6	16 5	16 5	14 1	14 1	...	...	12 10	12 10	12 10	12 8	...	...	...	...	106 0	106 0	11 6	11 6
Guserat—																										
Surat	10 0	10 0	13 0	13 0	6 0	6 0	8 0	8 0	15 0	15 0	14 0	14 0	...	...	...	6 0	12 0	12 0	...	...	13 0	13 0	110 0	100 0	12 0	12 0
Broach	10 8	10 8	...	...	7 8	7 8	9 8	9 8	15 8	15 8	13 0	12 8	...	...	...	...	13 0	13 0	...	...	13 0	13 0	120 0	120 0	12 12	12 12
Kaira	13 10	14 3	18 13	21 5	7 7	7 7	9 11	9 11	15 0	15 0	14 8	14 8	16 0	16 0	...	...	12 13	12 5	...	...	13 5	13 5	90 0	90 0	13 5	13 5
Baroda Camp (Sadar Bazar)	8 9½	8 10	13 2	9 2	6 14	6 4½	7 7	6 15	14 4	14 4½	13 2	12 9	13 11	13 11	...	...	10 4½	10 4½	...	...	8 9½	8 9	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	11 8	11 8	21 0	21 0	6 0	6 0	8 0	8 0	14 0	15 0	14 8	14 8	...	...	...	...	15 0	16 0	...	...	9 0	9 8	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	10 0	10 0	...	...	7 2	7 2	10 0	10 0	17 6	17 6	13 2	13 2	17 6	17 6	...	...	15 0	15 0	16 0	16 0	9 4	9 4	160 0	160 0	11 2	11 2
Deesa Cantonment	13 8	13 15	16 8	14 1	6 14	7 0	8 0	8 0	14 14	15 0	14 0	14 0	...	...	...	...	16 5	15 11	...	...	11 2	11 0	150 0	150 0	11 0	11 0
Kathiawar—																										
Rájkot	13 4	14 0	...	...	6 8	6 8	8 0	8 0	14 4	15 0	12 4	12 8	...	...	...	...	13 8	14 8	...	...	6 8	7 0	100 0	100 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	14 3	14 4	...	...	7 8	7 8	11 7	11 7	19 1	19 1	...	...	...	...	...	...	...	15 2	...	...	10 11	10 11	120 0	160 0	10 14	10 13
Khandwa-Ásirgarh Cant.	13 0	13 0	...	...	9 0	9 0	11 0	11 0	18 0	18 0	17 8	17 8	...	...	13 0	13 0	16 0	16 0	...	...	11 0	10 13	160 0	160 0	10 0	10 0
Hoshangabad	14 8	14 0	...	...	7 0	7 0	8 8	8 8	...	...	...	...	...	...	...	...	19 0	20 8	...	...	13 0	11 0	120 0	120 0	9 8	9 8
Betúl	14 7	15 9	...	...	9 9	9 9	10 0	10 0	17 7	17 7	...	...	...	...	...	...	16 13	20 0	...	...	11 6	11 6	320 0	320 0	7 9	7 9
Chhindwára	15 3	15 3	...	...	7 5	8 0	9 10	10 0	18 0	20 9	...	...	...	...	...	...	19 0	19 0	...	...	10 9	10 8	150 0	160 0	8 0	8 0
Nágpur	16 4	16 4	...	...	8 7	8 12	12 3	12 8	20 10	21 4	...	...	...	...	...	...	19 11	20 0	...	...	13 12	13 12	119 0	119 0	9 13	9 13
Wardha	17 2	17 2	...	...	8 0	8 0	10 0	11 7	20 0	20 0	...	...	...	...	...	...	20 0	20 0	...	...	16 0	16 0	124 0	124 0	9 10	9 10
Central—																										
Narsinghpur	13 8	14 10	...	...	9 3	9 3	10 6	10 6	...	...	...	...	...	...	...	...	19 13	19 13	...	...	12 10	12 10	200 0	200 0	9 2	9 2
Saugor	15 15	16 3	...	...	8 9	8 9	9 8	9 8	...	...	...	...	...	...	...	...	19 0	21 12	...	...	12 8	12 8	160 0	180 0	9 2	9 2
Damoh	17 2	20 0	...	...	10 15	11 7	12 0	12 10	...	...	...	...	...	...	...	...	24 0	26 11	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	14 0	15 12	...	...	8 8	8 8	10 8	10 8	20 0	21 0	...	...	...	...	...	...	19 8	20 0	...	...	13 12	12 0	130 0	130 0	9 0	9 0
Mandla	19 0	19 0	...	...	9 0	9 0	11 0	11 0	...	...	...	...	...	...	...	...	24 0	27 8	...	...	11 0	10 8	256 0	256 0	9 0	9 4
Seoni	16 10	16 10	...	...	9 5	9 5	12 2	12 4	...	...	...	...	...	...	...	...	19 8	19 8	...	...	10 15	10 15	200 0	200 0	9 2	9 10
Bálághát	18 6	19 11	...	...	13 2	13 2	16 9	17 14	...	...	...	...	...	...	...	...	19 3	21 10	...	...	12 8	13 12	192 0	192 0	9 0	9 0
Bhandára	17 8	17 8	...	...	...	...	15 0	15 0	...	...	...	...	...	...	...	...	20 0	23 12	...	...	12 8	12 8	190 0	190 0	9 2	9 0
Chánda	16 2	17 15	...	...	...	...	17 10	14 7	22 13	23 6	...	...	...	...	...	...	20 0	20 0	...	...	14 6	13 11	615 0	400 0	10 0	10 0
Eastern—																										
Biláspur	19 14	22 7	...	...	11 3	12 5	13 8	16 15	...	...	...	...	...	...	...	...	16 12	16 12	...	...	16 7	17 8	96 0	96 0	9 0	9 0
Raipur	21 14	22 13	...	...	10 13	11 4	15 15	17 10	...	...	...	...	...	...	...	...	16 0	17 0	...	...	13 0	14 0	50 0	80 0	8 0	9 0
Sambalpur	15 12	16 10	...	...	12 4	12 4	17 8	16 10	...	...	...	...	...	...	...	...	10 8	...	...	...	9 0	9 0	160 0	160 0	8 5	7 14
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	11 0	11 0	18 0	18 0	17 0	17 0	...	...	...	...	17 0	17 0	...	...	11 0	11 0	§	§	9 0	9 0
Básim	18 5	18 5	...	...	7 10	7 10	9 8	10 0	24 10	26 5	23 0	24 0	...	...	...	...	21 8	22 0	...	...	13 5	13 5			9 0	9 0
Akola	15 0	16 0	...	...	7 0	7 0	8 0	8 0	17 0	18 0	15 0	16 0	...	...	...	...	16 0	18 0	...	...	19 0	18 0			10 0	10 0
Ellichpur	14 0	14 0	7 0	7 0	7 0	7 0	8 6	8 6	16 0	16 0	13 0	13 0	...	...	...	...	15 0	15 0	...	...	17 4	17 4			9 4	9 4
Amráoti	14 0	14 8	...	...	6 12	6 14	7 12	7 14	18 0	17 6	13 0	13 0	...	...	...	...	16 0	16 0	...	...	12 12	11 0			9 0	9 0
Wún	17 0	15 14	...	...	8 0	8 0	11 0	10 14	22 0	20 13	...	...	...	...	...	...	17 0	16 12	...	...	18 0	20 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 15	13 3	...	...	6 12	6 12	10 3	10 6	18 4	17 12	...	...	...	15 8	...	...	14 7	14 2	...	...	18 13	17 12	125 0	125 0	9 0	8 14
Boláram	14 9	14 9	...	...	7 6	7 6	8 5	9 0	20 1	20 4	...	...	...	...	...	...	15 9	15 14	...	...	...	...	116 14	116 14	9 0	9 0
Chadarghat	12 0	10 8	...	...	7 0	7 4	10 0	9 0	21 0	18 8	21 0	[illegible]	...	...	...	...	16 0	14 8	...	...	...	...	120 0	120 0	9 12	9 12

* Not sold. † Not produced. ‡ Not procurable. § Firewood is sold by head-loads, cart-loads, and bullock-loads.

RETAIL PRICES FOR THE 1st HALF OF APRIL 1889—*concluded*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum. Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu. Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi. Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar or thúr cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	11 13	12 3	12 10	13 0	*	...	*	*	20 6	20 6	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	8 8	8 8	...	...	11 14	12 10	12 13	13 11	*	...	*	*	21 13	21 13	...	...	...	...	...	...	...	...	128 13	128 13	13 5	13 5
South, central—																										
Coimbatore	12 5	11 8	...	...	12 10	13 0	13 10	14 0	21 11	21 11	23 13	23 13	26 3	26 3	...	...	...	...	...	...	...	...	133 10	133 10	11 11	11 11
Nilgiris	9 14	9 14	...	...	9 10	9 10	10 6	11 3	20 0	20 0	15 6	16 13	20 3	20 14	...	...	...	...	...	...	...	...	161 13	161 13	10 2	10 2
Salem	10 3	10 3	...	...	11 13	11 13	13 11	13 11	25 0	25 0	22 2	22 2	30 13	30 13	...	...	...	...	...	...	...	...	186 10	186 10	13 8	13 8
Central—																										
Bellary	13 0	13 6	...	...	12 5	12 13	13 8	14 0	29 10	29 14	21 3	20 11	33 0	33 0	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Anantapur	11 8	11 8	...	...	13 6	13 6	14 0	14 0	31 6	31 6	25 6	25 6	32 0	32 0	...	...	...	...	...	...	...	...	194 6	155 8	11 5	11 5
Cuddapah	12 8	14 0	...	...	10 11	12 0	14 2	12 8	22 2	22 2	29 0	27 14	30 0	28 8	...	...	...	...	...	...	...	...	140 0	140 0	12 10	12 10
Kurnool	11 6	11 6	...	...	11 6	11 6	12 3	12 3	24 5	24 5	21 5	21 5	*	*	...	...	...	...	...	...	...	...	142 14	142 14	11 5	11 5
East Coast, north—																										
Ganjam	10 5	10 6	...	...	10 0	9 13	10 6	10 6	*	*	*	*	20 2	18 10	...	...	...	...	...	...	...	...	264 6	264 6	12 0	12 3
Vizagapatam	12 0	12 0	...	...	9 0	9 0	10 3	10 3	20 8	20 8	19 13	19 13	18 3	18 3	...	...	...	...	...	...	...	...	116 10	116 10	11 11	11 11
Godávari	11 11	11 11	...	...	13 6	14 6	14 8	15 8	25 0	24 0	21 2	21 2	22 13	21 13	...	...	...	...	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	13 2	13 11	13 13	14 5	21 2	22 2	*	*	23 13	23 13	...	...	...	...	...	...	...	...	170 2	170 2	13 3	13 3
Nellore	9 14	10 6	...	...	11 14	12 14	13 0	14 0	23 0	23 0	21 13	21 13	26 6	26 6	...	...	...	...	...	...	...	...	93 5	93 5	11 11	11 11
East Coast, south—																										
Madras	10 10	10 10	...	...	10 5	11 10	13 6	13 6	*	*	*	*	27 11	27 11	...	...	...	...	...	...	...	...	89 14	89 14	12 5	12 5
Chingleput	*	*	...	...	13 8	13 8	15 2	15 2	*	*	21 2	21 2	26 0	27 6	...	...	...	...	...	...	...	...	122 8	122 8	11 14	12 6
N. Arcot	9 6	9 6	...	...	12 3	11 10	13 10	13 3	*	*	*	*	34 3	34 3	...	...	...	...	...	...	...	...	194 6	194 6	11 5	11 5
S. Arcot	7 13	7 13	...	...	12 3	12 3	15 13	15 13	*	*	23 2	24 10	23 14	25 6	...	...	...	...	...	...	...	...	209 0	209 0	11 11	11 11
Tanjore	8 2	8 2	...	...	14 14	15 13	*	*	*	*	23 14	23 14	26 6	26 6	...	...	...	...	...	...	...	...	166 3	166 3	12 14	12 14
Trichinopoly	8 14	8 14	...	...	12 3	12 10	12 11	13 6	*	21 0	20 5	20 5	24 3	23 10	...	...	...	...	...	...	...	...	143 6	143 6	12 3	12 3
Southern—																										
Tinnevelly	8 14	8 14	...	...	13 2	13 2	13 10	13 10	*	*	*	*	*	*	...	...	...	...	...	...	...	...	53 5	53 5	14 13	14 13
Madura	10 2	10 14	...	...	13 14	13 14	14 13	14 6	*	*	22 0	22 0	26 5	26 5	...	...	...	...	...	...	...	...	136 2	140 14	13 10	13 10
Mysore—																										
Mysore	10 0	10 0	10 0	10 8	10 8	11 0	12 0	12 0	29 0	29 0	30 0	28 0	29 0	29 0	24 0	24 0	12 0	12 0	...	...	12 0	13 8	96 0	102 0	9 0	8 8
Bangalore	10 8	10 8	11 0	11 8	9 8	9 8	10 8	11 8	23 0	24 0	...	...	34 0	34 0	...	...	11 8	13 0	...	...	14 8	14 0	96 0	96 0	9 4	9 8
Kolar	10 0	10 0	9 0	9 0	10 0	10 0	13 0	13 0	26 0	26 0	...	...	41 0	40 0	...	...	11 8	11 0	...	...	15 0	15 0	150 0	144 0	8 8	9 0
Témkur	11 0	11 0	11 0	11 0	12 0	12 0	13 0	13 0	...	...	...	...	48 0	44 0	...	...	12 0	12 0	...	...	16 0	16 0	340 0	340 0	9 0	9 0
Hassan	...	...	11 0	11 0	12 0	12 8	14 0	15 0	...	...	...	...	40 0	42 0	...	...	14 0	14 0	...	...	14 0	14 0	96 0	96 0	8 0	9 0
Kadur	10 0	10 0	11 0	11 0	16 0	16 0	18 0	18 0	...	...	...	...	48 0	48 0	...	...	15 0	15 0	...	...	10 0	10 0	320 0	320 0	9 0	9 0
Shimoga	12 10	12 10	...	...	12 10	12 10	13 10	15 12	33 10	29 6	...	...	42 0	46 3	...	...	16 13	15 12	...	...	16 13	18 14	480 0	480 0	8 6	8 6
Chitaldrug	13 0	13 0	15 0	15 0	11 0	11 0	13 0	13 0	48 0	48 0	32 0	32 0	55 0	55 0	70 0	70 0	15 0	16 0	...	...	21 0	21 0	320 0	320 0	9 0	9 0
Coorg—																										
Coorg	9 8	9 0	8 8	8 0	14 8	13 0	15 8	16 0	...	...	...	...	36 0	35 0	...	...	23 8	24 0	...	...	...	...	110 0	110 0	10 8	10 8
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

E. J. SINKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first month of the official year 1889-90, and of the eighteen preceding years.

(IN THOUSANDS OF RUPEES.)

Year.	For the month of April. Bengal. On Imports of Liquors.	Bengal. On other Imports.	Bengal. On Exports.	Bengal. Total Revenue.	Bombay. On Imports of Liquors.	Bombay. On other Imports.	Bombay. On Exports.	Bombay. Total Revenue.	Sindh. On Imports of Liquors.	Sindh. On other Imports.	Sindh. On Exports.	Sindh. Total Revenue.	Madras. On Imports of Liquors.	Madras. On other Imports.	Madras. On Exports.	Madras. Total Revenue.	Burma. On Imports of Liquors.	Burma. On other Imports.	Burma. On Exports.	Burma. Total Revenue.	Total British India. On Imports of Liquors.	Total British India. On other Imports.	Total Import Revenue.	Export Revenue.	Total Revenue.	Year.
1871-72	92	5,56	1,70	8,18	89	2,13	49	3,51	10	5	11	26	26	1,02	1,65	2,93	10	40	3,98	4,48	2,27	9,16	11,43	7,93	19,36	1871-72
1872-73	96	5,33	2,04	8,33	44	3,05	53	4,02	5	8	37	50	32	1,19	1,43	2,94	35	47	4,00	4,82	2,12	10,12	12,24	8,37	20,61	1872-73
1873-74	85	4,62	1,27	6,74	44	2,46	46	3,36	6	3	12	21	40	92	1,24	2,56	37	46	6,31	7,14	2,12	8,49	10,61	9,40	20,01	1873-74
1874-75	86	5,04	1,26	7,16	50	1,65	50	2,65	10	3	10	23	26	1,24	98	2,48	38	67	4,69	5,74	2,10	8,63	10,73	7,53	18,26	1874-75
1875-76	98	7,18	1,58	9,74	66	2,79	1,10	4,55	15	12	32	59	31	1,24	1,22	2,77	39	40	7,12	7,91	2,49	11,73	14,22	11,34	25,56	1875-76
1876-77	1,06	5,65	63	7,34	55	2,83	17	3,55	10	3	4	17	48	1,03	62	213	48	40	4,88	5,76	2,67	9,94	12,61	6,34	18,95	1876-77
1877-78	1,19	5,61	1,13	7,93	92	4,11	20	5,23	24	8	7	39	57	81	21	1,59	52	51	4,64	5,67	3,44	11,12	14,56	6,25	20,81	1877-78
1878-79	1,16	6,43	84	8,43	82	4,27	28	5,37	22	5	4	31	57	89	44	1,90	90	65	5,13	6,68	3,67	12,29	15,96	6,73	22,69	1878-79
1879-80	90	6,13	76	7,79	1,01	3,47	27	4,75	21	4	4	29	40	71	37	1,48	73	48	6,74	7,95	3,25	10,83	14,08	8,18	22,26	1879-80
1880-81	1,27	4,42	50	6,19	97	4,35	29	5,61	51	7	4	62	49	92	92	2,33	52	62	5,94	7,08	3,76	10,38	14,14	7,69	21,83	1880-81
1881-82	1,19	4,60	71	6,50	96	3,78	35	5,09	58	9	6	73	39	81	84	2,04	74	73	5,83	7,30	3,86	10,01	13,87	7,79	21,66	1881-82
1882-83	1,24	—2*	71	1,93	1,01	—24*	29	1,06	36	...	9	45	39	...	43	82	83	2	7,75	8,60	3,83	—24*	3,59	9,27	12,86	1882-83
1883-84	1,25	—1*	1,60	2,84	1,05	5	15	1,25	53	...	6	59	46	...	57	1,03	87	1	7,89	8,77	4,16	5	4,21	10,27	14,48	1883-84
1884-85	1,13	5	75	1,93	1,09	7	27	1,43	42	2	8	52	34	2	77	1,13	83	3	6,55	7,41	3,81	19	4,00	8,42	12,42	1884-85
1885-86	99	—1*	1,20	2,18	1,04	7	10	1,21	37	...	9	46	39	...	23	62	66	2	7,58	8,26	3,45	8	3,53	9,20	12,73	1885-86
1886-87	1,13	1	1,06	2,20	99	7	21	1,27	36	1	10	47	55	1	40	96	91	—2*	6,97	7,86	3,94	8	4,02	8,74	12,76	1886-87
1887-88	1,08	3	96	2,07	1,25	8	26	1,59	62	1	9	72	85	...	45	1,30	1,38	—4*	7,42	8,76	5,18	8	5,26	9,18	14,44	1887-88
1888-89	1,17	32	1,36	2,85	1,43	44	21	2,08	53	1	10	64	78	15	46	1,39	99	3	4,39	5,41	4,90	95	5,85	6,52	12,37	1888-89
1889-90	1,14	55	1,33	3,02	1,34	62	27	2,23	60	8	11	79	84	1	42	1,27	70	1	5,88	6,59	4,62	1,27	5,89	8,01	13,90	1889-90

* The amount refunded is greater than the duty collected.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 17th May, 1889.

E. J. SINKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending 8 a.m. on Monday, May 20th, 1889.

The weekly meteorological summary and rainfall return which was commenced last year is now resumed on the approach of the rainy season.

The summary includes a short review of the changes, &c., in the principal meteorological elements and a detailed statement of the rain received in the different Provinces of India during the week. The collection of rainfall is now carried out at nearly all the district head-quarters throughout India and Burma, and the information telegraphed to the Meteorological Department weekly consists briefly of the rainfall for each day of the week under review at the district officer's head-quarters and the total rainfall for the seven days. It also shows the average rainfall of the whole district of which the head-quarters office is the centre. This average is derived from the returns sent in by the sub-divisional offices. The normal average of the district is also given. These figures are not absolutely correct, as daily returns from all the districts are not available, and hence the normal average has been estimated by comparing the monthly averages of the various districts with the monthly averages of neighbouring districts, where the daily fall is known, and estimating the weekly fall accordingly. The final columns of the table give the total rainfall in the various districts since the 13th of May up to the date of the return (in this case the morning of the 20th), the normal fall for the same period, and the variation of the rainfall of the season under review from that normal.

During the past week the distribution of pressure has been remarkably steady. It has been high throughout the week on the west and south coasts of the Peninsula and over the south and centre of the Bay. From these regions it has decreased towards the north,—on some days slowly, on others more briskly,—and was lowest over the east of the Central Provinces, West Bengal, the Gangetic plain, Rajputana, and Sind. Within this low pressure area there were ordinarily three centres of depression,—one over West Bengal and the east of the Central and North-West Provinces, a second over the plain along the foot of the mountains in the North-West Provinces and the Punjab, and a third over Sind. In the neighbourhood of each of these centres the winds were cyclonic in their movements, though the circulation was in each case feeble and irregular. In other parts of the country the general wind directions were fairly normal except on the west coast. In this region the normal wind is a fresh breeze from west (west-south-west—west-north-west), but during the past week light breezes from all directions, including even east, have prevailed on that coast. Over the head of the Bay there has been a strong southerly wind on most days, but in the south and centre the wind has been light and variable. The week has been marked by an absence of travelling storms or cyclones both over the land and sea.

So far, there does not appear to have been any serious advance of the south-west monsoon into the Indian region. There have been one or two falls of rain over Southern India, but they appear to have been attributable to local causes, and have generally been accompanied with light and variable breezes.

The changes of pressure compared with the normal have been large. At first the barometer was below the average over Northern India and the west and south of the Peninsula. It then rose above the average, except in Assam and Malabar. This distribution continued during the 16th and 17th, but on the 18th pressure gave way and fell below the normal again over Northern India. During the next two days this deficiency continued and extended to Central India and the north of the Peninsula.

During the first two days of the week the weather was very cool in the Punjab for the time of year, but was hotter than usual in all other Provinces. On the 16th the departure of temperature from the normal was generally small in all Provinces. This was in a modified degree the case on the 17th also, but on the 18th the thermometer rose again, and from that date till the close of the week the mean average temperature was almost everywhere considerably above the normal average.

On the 15th the chart showed large contrasts of temperature in different parts of India, the deficiency in the Punjab and the excess in Bengal being very remarkable.

Punjab Maximum.		° °	Bengal and North-Western Provinces Maximum.		° °
Ludhiana	...	97·3— 5·7	Burdwan	...	105·7+10·1
Lahore	...	90·1—11·5	Berhampore	...	107·7+13·2
Sialkote	...	89·1—11·9	Purneah	...	104·3+11·1
Rawalpindi	...	88·5— 7·4	Durbhanga	...	104·4+10·0
Simla	...	66·2— 9·3	Gorakhpore	...	108·8+10·2

West and Central Bengal and the east of the North-West Provinces have been the hottest parts of India relatively to the average during the week, though the absolutely highest temperature has as a rule been reported from the Western Desert.

Rain.—The rainfall of India has been very defective. The only divisions recording an excess are East Bengal, the Assam Valley, Coorg, the Konkan, the Bombay Deccan, and South Madras; and of these divisions, the only one which has received an important addition to its rainfall is the Assam Valley, where an inch more than usual fell. The rainfall in Upper India, extending from Chota Nagpur and Behar north-westward across the North-West Provinces to the Punjab, was practically nil, as the few light showers received in the Punjab and North-Western Provinces were of no importance. It will however be seen from the second column of the table that hardly any rain is expected in these regions during this period. The same is true of the central parts of the country,—Khandeish and Rajputana—where the small average which usually falls during the week under review has not been reached.

In Burma only about ¼ of the normal rainfall has been received, while in East Bengal and the Surma side of Assam there has been an excess or only a slight deficiency. Over this portion of the Indian region some moderately heavy rainfalls have already occurred. For instance, in the Amherst district of Tenasserim one subdivisional station received 8·3 inches of rain; Tongail in the Mymensingh district received 6 inches; and Sadiya in Dibrugarh received 7 inches. In Deltaic Bengal and also in Northern Bengal rain, though slight, occurred fairly generally, but on leaving those divisions rainfall, as noted above, practically ceased.

On the South-West Coast rain occurred almost daily, but the amounts were small and the average was not reached; while in the Konkan on the contrary, though there were only one or two wet days, yet owing to heavy falls in the North Kanara district, the average was exceeded. In the Deccan rain fell in all the divisions—heavily in some—and the total was larger than the normal.

In the Madras divisions there were no heavy falls, and the total was short of the normal.

Province.	Division.	Rainfall data for week ending May 20th, 1889. Average actual rainfall of division.	Average normal rainfall of Division.	Excess or defect, in inches.	Rainfall data from May 13th to May 20th, 1889. Average actual rainfall of season to date.	Average normal rainfall, May 13th to May 20th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah ...	Tenasserim ...	2·73	3·93	—1·20	2·73	3·93	— 31
	Lower Burmah ...	0·63	2·59	—1·96	0·63	2·59	— 76
	Central Burmah ...	0·51	2·06	—1·55	0·51	2·06	— 75
	Upper Burmah ...	0·13	?	?	0·13	?	?
	Arakan ...	1·36	5·87	—4·51	1·36	5·87	— 77
Bengal and Assam...	Eastern Bengal ...	1·93	1·58	+0·35	1·93	1·58	+ 22
	Assam (Surma) ...	4·00	4·60	—0·60	4·00	4·60	— 13
	Do. (Brahmaputra) ...	4·06	2·96	+1·10	4·06	2·96	+ 37
	Deltaic Bengal ...	0·82	0·96	—0·14	0·82	0·96	— 15
	Central Bengal ...	0·79	0·90	—0·11	0·79	0·90	— 12
	North Bengal ...	1·76	2·03	—0·27	1·76	2·03	— 13
	Orissa ...	0·57	0·68	—0·11	0·57	0·68	— 16
	Chota Nagpur ...	0·01	0·63	—0·62	0·01	0·63	— 98
	Behar (South) ...	0	0·44	—0·44	0	0·44	—100
	Do. (North) ...	0	0·49	—0·49	0	0·49	—100
North-Western Provinces and Oudh.	North-Western Provinces (East).	0	0·14	—0·14	0	0·14	—100
	Oudh (South) ...	0	0·12	—0·12	0	0·12	—100
	Do. (North) ...	0	0·28	—0·28	0	0·28	—100
	North-Western Provinces (Central).	0·02	0·06	—0·04	0·02	0·06	— 67
	North-Western Provinces (West).	0	0·13	—0·13	0	0·13	—100
	North-Western Provinces (Submontane).	0·03	0·22	—0·19	0·03	0·22	— 86
Punjab ...	Punjab (South) ...	0·03	0·21	—0·18	0·03	0·21	— 86
	Do. (Central) ...	0	0·21	—0·21	0	0·21	—100
	Do. (Submontane) ...	0·04	0·30	—0·26	0·04	0·30	— 90
	Do. (Hill Districts) ...	0·05	0·80	—0·75	0·05	0·80	— 94
	Do. (North-West) ...	0·15	0·22	—0·07	0·15	0·22	— 32
	Do. (West) ...	0·02	0·08	—0·06	0·02	0·08	— 75
Bombay and Malabar Coast Districts (Madras).	Malabar ...	1·61	2·29	—0·68	1·61	2·29	— 30
	Madras (South Central) ...	0·86	1·06	—0·20	0·86	1·06	— 19
	Coorg ...	1·54	1·30	+0·24	1·54	1·30	+ 18
	Mysore ...	...	...	...	...	...	...
	Konkan ...	0·25	0·13	+0·12	0·25	0·13	+ 92
	Bombay Deccan ...	0·53	0·43	+0·10	0·53	0·43	+ 23
	Hyderabad (North) ...	...	...	...	...	...	...
	Khandeish ...	0·09	0·15	—0·06	0·09	0·15	— 40
Central Provinces and Berars.	Berars ...	0	0·06	—0·06	0	0·06	—100
	Central Provinces (West) ...	0	0·07	—0·07	0	0·07	—100
	Ditto (Central) ...	0·01	0·11	—0·10	0·01	0·11	— 91
	Ditto (East) ...	0·12	0·18	—0·06	0·12	0·18	— 33
Bombay (North) ...	Guzerat ...	0	0·14	—0·14	0	0·14	—100
	Kathiawar ...	0	0·01	—0·01	0	0·01	—100
	Sind ...	0	0	0	0	0	0
Rajputana and Central India.	Central India (East) ...	0	0·09	—0·09	0	0·09	—100
	Rajputana (East), Central India (West).	0	0·18	—0·18	0	0·18	—100
	Rajputana (West) ...	0	0·11	—0·11	0	0·11	—100
Madras ...	East Coast (North) ...	0·22	1·11	—0·89	0·22	1·11	— 80
	Hyderabad (South) ...	0·04	0·23	—0·19	0·04	0·23	— 83
	Madras (Central) ...	0·25	0·44	—0·19	0·25	0·44	— 44
	East Coast (Central) ...	0·23	0·45	—0·22	0·23	0·45	— 49
	Ditto (South) ...	0·24	0·79	—0·55	0·24	0·79	— 70
	Madras (South) ...	0·85	0·57	+0·28	0·85	0·57	+ 49

SIMLA, *23rd May, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and prospects of the Crops.

Madras.—*For week ending 18th May.*—No rain in Godavari district, Chingleput, and South Arcot; slight in Ganjam, Nellore, Cuddapah, Bellary, Kurnool, North Arcot, and Trichinopoly; and fair elsewhere. Crops generally good, but suffering from want of water in Ganjam, Vizagapatam, North Arcot, and Salem. Wet crops withering in parts of Cuddapah and Anantapur. Scarcity of water very severely felt in Ganjam. Water-supply insufficient in Nellore, Cuddapah, Bellary, North Arcot, and Salem. Pasture deficient in Ganjam, Vizagapatam, North Arcot, and Trichinopoly. Prices rising in Ganjam, Vizagapatam, Kistna, and four other districts; falling in seven, and stationary in others. Labourers employed on last day of week—on Rushikulya works, 5,809; Gopalpore Canal, 4,734; Road works, 1,676. General prospects favourable, except in Ganjam.

Bombay.—*For week ending 22nd May.*—Rain in Deccan and Southern Mahratta Country and in parts of Ahmedabad, Khandesh, Nasik, and Ratnagiri. Harvesting of late crops finished in Karachi; continues in Hyderabad. Preparations for next season's crops progressing in most districts, and sowing in Kanara. Rice sowing commenced in Belgaum. Fodder scarce in Khandesh and in parts of Nasik, Thana, Poona, Dharwar, Kathiawar, and Baroda. Drinking-water failing in parts of Khandesh; scarce in parts of Nasik, Ahmednagar, Sholapur, Dharwar, and Kathiawar.

Bengal.—*For week ending 21st May.*—Showers have fallen in almost all districts of Bengal Proper and in Cuttack, Balasore, Singhbhoom, and Manbhoom. These showers have done some good to the standing crops and have assisted in ploughing and sowing operations, but more are much needed. In Behar rain still holds off, and the crops are suffering in consequence. *Cheena* and *mung* have been considerably damaged, but indigo is still bearing up, and sugarcane is being irrigated. The spring rice harvest is nearly over, and the outturn is estimated at ten annas in some places. The price of rice is still increasing in many districts, and the rates reported from the affected districts are—Durbhanga 12½ seers, Mozufferpore 11 seers, and Chumparun 10 seers per rupee.

North-Western Provinces and Oudh.—*For week ending 22nd May.*—Weather very hot. Clouds with light rain here and there. *Rabi* harvest nearly over. Indigo, sugarcane, and other summer crops being irrigated. Supplies sufficient. Prices generally steady. Condition of cattle satisfactory.

Punjab.—*For week ending 22nd May.*—Slight rain in a few districts. Prices rising in Hissar; falling in Delhi, Shahpur, and Peshawar; stationary elsewhere. Harvesting and threshing operations nearly completed. Ploughings for *kharif* sowings are in progress. Outturn of *rabi* is reported to be good. Cotton and sugarcane crops promising. Stock cattle are generally healthy. Fodder sufficient.

Central Provinces.—*For week ending 22nd May.*—Weather hot and cloudy, with slight storms and rain. Ploughing in progress. Rice sowing commenced in Bilaspur. Water-supply deficient. Prices generally steady.

Burma.—*For week ending 18th May.*—Slight rain fell in several districts in Upper and Lower Burma, but rain is still wanted in Bhamo in Upper Burma. Reaping of dry weather crops is generally finished, and in some cases early paddy is being planted. The price of paddy has risen in Pegu, Prome, Henzada, Thayetmyo, and Tavoy in Lower Burma, and in Minbu in Upper

Burma; while prices have fallen in Yamethin and Tharrawaddy, and elsewhere are stationary.

Assam.—*For week ending 22nd May.*—Weather seasonable. Rainfall sufficient in all districts. Ploughing and transplanting of late rice progressing. Prospects of tea and other crops good.

Mysore and Coorg.—*For week ending 22nd May.*—Rainfall fair in Mysore district, scanty in others. Standing crops good, except in parts of Tumkur district, where water is still wanted for wet crops. Crops harvested generally favourable. Prices slightly fallen in Kolar district.

Slight rain in Coorg. Ploughing of wet lands commenced. Prospects good.

Berar and Hyderabad.—*For week ending 22nd May.*—Ploughing operations continue in Berar. Cattle healthy, but fodder and water insufficient. Prices of food-grains high in some districts.

Central India.—*For week ending 22nd May.*—No material change in condition of crops and weather since last report. Slight rain in Bhopawar. Prices of food-grains falling in Manpur, Bhopawar, and Neemuch.

Rajputana.—*For week ending 22nd May.*—Some rain at Abu and Ajmere. Condition of agricultural stock good. Pasturage or fodder scarce in Marwar, Kherwara, Meywar, and parts of Sirohi. Prices rising everywhere, except in Sirohi, Marwar, Kherwara, and Jhallawar.

Nepal.—*For week ending 16th May.*—Slight rain during the week. The rain will do good to rice and Indian corn. Chillies being planted.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Irrigation.

REVENUE REPORT OF IRRIGATION WORKS IN BENGAL FOR 1887-88.

No. 99 I., dated Simla, the 22nd May, 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read—

The Revenue Report of Irrigation Works in Bengal for 1887-88 and the Resolution thereon by the Government of Bengal, No. 4581A., dated 18th March 1889.

OBSERVATIONS.—In the Bengal Province there are four Major Works; the Orissa and the Sone Canals, which are mainly for purposes of irrigation, the Midnapur Canal, which is mainly, and the Hidgellee Tidal, which is entirely, for navigation purposes. There are three Minor Provincial Works in operation; the Sarun Canals (for irrigation) and the Orissa Coast Canal and the Calcutta and Eastern Canals for navigation. There are also two works in abeyance, the Tirhut and Damudar Projects, on which in past years 7¾ lakhs of rupees have been spent on surveys and preliminary work. The following statement shows the Capital expenditure during and up to the end of the year 1887-88 for the construction of these works:

	Number of works.	Capital Expenditure during the year.			Capital Expenditure to the end of the year.		
		Direct.	Indirect.	Total.	Direct.	Indirect.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Major Works.							
Productive	4	5,45,628	12,348	5,57,976	5,81,08,956	16,40,329	5,97,49,285
Minor Works and Navigation.							
Works of which Capital and Revenue Accounts are kept Imperial (in abeyance)	2	—1,200	...	—1,200	6,83,766	90,889	7,74,655
Provincial (in operation)	3	3,37,445	8,797	3,46,242	99,05,058	1,85,594	1,00,90,652
Grand Total ...	9	8,81,873	21,145	9,03,018	6,86,97,780	19,16,812	7,06,14,592

There are no Protective Works in Bengal, but a grant-in-aid of Rs. 8,66,000 (included in the above figures under Minor Works in operation) has been given from Protective funds for the Orissa Coast Canal. There are three works in Bengal of which no Capital accounts are kept,—the Nuddea River, the Eden Canal, and the Madhuban Canal.

The Capital expenditure of 9 lakhs was chiefly on the Orissa Canals (about 4 lakhs), the Orissa Coast Canal (about 3¼ lakhs), and on the Sone Canals (about 1½ lakhs). The expenditure on the Orissa Canals was chiefly on drainage and protective works, and on the extensions of the Taldanda and Matchgong Canals; 26½ miles of new distributaries were completed. On the Orissa Coast Canal the money was chiefly spent in completing the earth-work of the canal and on the locks. The expenditure on the Sone Canals was almost entirely on drainage works and on 8 miles of distributaries.

2. The sanctioned estimates of the four Major Works aggregate about 719 lakhs, of which 597½ have been expended, leaving 121½ lakhs to be spent; of this balance 89 lakhs are on the Orissa Canals, and 32 lakhs on the Sone Canals.

The following statement shows the progress on construction of the works:

	Number of works.	Sanctioned.		Completed.	
		Miles of Canals.	Miles of Distributaries.	Miles of Canals.	Miles of Distributaries.
Major Works.					
Productive Works	4	752	3,623	701	2,168
Minor Works.					
Of which Capital and Revenue Accounts are kept (in operation)	3	145	*Nil*	143	*Nil*
Total ...	7	897	3,623	844	2,168

There are 53 miles of canals and 1,455 miles of distributaries to be constructed to complete the projects, of which 52 miles of canals and 1,429 miles of distributaries are in the Orissa Irrigation System.

3. The actual financial results of the year under review on the works in operation are shewn in the following statement:

	Capital outlay to end of the year.	Gross Revenue.	Working Expenses.			Net Revenue.	Percentage of Net Revenue on Capital outlay.
			Direct.	Indirect.	Total.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Major Works.							
Productive Works. Orissa Canal	2,34,30,685	2,22,679	4,80,949	21,501	5,02,450	—2,79,771	*Nil*
Productive Works. Midnapur Canal ...	84,47,008	2,33,925	2,89,613	10,783	2,50,396	—16,471	*Nil*
Productive Works. Hidgellee Tidal Canal.	18,40,296	41,858	64,805	2,081	66,976	—25,118	*Nil*
Productive Works. Sone Canal ...	2,60,31,901	5,88,618	7,01,979	50,369	7,52,348	—1,63,730	*Nil*
Total Productive Works ...	5,97,49,285	10,87,080	14,87,436	84,734	15,72,170	—4,85,090	*Nil*
Minor Works and Navigation.							
Works of which Capital and Revenue Accounts are kept.							
Sarun Canals ...	6,96,413	20,665	28,120	1,277	29,397	—8,732	*Nil*
Orissa Coast Canal ...	41,55,123	53,837	80,868	2,639	83,507	—29,670	*Nil*
Calcutta and Eastern Canals	52,39,116	5,79,934	2,12,312	12,344	2,24,656	3,55,278	6·78
Total ...	1,00,90,652	6,54,436	3,21,300	16,260	3,37,560	3,16,876	3·14

NOTE.—The indirect charges under Working Expenses (which are mainly a calculation of liability of Leave and Pension Allowances) are not shown in the Finance Accounts.

4. It will be seen from this that only one work in Bengal paid its working expenses during the year. As regards the Major Works, the loss of Rs. 4,85,090 is the largest which has been recorded for the last 20 years, during which time the gross Revenue from the Major Works has in nine years more than covered their working expenses. The large loss of the year under review is due both to increase in working expenses and to decrease in revenue, but chiefly to the latter cause. The revenue of the year (Rs. 10,87,080) is nearly 3 lakhs less than that of the previous year, and is less than that of any year since 1880-81, while the working expenses are the highest on record.

5. The decrease in the receipts from the Major Works is almost entirely due to a falling off in the collections of water-rates. The cause of this is explained as follows in the review of the Local Government:

An examination of the figures by canals shows that, although there is a small falling off on the Midnapur Canal, the decrease under water-rates is otherwise wholly on the Sone

Canals, there having been satisfactory increments both on the Orissa and Sarun Canals. The decrease on the Sone Canals is due to three causes:—*firstly*, the good collecting work of the year or two immediately preceding the year under review had largely diminished the arrears, so that there was actually less to collect; *secondly*, the comparatively small area irrigated in 1886-87 reduced the amount of the current demands; and *thirdly*, the agitation amongst the cultivators, which retarded the collections, so that there was a considerable increase in the closing balance as compared with the opening balance of the year.

The increase in the working expenses is almost entirely due to an alteration in the system of accounting for the charges for establishment. Formerly a percentage was charged against Irrigation Works in Bengal, while all the remaining cost of establishment was debited to "Roads and Buildings." During the current year a different procedure has been adopted, and the actual cost of the establishment employed on irrigation, or mainly so employed, has been charged to that head; this system, while it is more correct in itself, adds materially to the charges against irrigation for establishment. This point is enlarged on in paragraphs 18 to 21 below.

6. With reference to the Minor Works of which Capital and Revenue Accounts are kept, however, the results are very different. The net revenue is, with two exceptions, the largest on record; and it would have been absolutely the largest on record but for the loss on the Orissa Coast Canal, which is a work that has not yet reached its full development. The working expenses shew a moderate increase over those of the previous years: the increase is due partly to the Orissa Coast Canal, and partly to the new method of debiting the establishment charges.

7. The Revenue Accounts of the Major Works in Bengal shew, on the whole, a loss of over 330 lakhs of rupees since the commencement of operations. That is to say, the simple interest on Capital and the working expenses up to date have exceeded the gross Revenue by that amount. The simple interest for the year 1887-88 amounted to Rs. 23,13,446, and the loss on Revenue Accounts, for direct charges, was (14,87,436 —10,87,080) Rs. 4,00,356, making a total of Rs. 27,13,802, which falls on the revenues of the Province, as the works in Bengal are all provincialised. Under the terms, however, of the last Provincial Contract, a sum of Rs. 20,89,000 was the net assignment to Bengal from Imperial Revenues on account of four Major Works, so that a loss of only Rs. 6,24,802 really falls on Provincial Revenues, and the remaining sum is paid out of Imperial Revenues of India.

8. The figures in the foregoing paragraphs have been based on the actual receipts collected within the year and credited in the Treasury Accounts. The following statement shews the *assessed* revenue of the year compared with that of the three previous years:

	1887-88.			Total Assessed Revenue.		
	Assessed water-rates.	Rate per acre irrigated.	Total Assessed Revenue.	1886-87.	1885-86.	1884-85.
Major Works.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Productive Works. Orissa Canal ...	1,50,297	1·37	2,35,472	2,08,311	2,05,527	1,74,525
Productive Works. Midnapur Canal ...	1,02,532	1·56	2,46,073	2,32,101	2,64,643	2,63,469
Productive Works. Hidgellee Tidal Canal*	*Nil*	...	41,858	54,404	52,455	43,507
Productive Works. Sone Canal ...	7,25,810	2·30	8,10,173	7,87,054	8,92,025	12,07,514
Total Productive Works ...	9,78,639	1·99	13,33,576	12,81,870	14,14,650	16,89,015
Minor Works.						
Works for which Capital and Revenue Accounts are kept.						
Sarun Canals	21,850	5·18	21,445	23,104	23,156	24,144
Orissa Coast Canal* ...	...	...	53,854	29,488	13,718	*Nil*
Calcutta and Eastern Canals* ...	...	...	5,79,934	4,83,654	4,79,484	5,69,726
Total Minor Works ...	21,850	5·18	6,55,233	5,36,246	5,16,358	5,93,870

* These canals are for navigation only.

9. The above statement gives a more accurate view of the working of the canals as irrigation systems during the year than does the statement of actual collections in paragraph 3. On both the Orissa and the Sone Canals the rainfall of 1887 was deficient, and the irrigated area was considerably larger than in the previous year, and the assessed water-rates were consequently higher.

The increase on the Midnapur Canal was entirely due to navigation revenue; there was a slight decrease in the irrigation assessments. The decrease in revenue on the Hidgellee Tidal Canal is due to the closure on account of silt clearance. The assessed revenue on the Sarun Canals is exceptional; it is not assessed on the area irrigated, but is almost entirely made up of amounts which are guaranteed by the indigo planters of the district, whatever area may be irrigated.

10. The rate per acre assessed as water-rate on occupiers in Bengal (Rs. 1·99) compares unfavourably with that of all other Provinces* in India: this is partly due to the fact that the water-rates are lower, and partly to the fact that no addition is made to the land revenue paid by landowners on account of the supply of facilities for irrigation.

* *Rate per acre in 1887-88.*

	Rs.
Bombay	4·88
Madras	3·3
Punjab	2·19
North-Western Provinces	3·4

11. The areas actually irrigated during the year are compared in the following statement with those of the previous three years:

	1887-88.	1886-87.	1885-86.	1884-85.
Major Works.	Acres.	Acres.	Acres.	Acres.
Productive Public Works—				
Orissa Canal	109,506	77,709	72,339	57,362
Midnapur Canal	65,864	69,762	70,604	69,294
Sone Canal	315,380	268,204	332,570	370,661
Total ...	490,750	415,675	475,513	497,327
Minor Works.				
Sarun Canal	4,218	2,146	4,565	7,223
Total area irrigated ...	494,968	417,821	480,078	504,550

12. It is mentioned in paragraph 13 of the Chief Engineer's note that the irrigated area in Orissa is nearly half of the area which is provided with distributaries; this, coupled with the fact that there has been an increase of nearly 50 per cent. in the area as compared with that of the previous year, is satisfactory. The existing main canals in Orissa are capable of carrying a much larger volume of water than can at present be delivered on the fields by the existing distributaries. Liberal estimates were sanctioned in 1883 for the extension of the distributary system, but the progress made is extremely slow, as is shewn by the following figures:

	Expenditure on Distributaries.		Total number of miles of distributaries completed at end of year.
	During year.	To end of year.	
	Rs.	Rs.	Miles.
1884-85	41,750	14,00,288	641
1885-86	38,548	14,38,836	645
1886-87	90,879	15,29,715	691½
1887-88	91,414	16,21,282	718

The sanctioned estimate provides a total sum of nearly 49 lakhs for expenditure on 2,147 miles of distributaries from the Orissa Canal; so that only one-third of the capital required has been spent and only one-third of the distributaries completed. A reference to the Irrigation map shews that many miles of distributaries have been commenced from Ranges 2 and 3

of the High Level Canal, on which construction must have made extremely slow progress, and on three Branch Canals which are shewn as completed (the Patamundi, Golri, and lower part of Kendrapara), no distributaries appear to have been begun. It is to the completion of these distributaries that Government must look both for a proper utilisation of the water-supply and for a moderate return on its outlay; and the extension of irrigation from the distributaries which are completed appears to warrant a more rapid execution of the remainder of those which have been sanctioned. The Government of Bengal was specially addressed on this subject in October last.

13. The value of the crops irrigated during the year is stated as being Rs. 89,19,633, or about 2½ lakhs less than last year, although there was an increase of 77,147 acres irrigated. From the remarks made in para. 113 of the Chief Engineer's note, it appears that the statistics concerning the value of irrigated crops are not very accurate. Crop experiments were recorded on the Orissa and Sone Canals; in Orissa the experiments gave the following results:

	Outturn of— Paddy. Mds.	Straw. Mds.
Canal-irrigated rice lands	12·32	16·84
Unirrigated rice lands	9·38	12·0

Both in irrigated and unirrigated lands the results are considerably less than the averages of previous years.

On the Sone Canal the results were—

	Outturn of— Paddy. Mds.	Straw. Mds.
Canal-irrigated rice lands	17·67	39·45
Unirrigated rice lands	10·75	23·67

The accuracy of the crop experiments recorded by the Canal Officers was much questioned during the enquiry made by the Irrigation Commission, which was appointed by the Local Government in 1888 to enquire into the working of the Sone Canal System. The general accuracy of the returns has, however, been substantially confirmed by a report lately submitted by an officer of the Civil Service, who personally conducted a large number of experiments in the khareef season of 1888.

14. The Working Expenses (including indirect charges) are shewn in the following statement:

	Working Expenses. 1887-88.	Rate per acre irrigated.	Working Expenses. 1886-87.	1885-86.	1884-85.
Major Works.	Rs.	Rs.	Rs.	Rs.	Rs.
Productive Works. Orissa Canal ...	5,02,450	4·58	5,20,543	3,56,672	3,29,288
Midnapur Canal	2,50,396	3·80	2,85,038	2,18,127	2,31,803
Hidgellee Tidal Canal* ...	66,976	...	22,735	50,147	38,248
Sone Canal ...	7,52,348	2·38	5,97,821	5,73,345	6,28,075
Total of Irrigation Systems ...	15,05,194	3·06	13,53,402	11,48,144	11,89,166
Total Productive Works ...	15,72,170	...	13,76,137	11,98,291	12,27,414
Minor Works. *Works of which Capital and Revenue Accounts are kept.*					
Sarun Canal	29,397	6·96	28,659	23,331	25,593
Orissa Coast Canal* ...	83,507	...	61,426	30,712	*Nil*
Calcutta and Eastern Canals*	2,24,656	...	1,92,264	1,96,209	2,91,214
Total Minor Works ...	3,37,560	...	2,82,349	2,50,252	3,16,807
Total of Irrigation Systems (Productive and Minor) ...	15,34,591	3·10	13,82,061	11,71,475	12,14,759
Grand Total ...	19,09,730	...	16,58,486	14,48,543	15,44,221
Rate per acre irrigated in Irrigation Systems ...	3·10	...	3·30	2·44	2·40

* These are canals for navigation only.

15. The rate per acre of the working expenses in Bengal is higher than that of other Provinces of India* except Bombay, but it is necessary to remember that, although this method of general comparison is perhaps the best which can be adopted, it is not one which can be made with absolute accuracy: the circumstances of the various Provinces are not parallel. In Bengal, for instance, a considerable proportion of the working expenses of the irrigation systems is directly due to navigation, and is quite without connection with the irrigated area; but in the North-Western Provinces and the Punjab the proportion which is fairly chargeable against navigation is much smaller.

Rate per acre in 1887-88.

	Rs.
* Madras	0·80
Punjab	1·22
North-Western Provinces	1·69
Bengal	3·10
Bombay	5·29

This is shewn by the fact that in the North-Western Provinces 31 per cent. of the mileage of the irrigation canals are navigable, in the Punjab 14 per cent.; but in Bengal 67 per cent. of the four irrigation systems are open for navigation.

16. The large increase in the working expenses of the Orissa Canal in 1886-87 and 1887-88 is mainly due to the repairs to the breach in the Mahanadi weir, the maintenance and repairs of the headworks having cost Rs. 59,689 in 1885-86, Rs. 2,31,706 in 1886-87, and Rs. 1,91,350 in 1887-88. There was also exceptionally heavy expenditure on the headworks of the Sone Canal, due to the failure of the under sluice piers. The increase in the working expenses of the Hidgellee Tidal Canal is due to heavy silt clearance: a project is about to be recommended for the sanction of the Secretary of State to obviate the heavy expenditure which is periodically necessary for this purpose and which materially interferes with the efficiency of this canal.

17. The details of the working expenses shown in the preceding paragraph are as follows:

	1887-88. Rs.	1886-87. Rs.
Extensions and Improvements	7,010	5,092
Maintenance and Repairs	9,74,942	9,81,196
Establishment	7,21,376	5,16,714
Tools and Plant	1,05,408	83,143
Indirect Charges	1,00,994	72,341
Total ...	19,09,730	16,58,486

The charge for Establishment is made up of the following items:

	1887-88. Rs.	1886-87. Rs.
Share of Direction and Accounts ...	49,112	49,216
Executive Officers	3,90,246	1,77,175
Medical	...	...
Revenue Establishment	1,98,340	2,04,819
Navigation	83,678	85,504
Total ...	7,21,376	5,16,714

18. It has already been explained that the increase in the working expenses of the works in Bengal has been mainly due to a change in the method of dealing with the establishment charges. The figures given above display this fact clearly, the increase under Establishment (Rs. 2,04,662) and that under Indirect Charges (Rs. 28,653) being entirely due to this change.

19. The entire cost of establishment in Bengal for all branches of the Public Works Department during the last three years has been—

	Rs.
In 1885-86	22,79,650
„ 1886-87	22,79,424
„ 1887-88	21,91,041

The charges in the first two years are practically the same; the decrease in the last year is mainly due to revisions of establishment, and partly to a less charge under "Fees and Allowances for the Collection of Revenue," consequent on the reduced revenue realized.

20. The above charges were distributed as follows:

	Buildings and Roads Branch.	Irrigation. Branch.	Other Departments.
	Rs.	Rs.	Rs.
1885-86	13,74,353	8,10,028	95,269
1886-87	14,00,411	8,20,778	58,235
1887-88	8,54,592	11,10,454	2,25,995

It will thus be seen that, as the result of the new procedure adopted for the distribution of the cost of establishment between the different branches of the Public Works Department, the charges to irrigation have risen from a little over 8 lakhs of rupees to over 10 lakhs of rupees, whilst the charges to the Buildings and Roads Branch have fallen from 14 lakhs to 8½ lakhs.

21. The percentages which the expenditure on establishment bore to that on Works and Repairs in the Buildings and Roads and Irrigation Branches in these years were—

	Buildings and Roads Branch.	Irrigation Branch.
	Rs.	Rs.
1885-86	68·02	23·00
1886-87	48·12	23·00
1887-88	29·26	35·25

The percentage charged to Buildings and Roads Branch in 1885-86 was abnormally high, owing to the grants for Works and Repairs being unusually low (20 against 29 lakhs); but the reduction in 1887-88 below the percentage of the previous year is very marked. In the Irrigation Branch the increase is also very noticeable.

22. The largeness of the arrears in the collection of water-rates was specially noticed last year by the Government of India in reviewing the operations of the year 1886-87. It was said, in para. 8 of the Resolution, "the Governor-General in Council trusts that the measures which have been introduced may be worked with persistent energy until the results obtained are more in consonance with those which are recorded in other Provinces." The improvement in the collections which was observed in 1886 and 1887 has not, however, been maintained, the outstanding balances of water-rates have increased on each of the four irrigating systems, the aggregate figures being—

	Rs.
Water-rates outstanding on 1st April 1885	9,24,311
Ditto ditto 1886	5,49,089
Ditto ditto 1887	3,96,226
Ditto ditto 1888	5,87,148

The increase has been chiefly on the Sone Canal, where the outstandings were Rs. 2,31,582 in 1887 and Rs. 4,11,281 in 1888. It is explained that the cause of this was the agitation among the cultivators and the appointment of a Committee of Enquiry, which seriously retarded the collections, as the cultivators anticipated that remissions of outstandings would probably result.

23. The statistics given in the Chief Engineer's note concerning the complaints do not shew clearly the number of complaints received, disposed of, and outstanding. The number of complaints about irrigation matters in Bengal is very large: in Orissa 2,743 complaints were received about assessments alone, of which a large proportion were admitted as valid; the number not disposed of (1,503) appears unduly large: in Midnapur 841 complaints were received, and a large proportion were disposed of: in the Sone Canal the number of complaints received is not stated, but the total number to be dealt with was 8,835: of complaints against assessment, remissions were granted in 37·3 per cent. of the cases.

24. No information is given concerning the progress of collections by the certificate procedure in Orissa. In Midnapur no certificates were issued in connection with the current demand, but 16,052 were issued with reference to arrears, 72 per cent. of all certificate cases were disposed of, and in 85 per cent. of the cases the dues were realised. The information given concerning the certificate procedure on the Sone Canal is not complete. There was a considerable increase in certificates in the Patna district, and a very large decrease in Shahabad. The progress made in collecting dues in the Patna district is slow, and the arrears are large.

25. The Government of India trusts that energetic measures will be adopted to ensure the collection of the current demand as soon as it is due; such action will, more than anything else, tend to reduce the necessity of resorting to the certificate procedure.

26. The following statement shews the navigation revenue of the year and that of the previous three years:

	Navigation Revenue.	Per mile of Navigable Canal.	Navigation Revenue.		
	1887-88.		1886-87.	1885-86.	1884-85.
	Rs.	Rs.	Rs.	Rs.	Rs.
Works partly for Irrigation and partly for Navigation—					
Orissa Canal	71,004	416	67,048	84,012	79,802
Midnapur Canal	1,26,574	1,758	1,09,693	1,37,578	128,747
Sone Canal	55,904	256	54,254	46,243	51,761
Works for Navigation only—					
Hidgellee Tidal Canal ...	40,406	1,393	51,904	52,143	41,382
Calcutta and Eastern Canals ...	5,74,766	*21,288	4,77,199	5,01,141	5,20,495
Orissa Coast Canal ...	52,828	542	28,587	13,663	...
TOTAL ...	9,21,482	1,500	7,88,685	8,34,780	8,22,187

The figures in this statement are taken from column 5 in Form I. C.

* This rate is calculated on 27 miles of artificial canal; but there is an extensive system of navigable rivers which are connected with the system known as the "Calcutta and Eastern Canals."

27. In addition to the above works, there is a system of navigable rivers—the Nadiya rivers—which are maintained by the Public Works Department. The navigation revenue on these rivers has been—

	1887-88.	1886-87.	1885-86.	1884-85.
Nadiya Rivers	1,98,675	2,03,250	1,83,781	1,95,457

The revenue of these rivers has hitherto been collected under the orders of the Board of Revenue, but, from the close of the year under review, this duty has been made over to the Irrigation Branch of the Public Works Department. There has been an increase of 50 per cent. in the working expenses of these rivers in 1887-88; this is partly due to the alteration in the system of charging for establishment, but mainly to an actual increase in maintenance and repairs, due to training works on the Bhagirati river, which, however, have not yet succeeded in keeping the channel open through the dry season.

28. The increase in the navigation revenue in Bengal is satisfactory. It is extremely difficult to calculate the portion of working expenses on irrigation systems which is properly due to navigation: an attempt to do this is made in Form I. D. attached to the report under review, which results in showing that navigation in Bengal returned a net profit of Rs. 4,59,521. There is no doubt about the remunerative character of the Calcutta and Eastern Canals: the net revenue of the year (including indirect charges) was Rs. 3,55,278 on a Capital expenditure of Rs. 52,39,116, or 6·78 per cent.

29. The quantity and value of goods carried on the canals were as follows:

	Tons of Goods.		Value.	
	1887-88.	1886-87.	1887-88.	1886-87.
	Tons.	Tons.	Rs.	Rs.
Orissa Canal	75,764	...	50,32,093	42,56,181
Midnapur Canal	128,476	115,127	1,18,44,841	97,25,587
Hidgellee Tidal Canal	44,563	53,587	26,13,351	31,48,826
Sone Canal	70,073	78,684	56,80,508	64,65,651
Orissa Coast Canal	46,252	27,656	21,64,699	11,91,892
Calcutta and Eastern Canals... ...	956,527	860,934	6,35,62,493	5,30,42,670
TOTAL ...	1,321,655	...	9,08,97,988	7,78,30,807

The figures given for the quantity of goods carried do not include the rafts of bamboos and timber which are expressed in the returns either in number or in cubic feet.

30. Besides the larger works treated of in this Resolution for which separate Capital and Revenue Accounts are kept, there are three systems of which only Revenue Accounts are kept, and for which the following table gives the same information as is given in paragraph 3 for the larger system:

	Gross Revenue.	Working Expenses.			Net Revenue.
		Direct.	Indirect.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.
Nadiya Rivers	1,98,675	92,022	...	92,022	1,06,653
Eden Canal	918	41,769	...	41,769	−40,851
Madhuban Canal	9	9,821	...	9,821	−9,812
TOTAL ...	1,99,602	1,43,612	...	1,43,612	55,990

Of these, the Nadiya River system has already been referred to in para. 27. The Eden Canal is mainly for the supply of drinking water to Burdwan and to villages along its banks. The Madhuban Canal is intended for irrigation, but the weir, breached in 1886, was only restored by the end of the year under report, and no irrigation has as yet been possible.

31. In the Resolution of the Government of India on the report of the year 1886-87 the attention of the Government of Bengal was drawn to the very late date on which the report was submitted to the Government of India. The report under review has nevertheless been received by the Government of India some days later than that of the previous year, and more than four months after it was due, although the reports of Superintending Engineers and Commissioners were, with one exception, received by the Government of Bengal in good time. His Honour the Lieutenant-Governor, in para. 15 of the review by the Local Government, has specially referred to the necessity for increased punctuality in dealing with this report: the Government of India trusts that measures will be adopted which will ensure that result. The reasons given in the last paragraph of the Chief Engineer's note cannot be accepted as sufficient excuse for the great delay which occurred in its preparation.

ORDER.—Ordered, that copies of this Resolution and of the Report be forwarded to the Finance and Commerce and the Revenue and Agricultural Departments for information.

Ordered also, that copies of this Resolution be forwarded to the Government of Bengal for information and guidance; and that copies of the Resolution be forwarded to the Local Governments and Administrations in the Public Works Department noted in the margin for information, and to the Foreign Department for communication to the Government of Mysore.

The Governments of Madras, Bombay, North-Western Provinces, and the Punjab.
The Chief Commissioners, Central Provinces, Burma, and Assam.
The Resident at Hyderabad.
The Agents to the Governor General for Central India and Rajputana.

Ordered further, that this Resolution, and the Resolution by the Local Government, be published in the Supplement to the *Gazette of India*, and that copies of this Resolution be forwarded to Her Majesty's Secretary of State for India.

R. HOME, *Colonel, R.E.*,
Deputy Secy. to the Government of India.

IRRIGATION.

THE CANAL REVENUE REPORT FOR 1887-88.

No. 458 I.A., dated Calcutta, the 18th March 1889.

RESOLUTION—By the Government of Bengal, Public Works Department.

Read—

The Canal Revenue Reports for 1887-88 and the Chief Engineer's Note on the same.

The total outlay, direct and indirect, to the close of the year 1887-88 on canals in Bengal of which Capital accounts are kept has been Rs. 7,06,14,592. Of this sum, Rs. 8,66,000 have been contributed by the Imperial Government from Famine Relief and Insurance Funds, Rs. 92,24,652 have been provided from Provincial Revenues, and Rs. 5,97,49,285 have been charged to Loan Funds. In addition to the sums mentioned above, Rs. 7,74,655 have been expended on surveys and investigations for irrigation works which have not been carried out.

2. There are now in actual operation in Bengal 844 miles of canal, of which 614½ miles are navigable. The total area commanded by irrigation canals is 2,698,846 acres; of which area, 1,768,811 acres are irrigable by the completed projects, and 1,398,147 acres are irrigable by the existing works.

Of this last area, 475,138* acres, producing crops of the estimated value of Rs. 90,70,980, were irrigated during the year. The total number of boats plying in the canals was 190,839, of which 24,709 were passenger boats. The total value of goods passing through the canals in boats and rafts aggregated Rs. 9,08,97,988 approximately.

3. The receipts from, and expenditure on, the canals in operation for the last three years are given in the statement below; the figures include indirect charges:

Name of Canal.	1887-88.		1886-87.		1885-86.	
	Receipts.	Expenditure.	Receipts.	Expenditure.	Receipts.	Expenditure.
MAJOR IRRIGATION WORKS.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Orissa Canals	2,23,044	5,02,815	1,79 611	5,20,635	2,07,350	3,56,678
Midnapore Canal	2,34,378	2,50,849	2,34,185	2,35,249	2,62,484	2,18,127
Hidgellee Tidal Canal	41,858	66,976	54,404	23,645	52,455	50,147
Sone Canals	6,03,949	7,67,679	9,18,429	6,13,558	10,62,646	5,84,002
TOTAL ...	11,03,229	15,88,319	13,86,629	13,93,087	15,84,935	12,08,954
MINOR WORKS AND NAVIGATION.						
Irrigation and Navigation Works.						
Sarun Canals	20,665	29,397	12,427	28,659	41,143	23,331
Calcutta and Eastern Canals ...	5,79,934	2,24,656	4,83,654	1,92,264	4,79,484	1,96,209
Orissa Coast Canal	53,854	83,524	29,488	61,426	13,718	30,712
TOTAL ...	6,54,453	3,37,577	5,25,569	2,82,349	5,34,345	2,50,252
GRAND TOTAL ..	17,57,682	19,25,896	19,12,198	16,75,436	21,19,280	14,59,206

There was thus a deficit for the year of Rs. 1,68,214. In addition to this, interest amounting to Rs. 23,13,446 was payable to the Imperial Government, so that the total deficit to be met from Provincial Revenues was Rs. 24,81,660. The unfavourableness of the results for the last three years has thus been increasing, the deficits in 1885-86 and 1886-87 having been Rs. 15,89,119 and Rs. 19,56,284 respectively, and is again due both to falling off in receipts and increase in expenditure (though much more to the former than the latter) as compared with the previous year.

4. The increase in expenditure is to a very large extent a purely nominal one, so far as the Provincial Revenues are concerned, and is due to a new method of accounting for the establishment, the charges for which are distributed approximately according to the establishments actually employed in divisions, instead of the Irrigation Department being assessed, as heretofore, with a fixed charge by percentage on expenditure, the remainder of the cost of establishment being shown against the Roads and Buildings Branch. The present method appears to be the fairer, and at any rate it shows in a clearer light what is the cost of establishment employed on the various canals. Chiefly on account of this alteration, the charges for Direction and Executive Establishments have increased by Rs. 2,12,967 as compared with last year, thus nearly accounting for the total increase in the working expenses. On the Orissa Canals there was, on the whole, a fair decrease, notwithstanding the increase in establishment charges, and the fact that a portion of the expenditure on repairing the breach made in the Mahanudi weir during the floods of 1886 fell in the year under review. On the Hidgellee Tidal and Orissa Coast Canals there was an increase, due, in the former case to the necessity for carrying out the long-postponed silt clearance, and in the latter to the repairing damages caused by the cyclone of 1885. The comparatively small fluctuations on the other canals do not call for remark.

* Exclusive of 5,975 acres irrigated in an unauthorised manner in the Orissa Canals, and 13,855 acres of hot weather irrigation on the Sone Canals: this latter irrigation is almost entirely sugarcane, and is included already in the kharif.

5. The revenue collected in the last three years on the works mentioned in the above statement is shown below:

Head.	REVENUE.		
	1887-88.	1886-87.	1885-86.
	Rs.	Rs.	Rs.
Water-rates	7,69,362	10,43,343	12,33,612
Navigation	9,21,482	7,88,685	8,34,780
Miscellaneous	66,838	80,170	50,888
TOTAL ...	17,57,682	19,12,198	21,19,280

It will be seen that practically the falling off is entirely under Water-rates, whilst under Navigation there is a very satisfactory increase, to which reference will be made further on. An examination of the figures by canals shows that, although there is a small falling off on the Midnapore Canal, the decrease under Water-rates is otherwise wholly on the Sone Canals, there having been satisfactory increments both on the Orissa and Sarun Canals. The decrease on the Sone Canals is due to three causes: *Firstly*, the good collecting work of the year or two immediately preceding the year under review had largely diminished the arrears, so that there was actually less to collect; *secondly*, the comparatively small area irrigated in 1886-87 reduced the amount of the current demands; and *thirdly*, the agitation amongst the cultivators, which retarded the collections, so that there was a considerable increase in the closing balance as compared with the opening balance of the year.

6. The assessments or earnings of the same year are as follows:

Head.	EARNINGS.		
	1887-88.	1886-87.	1885-86.
	Rs.	Rs.	Rs.
Water-rates	10,00,489	9,49,260	10,45,339
Navigation	9,21,482	7,88,685	8,34,780
Miscellaneous	66,838	80,171	90,481
TOTAL ...	19,88,809	18,18,116	19,70,600

Judged by the standard of earnings, the working of the year would show for all canals a small excess over expenditure of Rs. 62,913.

7. The arrears of water-rates outstanding at the close of each of the last three years are shown in the statement following:

Name of Canal.	ARREARS.		
	1st April 1888.	1st April 1887.	1st April 1886.
	Rs.	Rs.	Rs.
Orissa Canals	92,109	87,458	64,884
Midnapore Canal	56,493	50,749	69,972
Sone Canals	4,11,281	2,31,582	3,98,321
Sarun Canals	27,265	26,437	15,912
TOTAL ...	5,87,148	3,96,226	5,49,089

The increase in the outstanding balance is practically wholly on the Sone Canals, where, as already explained, the agitation amongst the cultivators and appointment of a Committee of Enquiry retarded the collections very seriously. The remissions were comparatively small, and were less even than those of last year.

8. It is necessary to distinguish between the collections of arrears and those of the current demand to understand clearly the results of the year's work. Of the outstandings of former years, a sum of Rs. 3,26,147, or over 76 per cent., was adjusted; 89·1 per cent. of this amount being collected, 4·9 remitted, and 6·0 written off. On the whole, this is more favourable than last year, and the success was undoubtedly due in a great measure to the arrears in the Shahabad district having been collected before the agitation on the Sone Canals began. Of the current year's demand (which includes Rs. 1,30,559 due but not payable till after the expiry of the year), Rs. 4,59,375, or about 50 per cent. only, was adjusted, about 1 per cent. of this having been remitted, and the rest, with the exception of a small sum of Rs. 86 written off, collected. The results cannot be considered satisfactory, but so far as the Sone Canals are concerned, the falling off in the results is fully accounted for by the agitation to which reference has already been made. Notwithstanding however this difficulty, the Sone Canals, as a whole, show better results than Orissa or Midnapore, in neither of which was 50 per cent. of the current year's demand collected. A considerable sum—some Rs. 19,000—was again written off as irrecoverable on account of old arrears on the Sone Canals, chiefly in the Shahabad district. In the Sarun Canals the total collections were a few hundred rupees short of the current year's guarantee, so that there was a slight increase in the outstanding balance as compared with the previous year. This is a vast improvement on the work of last year, but is still unsatisfactory. Excluding the sum due but not payable until after the close of the year, the total outstandings amount to Rs. 4,56,589. On the whole, and making allowances for the abnormal difficulties on the Sone Canals, the results can scarcely be deemed very unsatisfactory; and the Lieutenant-Governor notices with approval that the matter continues to receive the attention of the district officers. The necessity however to reduce the arrears, which still amount for years previous to the year under review to about a lakh of rupees, has not ceased; and Sir Steuart Bayley trusts that the subject will receive attention, especially in Orissa, which, on the whole, is the most backward in this respect.

9. The total number of certificates for the recovery of arrears issued in all districts, save Gya (the figures for which are not given) but they were very few during the year), was 28,805 against 30,504 issued in the previous year; and the pending cases were reduced from 28,953 to 19,869, good progress having been made in Orissa and in Shahabad. The progress however in Midnapore was not good, whilst the work in Patna, owing apparently to shortness of establishment, was very unsatisfactory. The reduction in the number of certificates issued continues.

10. The information regarding complaints, though fuller than that given last year, is still very incomplete. So far as can be gathered from the figures afforded in the reports, 10,332 complaints against assessments were pending from the previous year, or filed during the year, on the "Major works" systems: of these, 8,120 were disposed of, leaving 2,212, or rather more than 21 per cent., still pending. Considering the circumstances of irrigation in Bengal, the number filed, although large, does not appear to be out of proportion on the whole, though the following table would seem to show that there is considerable room for improvement on the Orissa Canals in the assessment of water-rate and administration generally; since not only were the complaints more in proportion to the area irrigated than even on the Sone Canals, where

the number was abnormally raised by agitation, but the percentage of complaints admitted was very high:

	Orissa.		Midnapore.		Sone.		Total.	
	No.	Percentage on cases disposed of.	No.	Percentage on cases disposed of.	No.	Percentage on cases disposed of.	No.	Percentage on cases disposed of.
Pending or filed during the year	2,743	.....	841	.....	6,748	.....	10,332	.....
Disposed of { Admitted ...	1,109	89·4	285	37·6	2,285	37·3	3,679	45·3
Disposed of { Dismissed ...	131	10·6	472	62·4	3,838	62·7	4,441	54·7
Total ...	1,240	100·0	757	100·0	6,123	100·0	8,120	100·0
Pending on 31st March 1888 ...	1,503	.....	84	.....	625	.....	2,212	.....
Area irrigated in 1887-88 (Acres)	1,09,506		65,864		315,380		490,750	
Proportion of acres irrigated to one complaint ...	39·9		78·3		46·7		47·5	

The above table, for want of the necessary details, is not quite correct as regards the proportion of acres to one complaint, inasmuch as it has been impossible to separate the arrears from the complaints filed in the year, whilst the area for the year has been taken. Still for practical purposes of comparison it can be accepted; and the Lieutenant-Governor trusts that the above comparison will show the officers concerned of the Orissa Canals the necessity for greater care in assessing water-rates and in the administration of their duties generally.

11. The areas irrigated (actuals) during the last three years are detailed in the following table:

		1887-88.	1886-87.	1885-86.
		Acres.	Acres.	Acres.
Orissa...	Kharif	108,867	75,115	70,563
	Rabi	502	2,440	1,605
	Perennial	137	154	171
	Total ...	109,506	77,709	72,339
Midnapore ...	Kharif	65,864	69,762	70,604
Sone...	Kharif	57,595	30,082	80,792
	Rabi	27,501	16,662	50,610
	Perennial	6,265	11,626	10,527
	Hot weather	13,855	15,278	10,857
	Five years' lease	210,164	194,556	179,784
	Total ...	315,380	268,204	332,570
	Total Major Works ...	490,750	415,675	475,513
Sarun ...	Kharif	1,699	566	888
	Rabi, including hot weather ...	2,519	1,580	3,677
	Total Minor Works ...	4,218	2,146	4,565
Grand Total Major and Minor Works ...		494,968	417,821	480,078

There is a very satisfactory increase on the Orissa Canals, and a satisfactory increase on the Sone Canals, due chiefly to the favourable character of the season from an irrigation point of view. Most of the increase on the Orissa Canals, and a fair proportion of that on the Sone Canals, is under long leases, so that the anticipation of an extension of irrigation expressed in the Resolution on last year's report appears to be receiving confirmation. The

irrigated area on the Midnapore Canal continues unfortunately to decrease. The cause is said to be the irregularity and insufficiency of the supply in the Cossye river; and for this hitherto no practicable remedy has been found.

12. The tollage collections from the various canals for the last three years are given in the table following:

Year.	Orissa Canals.	Midnapore Canal.	Hidgellee Tidal Canal.	Orissa Coast Canal.	Sone Canals.	Calcutta and Eastern Canals.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1885-86 ...	64,093	1,25,331	52,143	13,663	41,712	4,97,578	7,94,520
1886-87 ...	58,664	1,09,693	51,904	28,587	49,665	4,73,193	7,71,706
1887-88 ...	66,628	1,26,574	40,406	52,828	50,984	5,71,872	9,09,292

The increase is about 15 per cent. on the total collections of last year, and upwards of a lakh more than the collections of any previous year since 1882-83 inclusive, from which date only the whole of the figures are readily available. The chief increase is on the Calcutta and Eastern Canals, on which there was a small defect last year. It was, however, mentioned in last year's Resolution that the decrease did not point to any permanent decline; and the figures for the year under review confirm this opinion. The increase is due to the expansion of the grain and jute traffic. The receipts on the Orissa Canals are the highest since 1882-83, when they were almost the same figures, *viz.*, Rs. 66,736, the highest on record. On the Midnapore Canal they are the highest on record, excluding transport service receipts. The falling off in the Hidgellee Tidal Canal revenue is due to the closure of the canal for silt clearance. The increase in revenue on the Orissa Coast Canal is satisfactory, being in excess of the forecast.

13. On the Nuddea rivers there was a small falling off in the receipts, attributable to the impossibility during 1887-88 of maintaining more than one of the three alternative routes between the Ganges and Calcutta in a navigable condition, on account of the deterioration of the entrances from the Ganges.

14. The Lieutenant-Governor observes that the necessity for further enquiry and the collection of opinions from experts has hitherto prevented any action being taken on the report of the Commission that enquired in 1888 into the working of the Sone Canal system. These have now been brought to a completion, and the report will be disposed of without further delay.

15. With the exception of the Revenue report of the Commissioner of the Orissa Division, all reports were received with fair punctuality. The Examiner's Finance Accounts were received about the same time as last year. Both in submitting and in dealing with the Revenue reports, there is need, in the Lieutenant-Governor's opinion, for increased punctuality.

ORDER.—Ordered, that a copy of this Resolution, and of the Note and its accompaniments, be submitted to the Government of India, in the Public Works Department, for information; also that copies be forwarded to the Appointment, Revenue and Financial Departments of this Government; the Board of Revenue, Lower Provinces; the Commissioners of the Presidency, Burdwan, Patna and Orissa Divisions; the Collectors of the 24-Pergunnahs, Nuddea, Hooghly, Midnapore, Burdwan, Patna, Shahabad, Gya, Sarun, Cuttack, and Balasore; the Superintending Engineers of the Orissa, South-Western, and Sone Circles; and the Examiner, Public Works Accounts, Bengal, for information.

By order of the Lieutenant-Governor of Bengal,

C. W. I. HARRISON, *Lieut.-Col., R.E.,*
Offg. Joint-Secy. to the Govt. of Bengal,
P. W. Dept.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. IV OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Last Return received.	Railways.	Total mean length open.	Receipts for week ending 28th April, 1888. Total.	Receipts for week ending 28th April, 1888. Per mile open.	Total mean length open.	Receipts for week ending 27th April, 1889. Total.	Receipts for week ending 27th April, 1889. Per mile open.	Total Receipts from 1st to 28th April, 1888. Total.	Total Receipts from 1st to 28th April, 1888. Per mile open per week.	Total Receipts from 1st to 27th April, 1889. Total.	Total Receipts from 1st to 27th April, 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
	State Lines worked by Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
11th May, 1889	East Indian	1,514	9,80,264	648	1,514	9,63,114	636	39,39,691	651	36,61,031	605	...	2,78,660
11th ditto	Patna-Gya	57	10,462	183	57	8,752	153	41,792	183	40,822	178	...	970
11th ditto	Dildárnagar-Gházipur	12	1,486	124	12	1,089	91	4,724	98	3,824	80	...	900
27th April, 1889	Rajputana-Malwa	1,664	4,04,809	243	1,664	5,01,000	301	16,03,766	241	18,60,714	290	2,56,948	...
11th May, 1889	Bengal-Nágpur (*a*)	180	40,869	220	293	53,823	184	1,79,780	242	2,19,822	195	40,042	...
11th ditto	Southern Mahratta (*b*)	850	90,121	106	857	90,141	105	3,57,738	105	3,37,274	98	...	20,464
4th May, 1889	Do. Mysore Section	140	9,744	70	219	13,228	60	40,408	72	48,437	55	8,029	...
4th ditto	Indian Midland	211	(*c*) 26,682	126	588	(*d*) 69,252	118	(*c*) 95,304	113	(*d*) 2,54,273	112	1,58,969	...
4th ditto	Villupuram-Dharmaveram (Nellore Branch)	83	3,843	46	83	4,450	54	15,272	46	16,009	50	737	...
4th ditto	Bareilly-Pilibhit	36	1,632	45	36	2,242	62	6,971	48	8,990	62	2,019	...
	TOTAL	4,753	15,69,912	330	5,323	17,07,091	321	62,85,446	331	64,51,196	314	1,65,750	...
	State Lines worked by Government.												
11th May, 1889	North-Western (*e*)	2,481	4,35,671	176	2,386	5,40,282	226	20,11,292	203	21,74,408	236	1,63,116	...
4th May, 1889	Oudh and Rohilkhand	693	1,85,321	267	692	1,78,745	258	7,04,357	255	6,79,403	245	...	24,954
4th ditto	Bengal Central	125	10,716	86	125	15,030	120	43,776	88	52,236	104	8,460	...
4th ditto	Wardha Coal	45	16,361	363	45	13,594	302	71,373	396	84,389	480	13,016	...
4th ditto	Eastern Bengal Railways	673	1,56,540	233	673	1,80,050	267	5,49,053	204	6,29,010	234	79,957	...
11th May, 1889	Nalháti	27	1,846	68	27	1,373	50	7,421	68	6,023	55	...	1,398
11th ditto	Tirhoot	259	41,246	159	273	38,408	141	1,53,443	148	1,45,354	133	...	8,089
4th May, 1889	Lucknow-Sitapur-Sihrámau	105	6,166	59	105	6,608	63	20,767	49	24,793	59	4,026	...
4th ditto	Jorhát	31	962	31	31	867	28	3,159	25	4,170	34	1,011	...
27th April, 1889	Cherra-Companyganj	7	55	7	7	39	5	260	9	170	6	...	90
27th ditto	Burma	333	59,080	177	553	99,841	181	2,60,483	196	3,90,070	176	1,29,587	...
	TOTAL	4,779	9,13,964	191	4,917	10,74,837	219	38,25,384	200	41,90,026	221	3,64,642	...
	Lines worked by Guaranteed Companies.												
4th May, 1889	Madras	840	1,79,934	214	840	1,92,015	229	6,57,947	196	6,84,329	211	26,382	...
4th ditto	South Indian	654	1,12,064	171	654	1,11,223	170	4,19,622	160	4,30,977	171	11,355	...
4th ditto	Great Indian Peninsula	1,504	(*f*) 12,27,970	817	1,447	(*g*) 9,98,033	690	(*f*) 46,65,363	776	(*g*) 38,66,861	693	...	7,98,502
27th April, 1889	Bombay, Baroda and Central India (*h*)	461	3,36,212	729	461	3,56,000	772	13,42,150	728	13,23,286	744	...	18,864
	TOTAL	3,459	18,56,180	537	3,402	16,57,271	487	70,85,082	512	63,05,453	460	...	7,79,629
GRAND TOTAL (GUARANTEED AND STATE)		12,991	43,40,056	334	13,642	44,39,199	325	1,71,95,912	331	1,69,46,675	322	...	2,49,237
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	76,47,022	147	75,41,270	144	...	1,05,752
	NET RECEIPTS	...	...	...	...	...	...	95,48,890	184	94,05,405	178	...	1,43,485
	Assisted Companies.												
11th May, 1889	Tárakeshwar	22	5,815	261	22	5,357	241	33,003	371	29,230	328	...	3,773
27th April, 1889	Dibru-Sadiya	78	8,137	104	78	10,831	139	33,729	108	37,976	122	4,247	...
11th May, 1889	Bengal and North-Western	376	67,912	181	376	53,740	143	2,10,816	140	2,16,434	149	5,618	...
4th May, 1889	Rohilkhand-Kumaun	67	9,246	138	67	8,025	120	34,343	128	32,848	123	...	1,495
	TOTAL	543	91,110	168	543	77,953	144	3,11,891	144	3,16,488	151	4,597	...
	Native States.												
4th May, 1889	His Highness the Nizam's (Guaranteed Company)	277	31,239	113	354	43,923	124	1,35,566	122	1,71,430	126	35,864	...
27th April, 1889	His Highness the Gaekwar's	59	5,290	90	59	2,220	38	16,970	72	13,250	58	...	3,720
27th ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	1,263	60	27	1,100	40	5,035	60	5,007	48	...	28
4th May, 1889	Bhávnagar-Gondal-Junagarh-Porbandar	193	26,417	137	260	37,757	145	1,16,922	151	1,55,097	155	38,175	...
4th ditto	Morvi	68	6,622	97	68	5,913	87	21,416	79	21,701	80	285	...
27th April, 1889	Jodhpore	124	8,146	66	124	7,700	62	29,875	60	31,414	66	1,539	...
	TOTAL	742	78,977	106	892	98,613	111	3,25,784	110	3,97,899	116	72,115	...

(*a*) Includes the Katni-Umaria Branch.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Sindia State Railway.
(*d*) Includes the Sindia and Bhopal-Itarsi State Railways.
(*e*) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(*f*) Includes the Dhond-Manmad, Khamgaon, Amraoti, and Bhopal-Itarsi State Railways.
(*g*) Includes the Dhond-Manmad, Khámgaon, and Amraoti State Railways.
(*h*) Includes Patri Branch.

M. C. BRACKENBURY, *Major, R.E.,*
Officiating Deputy Secretary.

SIMLA, *23rd May, 1889.*

F.

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

WEATHER SUMMARY FOR APRIL 1889.

Hot weather conditions, which are initiated in the month of March, are confirmed and developed during April. The distribution of pressure, which during March is subject to large and sudden fluctuations, sometimes approximating to hot weather conditions and at others reverting suddenly to those characteristic of the cold season, is much more stable and continuous during April. The larger atmospheric storms which in late seasons sometimes disturb the weather of March are almost unknown during April, and any storms which appear are almost invariably of local character, produced by the large contrasts of temperature which prevail between the heated plains on the one hand and the relatively cool mountain and sea-surfaces on the other. Under the influence of the steady increase of temperature, which is characteristic of this month, there ordinarily occurs a considerable decrease of pressure. This decrease varies directly with the changes of temperature,—being least in the extreme south, where the average rise of temperature is about 5°, and greatest in Upper and North-Western India, where the average rise of temperature is about 10°. The general distribution of pressure is similar in many respects to that obtaining in March, but the high readings, which in the earlier month are shown over the Punjab and Sind, disappear or are very much contracted in the later month. Pressure is high over the West Coast, over Ceylon, over the centre and south of the Bay, and over Tenasserim. From these regions it steadily

decreases, and areas of low pressure are shown over the eastern portions of the Central Provinces, over the Gangetic plain, and over the Western desert.

Roughly speaking, there is then an area of deficient pressure over the whole of Northern and Central India and a general indraught of winds, circulating in the ordinary manner, towards this region. Within the low pressure area itself, however, instead of the small air motion, which is the ordinary characteristic of such a distribution, there are strong north-westerly and westerly winds. These winds are the hot winds of the Indian plains. They spring up about 9 or 10 in the morning and blow with considerable force till 4 or 5 in the evening or later. The temperature distribution of April is very simple. Temperature is highest over the Deccan and the Central Provinces, whence it decreases in all directions. It is lowest in the north of the Punjab and at the head of the Assam Valley, between which places and the region of greatest heat there is a mean difference of about 15°.

The normal rainfall of April is greater than that of March over Bengal (except Behar) and over the Peninsula and Ceylon, but is less in Upper India and over the central parts of the country. The whole of the rainfall, except perhaps that in the extreme south, is mainly due to the occurrence of thunderstorms and nor'westers.

During the month under review the weather has been, as is usually the case, fairly quiet, the only disturbing features being local thunderstorms, and these have on the whole been less intense than normally, and much less than those which occurred during April 1888. The variations of pressure from the average have in general been slight. They comprise a slight deficiency over Burma, Bengal, Malabar, Sind, and the East of the Peninsula, and an excess elsewhere. There have been no travelling depressions of any importance during the past month, though over Sind and the Punjab tendencies favouring the formation of depressions appear to have existed, while the excessive heat which prevailed over parts of Bengal, the North-Western and Central Provinces during a part of the month resulted in low pressures over those regions.

Temperature.—The temperature changes during the month have been large, and the contrasts between different parts of the Indian region considerable. During the first few days there was a considerable excess over North-Western India and a considerable deficiency over Bengal, but a fall commenced in the extreme north-west on the 5th, and the high temperature area began an easterly movement, which eventually carried it to Bengal, and finally into Assam and Burma. On the 9th a fresh wave of high temperature was shown over the Western Punjab, and this wave in its turn marched across Northern India, though less distinctly than the former. On the 14th a third wave of high temperature appeared in the Indus Valley. By the 15th it had spread out eastward and embraced the whole of the Punjab, Western Rajputana, Sind and Guzerat, and from this date it continued to extend its limits till by the 20th it had spread over practically the whole of India. On the 21st the rear trough of the wave showed itself in the shape of deficient temperatures in the Indus Valley. The movement then became more rapid. The apex of the wave passed quickly eastward across Bengal to Burma; the trough passed quickly across Rajputana, &c., to the Central Provinces, and was followed by another wave of heat in the Punjab. On the 25th the mean temperature was 8·7° above the normal at Dera Ismail Khan, 11·6° below the normal at Jubbulpore, and 6° above the normal at Sibsagar,

Thyetmyo, and Tounghoo. These conditions lasted in a modified degree till the 29th, when the trough over the central parts of the country largely filled up and high temperatures were experienced everywhere. The hottest part of India absolutely was the Berars and the Deccan and, relatively to the average, Eastern and Lower Bengal.

Rain.—Except in Assam and Cachar, the normal average rainfall of April is a very small quantity. Yet over nearly the whole of Northern India, and also in the Deccan and Lower Bengal, even this small average was not reached. In the Peninsula and the central parts of the country the average was exceeded, and in Ceylon there was a considerable excess, owing largely to the exceptionally heavy fall which occurred in the extreme south on the 24th.

The following table shows the actual average rainfall and the normal rainfall of the month of the twenty-one districts into which the country is divided, so far as it is indicated by the telegraphic reports of a few stations in each district:

Districts.	Number of stations.	Normal average rainfall in April.	Actual average rainfall in April 1889.	Difference from the average in April 1889.
Punjab, West	7	1·42	1·61	+0·19
" East	4	0·87	0·27	—0·60
North-Western Provinces, Trans-Gangetic	7	0·42	0·04	—0·38
" " Cis-Gangetic	3	0·12	0·27	+0·15
Behar	2	0·17	0	—0·17
North Bengal	3	2·15	1·16	—0·99
Assam—Cachar	3	9·58	7·79	—1·79
Lower Bengal and Chutia Nagpur	8	2·38	1·43	—0·95
Orissa—North Circars	5	0·40	0·55	+0·15
Central Provinces, South	7	0·18	0·96	+0·78
Berar—Khandeish	2	0·01	1·15	+1·14
Rajputana, Central India, Saugor, and Nerbudda.	9	0·15	0·28	+0·13
Sind—Cutch	3	0·17	0·43	+0·26
Guzerat	3	0	0	0
Konkan	4	0·05	0·08	+0·03
Deccan—Hyderabad	5	0·72	0·58	—0·14
Malabar	5	1·87	3·21	+1·34
Mysore—Bellary	4	1·17	2·49	+1·32
Carnatic	6	0·79	2·89	+2·10
Lower Burma	7	1·57	0·22	—1·35
Ceylon	1	11·28	15·13	+3·85

W. L. DALLAS,

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SIMLA, *19th May, 1889.*

E. C. BUCK,

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending 8 a.m. on Monday, May 27th, 1889.

The weather during the past week has been remarkably unsettled for the time of year. Rain has fallen in the great majority of districts, and temperature has been lowered in most parts of India to far below the normal.

The Chart of the 21st showed slight depressions off the Madras Coast, over the Central Provinces and West Bengal, and over Sind, while high pressures were reported from the West Coast of the Peninsula and from Assam and Upper Burma. On the 22nd the only change of importance was the westerly advance of the Central Provinces depression, the centre of which then lay near Hoshangabad. The depressions off the Madras Coast and over Sind still held, and a fresh disturbance was apparently forming over the eastern half of the Bay. The high pressures were practically unchanged. On the following day, the 23rd, the depression off the Madras Coast had apparently broken up, while that which was forming over the east of the Bay had developed considerably and had become a large, shallow, irregularly shaped depression. At the same time a barometric rise had taken place in the Punjab and west of the North-Western Provinces, and a band of relatively high pressure had been developed along the foot of the North-West Himalayas, with a trough of low pressure across the head of the Peninsula and the Central parts of the country. This distribution is characteristic of the rainy season. On the 24th the depression which had formed over the Bay had moved westward or north-westward and was advancing into Bengal. On the 25th it had advanced as far as the Central and North-Western Provinces, but was apparently filling up, as the barometer was rising generally. On the 26th pressure was still rising, and the position of the depression was almost unchanged, but a small centre had been formed off the Madras Coast, while a shoulder of relatively high pressure had been developed, extending north-eastward from Guzerat through Central India and Rajputana to the North-Western Provinces. On the 27th the distribution was very simple, relatively low pressures existing over Sind on the one hand and over Bengal, the north and west of the Bay, and the east of the Peninsula on the other, with an intervening shoulder of high pressure over Guzerat, Central India, and Rajputana. The differences in pressure have been much slighter than is normally the case at this season of the year, and the general distribution has been abnormal. The columns of barometric variations have shown that pressure on most days of the week has been most abnormally high for the time of year over North-Western and Central India. As these regions are ordinarily the seat of the lowest pressure, it follows as a consequence that there have not been the usual differences of pressure between this region and places to the south-south-east and east of it, and with this diminution of pressure differences there has been a diminution in the air motion towards Central and Upper India.

Winds have been very variable in direction, being influenced by the various depressions which have appeared over India during the week. During

the passage of the small dust and thunder storms, which have been one of the results of the unsettled conditions, the wind has frequently blown with considerable force and on some occasions with actual violence, but the directions have varied with the passage of the storm, and the moderately strong steady winds, which are ordinarily characteristic of this month over a great part of India, have been absent.

Temperature became remarkably low over nearly the whole of India during the week. On the 21st the mean average temperature of the different Provinces was in excess for nearly the whole of India, but on the 22nd a sudden and considerable fall took place over the North-Western Provinces and spread over nearly the whole of Northern and Central India. In the Peninsula there was still an excess. On the 23rd there was some increase in the intensity of the depression of temperature, as well as a southward advance of the cool area. On the 24th the only Provinces reporting an excess of temperature were Burma and Madras, and the deficiency over the Gangetic plain was most remarkable. These conditions lasted until the close of the week, with the result shown in the following table:

Province.	Difference of mean temperature from normal.
Burma	+ 1·8°
Bengal	— 2·2°
North-Western Provinces	— 6·3°
Punjab	— 4·4°
Bombay	+ 0·5°
Central Provinces and Berar	— 4·3°
Guzerat, Central India	— 4·5°
Sind and Rajputana	— 2·8°
Madras	+ 2·2°

These figures deal only with the mean average temperatures of the various Provinces, but by dealing with the maxima of individual stations, the remarkable coolness of the past week becomes much more strongly emphasised: thus—

At Gorakhpur on the 21st the maximum was 86·8°, or 16·9° below normal.
At Lucknow on the 21st the maximum was 91·3°, or 15° below normal.
At Patna on the 22nd the maximum was 87·9°, or 15° below normal.
At Benares on the 23rd the maximum was 90·8°, or 16° below normal.
At Allahabad on the 23rd the maximum was 92·4°, or 16° below normal.
At Delhi on the 23rd the maximum was 87·1°, or 19° below normal.
At Lahore on the 23rd the maximum was 85·1°, or 19° below normal.
At Ludhiana on the 24th the maximum was 83·2°, or 22° below normal.

At the close of the week temperature was rising again almost everywhere, but the average was still much below the normal.

Rain has been much more general and heavier during the present than during the past week. In no single division has there been an entire absence of rain, though in some there has again been a deficiency. It is important, however, to remember that, as was the case last week, the normal rainfall of a large number of the divisions of India for this week is very small, and hence, while the percentage variations may appear large, they are in reality often founded on a comparatively small excess or defect of rain.

Of the fifty-one divisions into which India has been divided for rainfall purposes, two have not sent in any returns, twenty-four report an excess of rain, and

twenty-three a deficiency of rainfall, while in one division there is no departure from the average and in another no comparison can be made.

In Burma the division of Tenasserim reports an excess of rain for the week and for the season, but the other divisions of that Province, as well as the whole of Assam and Eastern, Deltaic, and North Bengal, show a deficiency, both in the weekly and seasonal fall, though in several divisions the deficiency is small. In Central Bengal and from that division westward and north-westward through Chota Nagpur, Behar, the North-Western Provinces as far as the west of the Punjab, the weekly fall has largely exceeded the normal, and in many parts of this region the seasonal rainfall is also surpassed. In Malabar and Bombay the fall has been short, while in the Berar there has been an excess and in the Central Provinces a deficiency. In the divisions of Kattiawar and Guzerat there appears to have occurred a series of heavy local storms, and the normal rainfall of that region has been exceeded many times, so that the seasonal rainfall shows an excess from six to nine times as great as the average rain for the period. Central India East and Rajputana have participated in a modified degree in this excessive rain. Over the whole of Madras the rainfall has been short, but not by very large amounts.

The returns of maximum falls show no very large falls in the Eastern Provinces, though Burma and Central Bengal report amounts between 4 and 7 inches. In the North-Western Provinces and the Punjab the maxima were relatively large, one station in the Kumaun district registering nearly 4 inches, one station in the Montgomery district 2½ inches, and one station in the Bannu district 3½ inches. In Bombay there were no heavy falls, and a large part of the Deccan was almost rainless. The Berar and Central Provinces had frequent but light showers. In Guzerat and Kattiawar the rainfall was remarkably heavy.

Kaira received 3 inches.

Kalal (Panch Mahals), 3¼ inches.

Veramgam (Ahmedabad), 3½ inches.

Wadhwan (Kattiawar), 2½ inches.

Sind was nearly rainless, while Central India and Rajputana received frequent, though in general slight showers. Ganjam had several falls exceeding 2 inches, but south of Ganjam in the east of the Peninsula the falls were generally moderate or light.

Province.	Division.	Rainfall data for week ending May 27th, 1889.			Rainfall data from May 13th to May 27th, 1889.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect, in inches.	Average actual rainfall of season to date.	Average normal rainfall, May 13th to May 27th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	8·89	6·30	+2·59	11·62	10·35	+ 12
	Lower Burmah	2·13	3·31	—1·18	2·67	5·90	— 55
	Central Burmah	1·26	2·14	—0·88	1·77	4·20	— 58
	Upper Burmah	0·38	?	?	0·57	?	?
	Arakan	1·20	2·44	—1·24	2·56	8·31	— 69
Bengal and Assam	Eastern Bengal	1·55	2·18	—0·63	3·48	3·76	— 7
	Assam (Surma)	2·10	3·96	—1·86	6·10	8·55	— 29
	Do. (Brahmaputra)	0·88	2·37	—1·49	3·64	5·29	— 31
	Deltaic Bengal	1·04	1·48	—0·44	1·86	2·46	— 24
	Central Bengal	1·48	1·25	+0·23	2·18	2·26	— 31
	North Bengal	1·95	3·42	—1·47	3·35	5·46	— 39
	Orissa	1·78	0·73	+1·05	2·16	1·40	+ 54
	Chota Nagpur	1·19	0·57	+0·62	1·21	1·17	+ 3
	Behar (South)	0·84	0·38	+0·46	0·84	0·82	+ 2
	Do. (North)	1·11	0·66	+0·45	1·11	1·15	— 3
North-Western Provinces and Oudh.	North-Western Provinces (East).	0·92	0·09	+0·83	0·92	0·23	+300
	Oudh (South)	0·49	0·22	+0·27	0·49	0·34	+ 44
	Do. (North)	0·89	0·31	+0·58	0·89	0·59	+ 51
	North-Western Provinces (Central).	0·24	0·12	+0·12	0·26	0·19	+ 37
	North-Western Provinces (West).	0·29	0·17	+0·12	0·29	0·30	— 3
	North-Western Provinces (Submontane).	0·49	0·27	+0·22	0·51	0·54	— 6
Punjab	Punjab (South)	0·93	0·11	+0·82	0·96	0·32	+200
	Do. (Central)	0·46	0·14	+0·32	0·46	0·36	+ 28
	Do. (Submontane)	0·70	0·14	+0·56	0·75	0·44	+ 70
	Do. (Hill Districts)	1·56	0·88	+0·68	1·61	1·61	0
	Do. (North-West)	0·93	0·33	+0·60	1·13	0·64	+ 77
	Do. (West)	0·50	0·18	+0·32	0·52	0·26	+100
Bombay and Malabar Coast Districts (Madras).	Malabar	0·33	3·16	—2·83	1·94	5·58	— 65
	Madras (South Central)	0·23	0·92	—0·69	1·09	1·87	— 41
	Coorg	1·14	2·25	—1·11	2·68	3·65	— 27
	Mysore	...	...	...	...	...	...
	Konkan	0·23	0·47	—0·24	0·48	0·60	— 20
	Bombay Deccan	0·12	0·61	—0·49	0·65	1·04	— 38
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·16	0·49	—0·33	0·25	0·63	— 60
Central Provinces and Berar.	Berar	0·37	0·11	+0·26	0·38	0·17	+124
	Central Provinces (West)	0·10	0·18	—0·08	0·10	0·25	— 60
	Ditto (Central)	0·12	0·20	—0·08	0·12	0·31	— 61
	Ditto (East)	0·20	0·20	0	0·32	0·39	— 18
Bombay (North)	Guzerat	1·81	0·05	+1·76	1·81	0·18	+906
	Kattiawar	0·48	0·04	+0·44	0·48	0·07	+586
	Sind	0·01	0·03	—0·02	0·01	0·05	— 80
Rajputana and Central India.	Central India (East)	0·67	0·19	+0·48	0·68	0·28	+143
	Rajputana (East), Central India (West).	0·75	0·24	+0·51	0·75	0·40	+ 88
	Rajputana (West)	0·34	0·22	+0·12	0·34	0·33	+ 3
Madras	East Coast (North)	0·74	0·95	—0·21	0·96	2·06	— 53
	Hyderabad (South)	0·04	0·30	—0·26	0·68	0·55	— 85
	Madras (Central)	0·20	0·60	—0·40	0·44	1·04	— 58
	East Coast (Central)	0·15	0·47	—0·32	0·38	0·92	— 59
	Ditto (South)	0·36	0·74	—0·38	0·60	1·40	— 57
	Madras (South)	0·28	0·40	—0·12	0·70	0·96	— 27

SIMLA, *30th May, 1889.*

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E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and prospects of the Crops.

Madras.—*For week ending 25th May.*—Rainfall slight in Kistna, Nellore, Bellary, Anantapur, Kurnool, Madras, Chingleput, North Arcot, and Tinnevelly, and fair in all other districts. Crops generally good, but withering in parts of Cuddapah, Anantapur, and Chingleput, and suffering from want of water in Vizagapatam, North Arcot, Coimbatore, and Salem. Water-supply scarce in Ganjam,—insufficient in parts of Nellore, Bellary, Tinnevelly, and Salem. Prices rising in five northern districts and in seven others; falling in South Canara and Malabar, and stationary in the rest. Stock suffering very badly, chiefly from rinderpest, in Malabar and Tanjore and badly in Trichinopoly and Cuddapah. Cholera severe in Ganjam, 1,429 deaths during week. Labourers employed on last day of week—on Rushikulya works, 5,731; Gopalpore Canal, 5 180; five Ghat Roads, 1,461; average daily number on drinking-water tanks and wells, 10,351. General prospects favourable, except in Ganjam.

Bombay.—*For week ending 29th May.*—Rain in Guzerat and Southern Mahratta Country and in parts of Shikarpur, Hyderabad, Khandesh, Nasik, Thana, Ratnagiri, Ahmednagar, Sholapur, Satara, Kathiawar, and Baroda, relieving water scarcity in parts of Kathiawar. Harvesting of late crops continues in Hyderabad and Kaira; preparations for next season's crops progressing in most districts. Sowing commenced in Kaira, and progressing in Karachi, Belgaum, and Kanara. Fodder scarce in Khandesh and in parts of Karachi, Thana, Poona, Ahmednagar, Dharwar, and Baroda. Drinking-water failing in parts of Ahmednagar, and scarce in parts of Khandesh, Sholapur, and Dharwar.

Bengal.—*For week ending 28th May.*—Rainfall during the week has been general, and has improved the agricultural prospects generally; in some districts however the rain has been scanty and more is needed. Ploughing and sowing are now in progress and the standing crops are better. In Rungpur much of the newly sown early rice has been already injured by drought, and the prospects of this crop are also poor in Bogra, Dacca, and Faridpur. Some damage to the crops in low lands is apprehended, owing to the sudden rise of the Padma. High prices of rice and all other foodgrains continue in all districts.

North-Western Provinces and Oudh.—*For week ending 29th May.*—Some rain fell during week throughout the Provinces. Weather cloudy and cool. Indigo, sugarcane, and extra crops being irrigated. Markets well supplied. Prices generally steady. Condition of cattle good.

Punjab.—*For week ending 29th May.*—Rainfall good in most districts during the week. Prices stationary, except in Shahpur, where they are falling. Threshing operations still in progress. Ploughings for and sowings of *kharif* crops going on Prospects of *kharif* crops fair. Cotton and sugarcane crops promising. Outturn below average in Amritsar and above in Shahpur and Dera Ismail Khan. Crops are slightly damaged by recent rain in Sialkote and Mooltan. Stock cattle are reported healthy. Fodder sufficient throughout the Province.

Central Provinces.—*For week ending 29th May.*—Weather cloudy with slight rain. Land being prepared for autumn sowings. Rice sowing commenced in Bilaspur. Sugarcane thriving. Water-supply deficient in most districts. Fodder scarce in Nimar and Raipur.

Burma.—*For week ending 25th May.*—Heavy rain fell in all districts in Tenasserim division, except in Toungoo; in other districts in Lower Burma slight rain fell, and a little rain fell in every district in Upper Burma. In Upper Burma reaping of dry-weather crops still continues, and in some districts ploughing is in

progress, and in places transplanting has commenced. Cattle-disease is severe in Prome, Toungoo, and Bhamo, and is prevalent to some extent in several other districts, but in four districts it is abating. In Myadaung the price of paddy has risen 17 per cent., and has fallen 14 per cent. in Upper Chindwin and 12 per cent. in Pyinmana. The food-supply is sufficient, except in Mawteik in Myadaung district, where slight scarcity prevails.

Assam.—*For week ending 29th May.*—Weather seasonable. Rainfall general. Ploughing for late rice continues. Blister blight on tea reported from Sibsagar, and red spider from Cachar. Prospects of other crops generally good.

Mysore and Coorg.—*For week ending 29th May.*—No rain in Civil and Military Station of Bangalore, elsewhere slight. Crops good. Sowing operations in progress in parts. Prospects generally favourable. Rain wanted in parts of Kolar, Tumkur, and Shimoga districts. No material change in prices.

Slight rain in Coorg. Prospects favourable. Health good.

Berar and Hyderabad.—*For week ending 29th May.*—Slight rainfall during the week in Berar. Ploughing operations in active progress. Cattle in fair condition. Fodder insufficient. Prices rising in some districts.

Slight rain during week in Hyderabad. Some scarcity of fodder and water felt. Prices stationary.

Central India.—*For week ending 29th May.*—There has been rain throughout Central India during the week,—heaviest at Sirdarpur and Neemuch. Land is being prepared in Bhopawar Agency for *kharif* sowings. Probable outturn of harvest unchanged. Condition of agricultural stock generally fair. Prices of foodgrains are generally steady,—high in Bhopal Agency, and falling at Neemuch.

Rajputana.—*For week ending 29th May.*—Rainfall more or less throughout the Province. Agricultural operations commenced in some places. Condition of agricultural stock fair. Prices rising in Harowtee, Kishengurh, and Bhurtpore; steady elsewhere.

Nepal.—*For week ending 23rd May.*—Hailstorm with good rain. Hail damaged fruits of the season. Early rice and Indian corn progressing.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF THE PUNJAB.

PUBLIC WORKS DEPARTMENT.

STATEMENTS OF IRRIGATION OPERATIONS ON THE INUNDATION CANALS IN THE PUNJAB FOR THE KHARIF CROP OF 1888.

STATEMENT No. I.

IRRIGATION OPERATIONS OF THE KHARIF CROP OF 1888 ON INUNDATION CANALS.

Comparative Abstract of Irrigation and Rainfall in Canal Districts of the Punjab.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
District.	Area in acres.	Cultivated area in acres.	Area Irrigated.		Comparison with last Crop.		Rainfall in Kharif Months.													
							April.		May.		June.		July.		August.		September.		Total.	
			1888.	1887.	Increase.	Decrease.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.	1888.	1887.
Lahore	2,334,552	1,164,921	18,270	(1) 16,579	1,691	...	...	0·05	...	0·56	0·35	0·37	4·05	1·54	7·55	4·80	...	0·55	11·95	7·87
Montgomery	3,567,750	357,622	66,886	(2) 60,629	6,257	...	...	...	...	...	0·50	1·20	3·00	4·60	3·80	4·10	...	...	7·30	9·90
Montgomery (Lower Sohág and Pára Canal)	Given	above	28,707	18,008	10,699	...	...	...	...	...	...	Given	above	...	...	...	...	...	...	...
Mooltan	3,763,200	799,360	167,619	(3) 154,661	12,958	...	...	...	...	...	...	1·2	1·9	...	0·7	0·8	...	...	2·6	2·0
Mooltan (Sidhnai Canal)	Given	above	47,989	(4) 45,320	2,669	...	...	...	...	...	...	Given	above	...	...	...	...	...	...	...
Muzaffargarh	2,007,819	397,529	139,372	133,558	5,814	...	...	...	...	...	...	1·0	...	2·1	0·3	0·9	...	...	0·3	4·0
Dera Ghází Khan	2,801,280	1,008,000	148,820	(5) 134,140	14,680	...	...	0·5	0·1	...	0·3	2·9	0·1	...	4·9	1·1	...	...	5·4	4·5
Gujránwála	1,637,425	529,270	26,917	4,872	22,045	...	...	0·50	0·6	...	0·8	2·1	4·1	3·7	16·5	13·2	...	...	22·0	19·5
Shahpur	3,031,700	585,491	10,391	10,449	...	58	...	0·30	0·4	...	0·4	0·8	3·5	1·1	4·0	0·6	...	1·1	8·3	3·9
Total Inundation Canals	19,143,726	4,842,193	654,971	578,216	76,813	58	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(1), (2), (3), (4) and (5).—This is the correct acreage and differs from that shown in the return for kharif, 1887.

Area irrigated in 1887	578,216	acres.
Ditto 1888	654,971	,,
Net increase	76,755	,,

F. J. HOME, *Lieut.-Col.*, R.E.,
Offg. Joint-Secy. to Govt., Punjab, P. W. D.,
Irrigation Branch.

LAHORE, *6th May, 1889.*

STATEMENT No. II.

IRRIGATION OPERATIONS OF THE KHARIF CROP OF 1888 ON INUNDATION CANALS.

Statement in Acres of Crops irrigated in Canal Districts.

Description of Crops.	Lahore.	Montgomery.	Montgomery (Lower Sohág and Pára Canal).	Mooltan.	Mooltan (Sidhnai Canal).	Muzaffargarh.	Dera Ghází-Khan.	Gujránwála (Chenab Canal).	Shahpur.	Total.
Sugarcane	19	84	2	2,677	47	7,054	35	827	50	10,795
Rice	3,883	8,863	102	8,799	3,281	25,261	23,576	9,551	64	83,380
Cotton	2,470	15,808	5,290	33,673	13,772	24,003	31,986	2,987	4,985	134,974
Indigo	...	4	...	38,739	335	34,685	14,843	...	...	88,606
Others	11,898	42,127	23,313	83,731	30,554	48,369	78,380	13,552	5,292	337,216
Total 1888	18,270	66,886	28,707	167,619	47,989	139,372	148,820	26,917	10,391	654,971
Total 1887	(1) 16,579	(2) 60,629	18,008	(3) 154,661	(4) 45,320	133,558	(5) 134,140	4,872	10,449	578,216

(1), (2), (3), (4) and (5).—This is the correct acreage and differs from that shown in the return for khatif, 1887.

F. J. HOME, *Lieut.-Col.*, R.E.,
Offg. Joint-Secy. to Govt., Punjab, P. W. D.,
Irrigation Branch

LAHORE, *6th May, 1889.*

STATEMENT No. III.

IRRIGATION OPERATIONS OF THE KHARIF CROP OF 1888 ON INUNDATION CANALS.

Statement in Acres of Crops irrigated in Canal Divisions.

Description of Crops.	Upper Sutlej Canals.	Lower Sohág and Pára Canal.	Lower Sutlej and Chenab Canals.	Sidhnai Canal.	Muzaffargarh Canals.	Indus Canals.	Chenab Canal.	Shahpur Canals.	TOTAL.
Sugarcane	103	2	2,677	47	7,054	35	827	50	10,795
Rice	12,746	102	8,799	3,281	25,261	23,576	9,551	64	83,380
Cotton	18,278	5,290	33,673	13,772	24,003	31,986	2,987	4,985	134,974
Indigo	4	...	38,739	335	34,685	14,843	...	...	88,606
Others	54,025	23,313	83,731	30,554	48,369	78,380	13,552	5,292	337,216
TOTAL 1888 ...	85,156	28,707	167,619	47,989	139,372	148,820	26,917	10,391	654,971
TOTAL 1887 ...	(1) 77,208	18,008	(2) 154,661	(3) 45,320	133,558	(4) 134,140	4,872	10,449	578,216

(1), (2), (3) and (4).—This is the correct acreage and differs from that shown in the return for kharif, 1887.

F. J. HOME, *Lieut.-Col., R.E.,*
Offg. Joint-Secy. to Govt., Punjab, P. W. D.,
Irrigation Branch.

LAHORE, *6th May, 1889.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. V OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	RAILWAYS.	Total mean length open.	RECEIPTS FOR WEEK ENDING 5TH MAY, 1888. Total.	Per mile open.	Total mean length open.	RECEIPTS FOR WEEK ENDING 4TH MAY, 1889. Total.	Per mile open.	TOTAL RECEIPTS FROM 1ST APRIL TO 5TH MAY, 1888. Total.	Per mile open per week.	TOTAL RECEIPTS FROM 1ST APRIL TO 4TH MAY, 1889. Total.	Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
	State Lines worked by Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
18th May, 1889	East Indian	1,514	10,34,072	683	1,514	10,39,922	687	49,73,763	657	47,00,953	621	...	2,72,810
18th ditto	Patna-Gya	57	9,383	164	57	9,708	170	51,175	179	50,530	177	...	645
18th ditto	Dildárnagar-Gházipur	12	1,698	141	12	1,062	88	6,422	107	4,886	81	...	1,536
11th ditto	Rajputana-Malwa	1,664	3,96,896	238	1,664	4,54,000	273	20,00,662	240	23,14,714	286	3,14,052	...
18th ditto	Bengal-Nágpur (*a*)	186	42,031	226	293	57,954	198	2,21,811	238	2,77,776	195	55,965	...
11th ditto	Southern Mahratta (*b*)	850	77,842	392	857	89,657	105	4,35,580	103	4,26,931	100	...	8,649
11th ditto	Do. Mysore Section	140	10,455	75	219	13,483	62	50,863	73	61,920	57	11,057	...
11th ditto	Indian Midland	211	(*c*) 24,071	114	588	(*d*) 67,801	115	(*c*) 1,19,375	113	(*d*) 3,22,074	113	2,02,699	...
11th ditto	Villupuram-Dharmaveram (Nellore Branch)	83	4,452	54	83	4,010	48	19,724	48	19,882	49	158	...
14th ditto	Bareilly-Pilibhit	36	1,746	49	36	2,450	68	8,717	48	11,440	64	2,723	...
	TOTAL	4,753	16,02,646	337	5,323	17,49,047	327	78,88,092	332	81,91,106	317	3,03,014	...
	State Lines worked by Government.												
18th May, 1889	North-Western (*e*)	2,481	4,22,247	170	2,386	5,05,409	212	24,33,539	196	26,79,817	231	2,46,278	...
11th ditto	Oudh and Rohilkhand	693	1,68,898	244	692	1,74,039	253	8,73,255	253	8,54,342	247	...	18,913
11th ditto	Bengal Central	125	12,191	97	125	14,270	114	55,607	90	66,506	106	10,539	...
11th ditto	Wardha Coal	45	14,093	320	45	23,043	512	80,066	382	1,07,432	491	21,366	...
11th ditto	Eastern Bengal Railways	673	1,39,056	207	673	1,57,800	234	6,88,109	204	7,86,810	234	98,701	...
18th ditto	Nalháti	27	1,809	66	27	1,484	54	9,230	68	7,507	55	...	1,723
18th ditto	Tirhoot	259	43,230	167	273	38,250	140	1,96,979	152	1,83,004	135	...	13,075
11th ditto	Lucknow-Sitapur-Sihramau	105	5,557	53	105	8,143	78	26,324	50	32,936	63	6,612	...
11th ditto	Jorhát	31	929	30	31	1,090	36	4,088	26	5,260	34	1,172	...
4th ditto	Cherra-Companyganj	7	32	4	7	31	4	292	8	201	5	...	91
11th ditto	Burma	367	74,347	203	553	1,05,703	191	3,34,830	194	5,02,016	182	1,67,186	...
	TOTAL	4,813	8,82,995	183	4,917	10,30,162	209	47,08,379	197	52,26,431	219	5,18,052	...
	Lines worked by Guaranteed Companies.												
11th May, 1889	Madras	840	1,52,608	182	840	1,95,253	232	8,10,555	193	8,79,582	216	69,027	...
11th ditto	South Indian	654	1,12,691	172	654	1,15,644	177	5,32,313	163	5,46,701	172	14,388	...
11th ditto	Great Indian Peninsula	1,504	(*f*) 11,99,553	798	1,447	(*g*) 8,95,854	619	(*f*) 58,64,916	780	(*g*) 47,70,276	679	...	10,94,640
11th ditto	Bombay, Baroda and Central India (*h*)	461	3,31,384	719	461	3,51,000	761	16,73,534	726	16,74,286	748	752	...
	TOTAL	3,459	17,96,236	519	3,402	15,57,751	458	88,81,318	514	78,70,845	476	...	10,10,473
GRAND TOTAL (GUARANTEED AND STATE)		13,025	42,81,877	329	13,642	43,27,960	317	2,14,77,789	330	2,12,88,382	321	...	1,89,407
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	95,90,627	147	94,73,330	143	...	1,17,297
NET RECEIPTS		...	...	...	...	...	...	1,18,87,162	183	1,18,15,052	178	...	72,110
	Assisted Companies.												
18th May, 1889	Tárakeshwar	22	6,278	282	22	5,562	250	39,281	353	34,792	313	...	4,489
27th April, 1889	Dibru-Sadiya	...	...	...	...	()	...	(*j*) 33,729	108	(*k*) 37,976	122	4,247	...
18th May, 1889	Bengal and North-Western	376	64,033	173	376	66,520	177	2,75,749	147	2,85,017	156	9,268	...
11th ditto	Rohilkhand-Kumaun	67	8,605	128	67	7,219	108	42,948	128	40,067	120	...	2,881
	TOTAL	465	79,816	172	465	79,301	171	3,91,707	144	3,97,852	151	6,145	...
	Native States.												
11th May, 1889	His Highness the Nizam's (Guaranteed Company)	277	28,973	105	354	30,817	112	1,64,539	119	2,11,247	123	46,708	...
11th ditto	His Highness the Gaekwar's	59	3,747	64	59	2,340	40	20,717	70	15,590	55	...	5,127
11th ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	1,248	59	27	1,400	51	6,283	60	6,407	49	124	...
18th ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	29,267	152	260	37,250	143	1,46,189	151	1,92,347	152	46,158	...
11th ditto	Morvi	68	5,749	85	68	5,229	77	27,165	80	27,116	80	...	49
11th ditto	Jodhpore	124	8,658	70	124	6,300	51	38,533	62	37,714	63	...	819
	TOTAL	742	77,642	105	892	92,336	104	4,03,426	109	4,90,421	113	86,995	...

(*a*) Includes the Katni-Umaria Branch.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Sindia State Railway.
(*d*) Includes the Sindia and Bhopal-Itarsi State Railways.
(*e*) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(*f*) Includes the Dhond-Manmad, Khamgaon, Amraoti, and Bhopal-Itarsi State Railways.
(*g*) Includes the Dhond-Manmad, Khamgaon, and Amraoti Railways.
(*h*) Includes the Patri Branch.
(*i*) Return not received.
(*j*) Total receipts from 1st to 28th April, 1888.
(*k*) Total receipts from 1st to 27th April, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Officiating Deputy Secretary.

SIMLA *30th May, 1889.*

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SUPPLEMENT TO

The Gazette of India.

No. 23.] CALCUTTA, SATURDAY, JUNE 8, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Telegraph.

ADMINISTRATION REPORT OF THE INDO-EUROPEAN TELEGRAPH DEPARTMENT FOR THE YEAR 1887-88.

No. 142T., dated Simla, the 27th May, 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Letter from the Officiating Director-General of Telegraphs, No. 31E., dated the 8th April, 1889, and its enclosure, the Report for 1887-88.

OBSERVATIONS.—The Capital Account of the Indo-European Telegraph Department was increased by £3,783 during the year 1887-88. This raised the total Capital to £1,128,160.

2. The receipts for the last three years have been—

	£
1885-86	101,928
1886-87	100,380
1887-88	99,234

The first of these years was an exceptional one on account of the Afghan Boundary Commission. The falling off in the year under review is partly attributed to the reduced rates of the Berlin Convention having been in force for the

whole year, whereas they were only in force for 9 months in 1886-87, and partly to depression of trade.

3. The working expenses of the year were £83,530, and the net revenue was £15,704. In the previous year, the department worked at a profit of £13,827 and in 1884-85 at a profit of £30,502.

4. The working expenses of the last three years have been as follows:—

Year.	Repairs.		Cable Steamer.	Miscellaneous.	Establishment.	Tools and Plant.	Total.
	Ordinary.	Extraordinary.					
	R	R	R	R	R	R	R
1885-86 .	1,28.024	7,63,693	1,32,686	19,765	5,29,243	46,663	16,20,074
1886-87 .	1,75,888	778	1,09,944	14,487	5,30,488	33,944	8,65,529
1887-88 .	1,21,538	...	1,13,660	36,299	5,18,865	44,944	8,35,306

The expenditure of 1885-86 was abnormally large on account of renewal of cables. The decrease in 1887-88 as compared with the previous year would have been greater but for an exceptional item of £2,129 paid for presents made to His Imperial Majesty the Shah of Persia and to some of his Ministers on the occasion of the renewal of the Convention.

5. The traffic transmitted during the year was again smaller both in number of messages and of words than in the previous one. The average length of commercial messages remains practically unaltered, but is slightly greater than in previous years.

6. The new cables in the Persian Gulf which were laid in 1885 and 1886 are in excellent order, but the older India-rubber cables are in a very weak condition. The total interruptions on the route during the year were very slight on the Indo-European lines between Karachi and Teheran, being only some 18 hours in duration, but there were serious and prolonged interruptions on the lines of the Indo-European Company extending from Teheran to England which lasted more than 66 days in the aggregate.

7. The speed of transmission of the three routes between England and Calcutta has been—

	Viâ. Teheran.		*Viâ.* Turkey.		*Viâ.* Suez.	
	H.	M.	H.	M.	H.	M.
1887-88	1	11	16	11	2	42
1886-87	1	31	13	23	2	31

The errors in the transmission of messages were 0·23 per cent. of the words transmitted.

8. The Indo-European Telegraph Department was under the charge of Major-General Sir R. M. Smith, K.C.M.G., as Director-in-Chief, during the greater part of the year under review: he retired in February 1888, when the appointment of Director-in-Chief was abolished and the charge of the Department was made over to the Director General of the Telegraphs of India.

9. The report was not received by the Government of India until the 9th April 1889. This date is considerably later than that on which the report of the previous year was received, but the Government is aware that the transfer of the Indo-European Telegraph Department (which formerly had a Director-in-Chief and Assistants of its own) to the Indian Telegraph Department entailed a considerable increase in the ordinary current work and also necessitated a study of the working of a Department, with the details of which the Director-General was quite unacquainted, and the examination of past records, most of which were not available for some time after the transfer. In addition to these facts, further delay was caused by the absence of the Director-General of Telegraphs from

the 20th October 1888 to 21st February 1889, under the orders of the Government of India, on a tour of inspection of the Persian and Indo-European Department lines, an inspection which has, no doubt, rendered his report more useful than it would have been had it been prepared before he had obtained a personal knowledge of the general state of the communications and of the personnel employed. Whilst, therefore, noticing the fact of the late date at which this report has been submitted, the Government of India has no intention of imputing blame on this account to the Director-General.

ORDER.—Ordered, that a copy of this Resolution be forwarded to the Director General of Telegraphs for information and guidance.

Also that copies of the Report and Resolution be forwarded to the Department of Finance and Commerce and the Home Department for information.

Also to the Government of Bombay for information.

Ordered further, that the Report and the Resolution be forwarded to the Secretary of State for the information of Her Majesty's Government, and published in the *Gazette of India*.

R. C. B. PEMBERTON, *Colonel, R.E.*,
Secretary to the Government of India.

ADMINISTRATION REPORT

OF THE

INDO-EUROPEAN TELEGRAPH DEPARTMENT

FOR

1887-88.

CAPITAL.

The Capital of the Department was but slightly altered during 1887-88, the debits and credits were chiefly in adjustment of suspense items (stores advances, &c.,) and resulted in an increase of £3,783-3-7 to Capital account, which, on the 31st March 1888, stood at £1,128,159-11-9. (Appendix A)

REVENUE.

2. **B. Revenue Account.**—The Receipts in 1887-88 reached the satisfactory total of £99,234-7-5. The slight decrease of £1,147, compared with the previous year, is attributable partly to a partial falling off in traffic from depression of trade, and partly to the circumstance that the whole of the traffic during 1887-88 was carried at the reduced rates of the Berlin Convention, while in the previous year only nine months' traffic was so carried. In addition to the receipts brought to account the *Patrick Stewart* earned on account of work performed for other Departments £289-6-0.

3. The Expenditure for 1887-88, Appendix B, was £83,530-12-2, showing a decrease compared with the previous year of £3,022, thus arrived at—

	Increase.	Decrease.
	£	£
Repairs	...	5,513
Establishment	...	1,757
Tools and Plant	1,207	...
Presentation Stores	2,129	...
Cable Steamer	372	...
Chief Direction, London and Constantinople Offices	594	...
Advertizing and Agencies—(share of)	38	...
* Royalty for Brown-Allan relays	...	100
Stores	54	...
Stationery	...	46
	£4,394	—£7,416
NET DECREASE	£3,022	

The chief item of increase, £2,129, is a special charge. It represents the value of presents made to His Imperial Majesty the Shah of Persia and to some of his ministers on the renewal of the Convention, by which the British Government is allowed to maintain a telegraph line in his dominions.

4. The result of the working for 1887-88 was a balance to credit of £15,704, or £1,876 better than in the previous year, representing a profit of about $1\frac{1}{8}$%.

* The decrease of £100 Royalty for relays is only apparent, the regular payment is £200 a year, but three half-yearly bills were paid in the preceding year.

TOTAL INTERRUPTIONS—(APPENDIX C.)

5. The Indo-European route suffered very severely from total interruption in 1887-88, the aggregate during the year being $67\frac{1}{4}$ days, compared with $7\frac{1}{6}$ days in 1886-87 and $34\frac{1}{3}$ in 1885-86. Of the aggregate of $67\frac{1}{4}$ days, less than 1 day is chargeable against the Persian and Persian Gulf Sections of the Indian Government, the whole of the remainder having occurred on the section worked by the Indo-European Company. The Company had total interruptions of an ordinary kind, lasting a day or two, in May and December, and an extraordinary interruption which commenced at the end of January, and was not repaired by the end of the official year. The sub-marine wires leased by the Company, one in Reuter's Cable, and one in the German Union Company's Cable, were both broken and remained unrepaired during this almost unprecedented length of time, apparently from defective repairing clauses in the Company's leases.

6. This total interruption would have cost Government the loss of upwards of two months' receipts, had it not been for the Common Purse arrangement, under the terms of which there was a loss of £2,226 on Indian messages, and a "set-off" of £1,963* on trans-Indian messages, making the net loss £263 only.

7. The Turkish route had an opportunity of replacing to some extent the Indo-European Company's broken section, but its service remained entirely unequal to the task. The Turkish route was totally interrupted 59 days 3 hours 29 minutes in 1887-88, against an aggregate of 108 days 4 hours in the preceding year. For the interruptions *viâ* Turkey (excluding days of grace), the Department had to pay £32-12-3 to the Eastern Company, and £12-1-3 to the Indo-European Company, under the Common Purse arrangement.

PARTIAL INTERRUPTIONS NOT STOPPING TRAFFIC.

8. By a partial interruption is meant an interruption of one or more wires on a circuit which has still an available line or lines left for communication. The partial interruptions in the Persian Gulf amounted to 265 days on the cables and 15 days on the land line. The partial interruptions in Persia amounted to 342 hours, of which 106 hours were due to wilful damage.

TRAFFIC.

9. The Regulations and Tariffs of the Berlin Convention remained in force during 1887-88.

10. The paid telegrams and words carried by the Department were—

	1887-88.		1886-87.	
	Telegrams.	Words.	Telegrams.	Words.
Government	2,514	90,238	2,916	118,552
Commercial and Private	78,850	1,050,757	86,462	1,124,074
Press at reduced rates	1,079	52,572	1,355	121,566
	97	73,282		

There was thus a slight falling off in Government and Commercial telegrams, and a very slight increase in the number of words in cheap press telegrams.

11. The average length of Commercial telegrams was 13.326, or a trifle higher than for several years preceding, when it fluctuated between 12 and 13 words, indicating that the art of codification remained stationary in 1887-88.

* The interruption percentages being higher than the normal percentages for Far East traffic.

SPEED OF TRANSMISSION.

12. The average speed of transmission by each of the three routes from England to Calcutta during the year 1887-88, was—

	Viâ Teheran. H. M.	*Viâ* Turkey. H. M.	*Viâ* Suez. H. M.
	1 11	16 11	2 42
In 1886-87 it was	1 31	13 23	2 31

From England to Karachi the comparative average speed of transmission was as follows :—

	Viâ Teheran. H. M.	*Viâ* Turkey. H. M.
In 1886-87	1 05	10 45
In 1887-88	0 55	14 54

13. The average speed of homeward messages *viâ* Teheran was about the same as of outward. In the two months of August and October, the average was only 57 and 56 minutes, respectively, from Calcutta, and 50 and 40 minutes from Karachi. As these are the first instances of monthly averages under the hour since the establishment of telegraphic communication between England and India, the fact appears deserving of notice.

Appendix D shows the monthly mean rate of transmission by the two Sections between Karachi and Teheran. From Karachi to Teheran, 11 minutes 42 seconds, and from Teheran to Karachi 12 minutes 40 seconds. If the two exceptional months of bad working—in December and January—are excluded, the average during the remaining ten months is 9 minutes 7 seconds and 11 minutes 10 seconds, respectively.

Appendix E gives the rate of transmission from the United Kingdom *viâ* Teheran to Karachi, and compares favourably with that of the previous year.

Viâ Turkey.—The rate continues unsatisfactory, and there were numerous interruptions reported between Fao and Bagdad, and judging from the frequent receipt of messages by the Bashkali line, many stoppages were apparent on the Bagdad-Diarbekir Section.

CHECK OF ERRORS.

14. Fifty per cent. of the messages passing between Teheran and Karachi were examined for errors, and it was found that 99·770 per cent. of the total number of words were transmitted correctly, as against 99·614 in the previous year.

RECTIFYING MESSAGES AND PUBLIC COMPLAINTS.

15. There were fewer rectifying messages in 1887-88 than in the previous year, the decrease being evidence of an improvement in accuracy. The number of public complaints in proportion to volume or traffic was about the same. The figures are—

	1887-88.	1886-87.
Rectifying messages	1,464	1,709
Public complaints (through London Office) . .	64	65

TRANSFERRED TRAFFIC.

16. In consequence of the serious interruptions of the Indo-European route (Company's Section, spoken of under paragraph 5) the Indo-European Company transferred 2,960 messages to the Eastern Company in London in 1887-88. The number transferred from the Eastern to the Indo-European route was 4 only.

SPECIAL WIRES, ADVERTIZING AND AGENCIES.

17. There was a decrease in the traffic between India and Liverpool, and a slight fluctuation in that with Manchester, by the special wires of the Indo-European route. The figures are—

	Liverpool Messages.	Manchester. Messages.
To	2,218	3,853
From	1,520	2,044
Total, 1887-88	3,738	5,897
„ 1886-87	4,698	6,039
„ 1885-86	6,202	6,237

18. Notice was given to the Indo-European Telegraph Company that the departmental contribution towards the expense of the special wires, advertising, and agencies in England, would cease from 31st December 1887.

CREDIT SYSTEM IN ENGLAND.

19. Eleven firms in Great Britain were added to the credit list of the Indo-European Company in 1887-88, and it is to be noted that the Department shares with the Company, under certain defined conditions, the risk of bad debts on this account.

GENERAL TRAFFIC ARRANGEMENTS.

20. An arrangement made in 1886-87, under which, during partial interruptions on the Indo-European route, outward traffic gives way to homeward after 2-30 P.M., Greenwich time, appears to have worked satisfactorily during 1887-88.

COMMON PURSE.

21. The reduction of tariff in 1886-87 by about 13 per cent. sensibly affected the total receipts of the Common Purse, as shown in the report for that year and in the subjoined table. The effect of the reduction was also felt throughout 1887-88, but an improvement took place in Far East traffic, raising the total of the Purse from £545,553 in the first-named year to £551,431 in the latter year.

22. The following table exhibits the growth and fluctuation of the Common Purse from the time the Department joined it :—

Table A.

YEAR.	First year's actual net receipts and hypothetical increase of 5 per cent. per annum.	Actual net receipts of Common Purse.	Actual increase per cent. per annum on first year's working.	Average increase per cent. per annum.	Fluctuation of each year, compared with preceding year.
	£	£			
1878-79	427,180	427,180	...	...	...
1879-80	448,539	480,309	12·437	124·37	...
1880-81	470,966	523,616	10·713	11·25	9·02
1881-82	494,514	515,104	6·437	8·74	1·62
1882-83	519,240	545,043	6·281	7·70	5·81
1883-84	545,202	544,004	4·953	6·73	0·19
1884-85	572,462	556,444	4·504	6·55	2·29
1885-86	601,085	598,813	4·943	5·75	7·61
1886-87	631,139	545,553	3·104	5·13	8·89
1887-88	662,695	551,431	2·877	4·66	1·08

For further particulars see Appendix F.

23. The subjoined Table B subdivides and analyses the receipts shown in Table A.

Table B.

Common Purse—Analysis of Receipts.

(1)—INDIAN.

YEAR.	First year's actual net receipts and hypothetical increase of 5 per cent. per annum.	Actual net receipts of Common Purse.	Actual increase per cent. per annum on first year's working.	Average increase per cent. per annum	Fluctuation of each year compared with preceding year.
	£	£			
1878-79 . .	310 010	310,010	...	...	...
1879-80 . .	325,510	337,767	8·953	8·953	...
1880-81 . .	341,786	379 839	10 690	10·15	12·46
1881-82 . .	358,875	360,011	5·110	7·55	5·52
1882-83 . .	376,819	384,007	5·497	6 69	6·66
1883-84 . .	395,660	368,881	8·538	5·59	3·94
1884 85 . .	415 443	360,470	2 545	4·70	2·28
1885-86 . .	436,215	404,063	3·858	4·47	12·09
1886-87 . .	458,025	353,160	1·606	3 83	12·85
1887-88 . .	480,926	338,324	0·975	3·25	3·93

(2)—TRANS-INDIAN.

YEAR.	First year's actual net receipts and hypothetical increase of 5 per cent. per annum.	Actual net receipts of Common Purse.	Actual increase per cent. per annum on first year's working.	Average increase per cent. per annum.	Fluctuation of each year, compared with preceding year.
	£	£			
1878-79 . .	117,170	117,170	...	...	...
1879-80 . .	123,029	142,542	21·654	21·654	...
1880-81 . .	129,186	143,777	10·773	14·12	0·87
1881-82 . .	135,639	155,093	9 797	11·84	7·87
1882 83 . .	142,421	161,036	8·274	10·30	3 83
1883-84 . .	149,542	175 123	8·369	9·59	8·75
1884-85 . .	157,019	195,974	8·950	9·38	11·91
1885-86 . .	164,870	194,750	7 528	8·86	0·62
1886-87 . .	173,113	193,393	6·464	8·35	0·70
1887-88 . .	181,768	213,107	6 869	7·94	10·19

Division of Traffic.

THE STANDARD DIVISION OF RECEIPTS.

ON INDIAN TRAFFIC.		ON TRANS-INDIAN TRAFFIC.	
Being		Being	
Viâ Suez.	*Viâ* Indo-European route.	*Viâ* Suez.	*Viâ* Indo-European route.
60·39%	39·61%	80·53%	19·47%

The percentage of Traffic actually carried have been—

1878-79 . .	71 31%	28·69%	95·26%	4·74%
1879-80 . .	67·91%	32·09%	94·10%	4·90%
1880-81 . .	69·01%	30·99%	92·50%	7·50%
1881-82 . .	64 63%	35·37%	81·26%	18·74%
1882-83 . .	48·34%	51·66%	59·26%	40·74%
1883-84 . .	55·96%	44·04%	83·52%	16·48%
1884-85 . .	53·02%	46 98%	84·44%	15·56%
1885-86 . .	52·14%	47·86%	75·91%	25 09%
1886-87 . .	55·46%	44·54%	85·32%	14·68%
1887-88 . .	60·93%	39·07%	86·48%	13 52%

24. The following table exhibits the yearly amounts paid into and received from the Common Purse by the Department. The result of the 10 years' working is that the Department has paid in £756,757 and received £754,815. The approximation of these large aggregates is somewhat remarkable, and affords evidence of the care taken in negotiating the intricate terms of the Common Purse arrangement :—

YEAR.	Credited to Purse.	Drawn from Purse.
	£	£
1878-79 . . .	42,309	62,264
1879-80 . . .	52,488	68,877
1880-81 . . .	57,235	76,122
1881-82 . . .	67,108	74,528
1882-83 . . .	110,728	84,861
1883-84 . . .	[illegible]	[illegible]
1884-85 . . .	85,376	76,610
1885-86 . . .	107,317	85,824
1886-87 . . .	80,980	75,206
1887-88 . . .	71,808	73,976
	756,757	754,815

Sub-Division of Traffic.

25. Extracting from the Common Purse traffic the percentage carried by the Department, the following figures will show its sub-division between the Teheran and Turkish routes :—

1887-88.

Carried by Department.	SUB-DIVISION.	
Indians and Trans-Indians combined.	*Viâ* Teheran.	*Viâ* Turkey.
13·02%	12·52%	0·50%

In 1886-87 the figures were :—

14·84%	14·45%	0·39%

COMMON PURSE ACCOUNTS—Checking of—

26. The usual test check was applied to the traffic accounts of the Eastern Telegraph Company with the usual result; no error was detected.

27. The Indo-European Company's Common Purse accounts for the month of August were checked throughout. About 25 errors of detail were discovered :—

	Fcs.
Over-credited on Indian traffic	8·59½
Short-credit on Trans-Indian traffic	79·09

The under-credit will be paid into the Purse.

SETTLEMENTS.

28. The settlements with India were effected at the market values of the monthly franc balances; the average rate for the year being 169·18*d* per rupee. The exchange between francs and sterling was 25·21 per £ for the year.

29. The local collections of the Persian Section were adjusted at the rate 1 franc=26 Shahis, and credit to the Government of India at 255 krans=100 rupees.

30. The settlements with Turkey and the Companies were, as usual, at the rate of 25 francs=£1.

PERSIAN GULF TELEGRAPHS.

CABLES.

The lengths of the cables at the end of the last two years were—

	1887-88.	1886-87.
Gutta-percha cable	1228·651	1228·86
India-rubber cable	502·81	501·54
Viz.:—		
Gutta-percha—		
Fao to Bushire	152·04	152·04
Bushire to Jask	519·051	519·55
Jask to Gwadur	267·65	267·36
Gwadur to Manora	271·94	271·94
Manora to Karachi	17·97	17·97
TOTAL	1228·651	1228·86
India-rubber—		
Bushire to Jask	502·81	501·54
	1731·46	1730·40

In addition to the above there are two other cables laid in the Karachi Harbour,—one for the Defence-works, 10·006 knots long, and the other for the Port Department, length 4·15 knots.

ELECTRICAL CONDITION OF THE CABLES.—Appendix G.

The insulation of the Fao-Bushire cable remains low owing to the occurrence in November 1886 of a small fault of high resistance which does not interfere with the working of the circuit.

The low insulation of the Bushire-Jask new gutta-percha cable is also due to the presence of a small fault which does not affect the working.

In February 1888, a partial fault* (not affecting the working) developed in the Bushire-Jask india-rubber cable. Owing to its variable resistance, this fault was not localised until after the return of the ship to Karachi.

* Cut out in May.

FAULTS AND INTERRUPTIONS.—Appendix H.

During the pastyear, thirteen faults have been removed. Of these, two faults stood over for repair from the previous year. In addition to the above there were on 1st April four faults still remaining. Of these, one fault in the Gwadur-Manora Section and one in the Bushire-Jask india-rubber Section will be cut out on the first opportunity, leaving two faults, one in the Bushire-Jask new gutta-percha cable, and one in the Fao-Bushire Section, which have not yet been localised owing to their high resistance.

One circuit between Karachi and Bushire was available throughout the year, except for seven hours on 22nd February last, during the repair of the Bushire-Jask new gutta-percha cable. The second circuit was available except for 51 days 19 hours, whilst the india-rubber cable between Bushire and Jask was interrupted.

Statement B shows all faults, repairs and renewals to the cables, whereas Statement C shows only the total interruptions in this section affecting communication with Europe, *viz.*—

Viâ Persia	7 hours.
Viâ Turkey	*nil*

MAINTENANCE AND REPAIRS.

The Engineering establishment were absent from Karachi on repairing duty 162 days. Whilst carrying out the various repairs it was found that out of the 107 miles of cable disturbed—

60% had to be left on the ground owing to the india-rubber being too weak to bear lifting, and the gutta-pecha cable being buried;

25% has been stripped for the core;

14% was found good enough to be relaid after repairs;

and 1% consisting of short pieces has been sold.

EXPENDITURE OF CABLE AND CABLE IN STOCK.—Appendix I.

106·566 knots of cable have been expended during the past year in making thirteen repairs, giving 8·20 knots as the average per repair. This includes two large repairs or rather renewals of 17·30 and 16·40 knots in the Jask-Gwadur cable, and one renewal of 29·77 knots in the india-rubber cable.

The cable in the Manora tanks kept ready for repairs on 1st April 1888 amounted to 73·524 knots.

SUMMARY OF THE HISTORY OF THE CABLES DURING 1887-88.

Fao-Bushire Cable.

Since this Section was renewed in July 1886, no total interruption has occurred.

In November 1886, whilst removing a partial fault (due to manufacture), a second defect was found to exist in this Section. Its resistance has, however, remained so high that up to the present the fault has not been localised, but its presence does not in any way interfere with the working.

Bushire-Jask new gutta-percha cable.

Two partial earth faults have been cut out during the past year, and one partial fault, which occurred in December 1885, still remains in. Of the two faults cut out, only one occurred during the year under review, the other having developed in March of the previous official year.

During the past year this Section was only interrupted for 15 hours whilst repairing two faults.

During the repair of this Section on 22nd February last, owing to the india-rubber cable being interrupted on the same date, a total interruption to traffic occurred, lasting 7 hours.

Jask-Gwadur Cable.

Altogether 6 faults have been cut out of this Section, of which 5 occurred during the past and one during the previous official year. Of these faults, 4 were partial earths (which did not interfere with the working) and 2 were total breaks. One of the partial faults was due to manufacture, the remainder were all caused by the corrosion of guards and fish-bites.

This Section was interrupted for 167 days 14 hours, of which 120 days 4 hours were due to repairs being postponed till after the monsoon.

Gwadur-Manora Cable.

Two faults were cut out of this section, both total breaks, due to the corrosion of the guards. A third fault (partial earth, not affecting the working) occurred on 4th January, about 9½ miles from Manora. This fault has not yet been repaired, though an attempt was made in March last, which owing to the heavy swell had to be abandoned.

This Section was interrupted for 136 days 10 hours; of which 131 days 11 hours were due to the repairs being postponed until after the monsoon.

Bushire-Jask Old Gutta-percha Cable.

In November 1885, when this section was abandoned as a working circuit, its length was 507·67 knots—

Up to 31st March 1887 total amount recovered was	121·78	knots.
And the amount left on ground as unrecoverable was	18·89	„
Thus leaving at the beginning of 1887-88 to be recovered	367·00	„
During 1887-88 we have recovered	98·50	„
And left on ground as unrecoverable	39·00	„
Leaving at end of year to be recovered	229·50	„

Allowing, say, 30 per cent. as unrecoverable, we may, I think, expect to recover another 160 miles of cable.

Of the 98·50 knots recovered during the past year, 35 knots were good enough to be relaid after repair. Five knots were kept for sale and the remainder stripped for the core to be remade into cable.

Harbour Cables.

Since the renewals last year no faults have occurred in these cables.

A small fault of high resistance was cut out from the lead-covered wire laid last year for the Military Department between Batteries Nos. I and II. The fault looked as if it had been made.

Since the new cable for the Military Department was laid between Baba Island and Battery No. III, the site of No. III Battery has been changed, thus necessitating a corresponding alteration in cable.*

* Since done.

CABLE HOUSES AND LAND LINES.

All cable-houses and cable land-lines at the various stations are in good order.

The Bushire cable land-lines have been strengthened by the erection of a double line of posts, which have been bolted together as was previously done at Jask.

MECHANICAL CONDITION OF THE CABLES.

The Fao-Bushire Section (which was renewed in July 1886) and the Bushire-Jask new gutta-percha cable, which was laid in November 1885, are both in excellent mechanical condition.

The Bushire-Jask india-rubber cable (laid in 1869) is now 19 years old, and is in a very weak condition. During the past year a large renewal of nearly 30 miles, extending eastward from Big Tamb Island, was made in this section, thus cutting out some very bad cable.

The Jask-Gwadur Cable is in better condition than the india-rubber cable. Off Charbar, however, when making repairs in December 1887, the cable was found very weak, and a long renewal of over 16 miles was made. Nearer Gwadur (off Ras Jeyuni and Ras Ganz), a renewal of upwards of 17 miles was made, but this was due to the cable being buried in that locality. A further renewal of about 12 miles is proposed between this and Gwadur.

The Gwadur-Manora Section is in about the same condition as the Jask-Gwadur Cable. In October 1887, during two repairs, nearly 12 miles of cable were renewed, and another renewal of about 15 miles remains to be made near the same spot.

Although the *Patrick Stewart* made eight voyages during the past official year (same as in 1886-87), only 12 repairs were made as against 23 during the previous year. Whilst the number of faults were 15 and 26 respectively. This in a great measure accounts for the renewals being much less anticipated.

Owing, too, to the ship not having occasion to go beyond Jask as frequently as before, the amount of old gutta-percha cable recovered has been less.

In addition to the above statements, I add two others—(*a*) Statement F, shewing the total number of faults which have occurred in our cables up to date, and (*b*) Statement G, showing the amount of cable undisturbed up to date.

MEKRAN COAST LINES.

The corrected lengths of these lines at the close of the year under report were as follows:—

	Miles of line.	Miles of wire.
Karachi to Sonmeanee Branch	48·75	97·50
Sonmeannee Branch	2·00	2·00
Sonmeanee Branch or Ormara	165·75	331·50
Ormara to Pusnee Branch	88·90	177·00
Pusnee Branch	3·25	3·25
Pusnkee Branch to Gwadur	76·50	153·0
Gwadur to Charbar	116·00	232·0
Charbar to Jask	201·20	403·00
TOTAL	702 25	1399·25

MAINTENANCE AND REPAIRS TO LAND-LINE.

In the Gwadur Division 35·5 miles of wire were renewed during the year, the right wire was fitted with 1,094 fluid and 88 Schomberg insulators. At the Shadi Kaur River near Pusnee, new iron compound masts, each 60 feet long, were erected, and near Gwadur a short diversion of 2¼ miles was made.

In the Gwadur-Jask Division, an iron cylinder, 36 feet long, 4 feet 9 inches diameter (built up in sections), was sunk in the middle of the Rapch River. In this a post was erected and the span wires placed on it. Also a compound mast, 42 feet long, was erected on the west bank of the Sharhno in place of an old telescopic mast.

The right wire for 201½ miles has been thoroughly overhauled, 90 miles of new wire has been inserted; the whole of the original joints, numbering 4,007, have been cut out and replaced by 1,590 of the Brittania form.

The insulation of the left wire throughout to Jask with fluid insulators was completed this year, 96 miles being the length finished.

INTERRUPTIONS.

On the Mekran Coast line two interruptions affecting both wires occurred. One was on the 7th October and lasted 15 hours 15 minutes, caused through corrosion of the wires, and the other on the 11th February, when a post was blown over near the Dasht river; this lasted 20 hours 30 minutes. During these interruptions the Karachi-Gwadur Cable was working.

Partial interruptions, not affecting communication, were 18 in number, and aggregated 18 days 21 hours 57 minutes as noted below. They were, with two exceptions, caused through the wire breaking through corrosion; but much of this corroded wire has now been removed:—

	D.	H.	M.
Karachi to Ormara	0	16	0
Ormara to Gwadur	9	9	40
Gwadur to Charbar	3	7	15
Charbar to Jask	5	13	2
	18	21	2

CABLE FACTORY.

The following is a summary of the work done in the factory during the past year:—

	Knots.
Cable manufactured	49·32
Cable repaired and retaped	49·89
Cable stripped for the core	63·62
Short pieces of cable repaired and kept for sale	7·95
MAKING THE TOTAL PASSED THROUGH FACTORY	170·78

CABLE STEAMER "PATRICK STEWART."

This ship, although the property of the Telegraph Department, was on the list of the Indian Marine until the 31st May 1887.

She was placed entirely under the orders of the Director-in-Chief of the Indo-European Department on the 1st June 1887, but her officers were not relieved until some months later.

Captain Tindall and Mr. Townsend, her present Commander and First Officer, who arrived in India on the 17th October and 24th November 1887, respectively, were both appointed under covenant by the Secretary of State, and both were selected for their experience in cable ships.

The usual tabular statement shewing the work done by the steamer is forwarded in Appendix J. She made eight trips during the year and steamed about 10,500 miles.

The value of work done for other Departments by the steamer amounted to R2,892-14-2.

PERSIAN TELEGRAPHS.

LINE MAINTENANCE AND REPAIRS.

Of the 3 wires on the Persian line, that used by the Persian Administration is called No. 1, the one principally used for International traffic No. 2, and No. 3 was only used for Departmental messages up to April 1887, since which time it has carried International traffic for only 6 hours a day, consequently more attention has been paid to the maintenance of No. 2 than of No. 3 wire.

No. 2 wire was, during the autumn of 1887, re-insulated with Johnson and Philip's patent fluid insulators for 159½, out of 176, miles of line, near Teheran, which passes over a desert country, the soil of which is impregnated with saline matter. The damp exhalations arising from this saline desert in winter time cause very faulty insulation, where insulators of the original iron-hooded pattern are employed, and the re-insulation with the fluid insulators had a beneficial effect; when the traffic increases to such an extent as to require a second circuit to be kept open at night as well as by day, it will be necessary to re-insulate No. 3 wire as well.

On the rest of the line the work executed was of the ordinary nature of repairs, except that in the 4th Section the direction of the line was changed for a distance of 5 miles in order to avoid a small lake and considerable marsh, which had formed directly under the line rendering its inspection difficult.

WILFUL DAMAGE.

There were 48 acts of wilful damage committed during the past year, for which a sum of 3,841 krans was received in compensation from the Persian Government. The greater part of the above sum was paid by the local Governors of districts, and only a balance of 1,770 krans had to be referred to Her Britannic Majesty's Legation and recovered through its agency.

This wilful damage, which principally consists of using iron telegraph poles as a means of testing the "penetration" of a gun before purchase, caused an aggregate interruption of No. 1 wire for 120 hours 31 minutes. The table below shows a comparison of the interruptions caused by wilful damage during the last two years:—

	1 Wire.	2 Wires.	3 Wires.
1886-87	166·15	1·45	*Nil.*
1887-88	120·31	*Nil.*	*Nil.*
DECREASE	45·44	1·45	*Nil.*

INTERRUPTIONS.

The line stood well throughout the winter of 1887-88. A single case of interruption, however, did occur in the neighbourhood of Shiraz, and was due to an exceptionally heavy snowfall on the 15th January, which caused a cessation of communication for 8 hours and 58 minutes.

The above was the only total interruption that occurred during the past financial year.

Of all interruptions, total and partial, the following table shows an improvement on 1886-87:—

In	1 Wire.	2 Wires.	3 Wires.
1886-87	636·56	129·1	59·23
1887-88	342·32	50·32	8·55
DECREASE	294·24	78·29	50·28

Working parties caused interruptions thus—

In	1 Wire.	2 Wires.	3 Wires.
1886-87	21·4	·59	*Nil.*
1887-88	2·58	*Nil.*	*Nil.*
DECREASE	18·6	·59	*Nil.*

This decrease is due to the fact that the only alteration of the direction of the line undertaken during the past year was where it crossed open country, whereas the change made in 1886-87 was from one side to another of the Pulvar river at its passage through a long and difficult gorge.

Birds caused interruptions thus—

In	1 Wire.	2 Wires.	3 Wires.
1886-87	92·45	*Nil.*	*Nil.*
1887-88	5·15	*Nil.*	*Nil.*
DECREASE	87·30	*Nil.*	*Nil.*

It was in a great measure to avoid the contacts caused by birds that the direction of the line was changed near "Cyrus's tomb" as mentioned above. Since the change has been made no further trouble has been experienced in respect to such contacts.

Camels caused interruption, thus—

In	1 Wire.	2 Wires.	3 Wires.
1886-87	3·20	10·35	*Nil.*
1887-88	24·30	*Nil.*	*Nil.*
INCREASE	21·10	10·35	*Nil.*

The interruptions due to wilful damage have already been specified.

TRAFFIC.

Attached are returns—

I.—Showing the average accuracy.—Appendix I.

II.—Showing the average speed with which messages were transmittted.—Appendix J.

The improvement shown by both returns is remarkable; that as regards speed is mostly due to the use of the second circuit.

The total number of words transmitted over this section during the financial year 1887-88, were 1,184,799, or 196,082 less than the average for the previous three years—a decrease to be accounted for by the fact that the Indo-European Company's lines were interrupted during 63 days in 1887-88.

MESHED LINE.

The line from Teheran to Meshed which, although it forms part of the Persian system of telegraphs, has been maintained and partly worked by the British Government since the 14th December 1885.

This line was interrupted for 1,611 hours 15 minutes during the year, the greater number of interruptions being caused by camels, but one interruption of 213½ hours in August was purposely caused by the followers of Sirdar Ayub Khan when he made his escape from Teheran.

In addition to the expense incurred on account of this line by the British Government, the Persian Minister for Telegraphs gave 6,750 krans for new poles, besides a supply of wire and insulators.

In connection with this line there are now lines open from Meshed to the East as far as Sarakhs and to the West *vid* Kuchan to Bujnurd; and the Persians are also constructing one *vid* Kelat-i-Nadari to Deraghez.

PERSIAN AUTHORITIES.

Our relations with the Persian authorities and inhabitants everywhere are of a very friendly nature. An unfortunate event happened at Shiraz on the 20th of December 1887, but this was not so much a demonstration against the English as a desire on the part of the inhabitants to discredit the Governor who then misruled the province.

On the occasion here referred to, Mr. Smith and his wife, together with a Dutch merchant, agent for Messrs. Hotz and Company, accompanied by servants carrying lanterns, were returning from the telegraph quarters outside Shiraz to the gates of the town, when a volley was fired by some people on the reverse side of the wall that bounds the road; none of the shots took effect, but on Mr. Smith rushing forward to try and capture one of his assailants, his wife received a charge of slugs from a pistol held by a man standing only one pace from her, and the merchant was cut by a sword on the left hand. Four of the slugs fired from the pistol took effect, and Mrs. Smith was consequently for some time in a precarious state of health. The Governor and many of the principal inhabitants expressed the warmest sympathy, and a payment of 5,000 krans was made in compensation; but notwithstanding the efforts of the British Minister, the perpetrators of this outrage have never been brought to justice.

The new Governor H. R. H. the Itesham-ud-Dowleh, cousin of H. I. M. the Shah, who was appointed to the province of Fars on the 21st of March 1888, is determined to put a stop to many malpractices that had gained head under his predecessor. Wilful damage and other annoyances of a like nature may be expected to decrease under his firm rule.

His Excellency the Mukhber-ul-Dowleh, Minister of Telegraphs, by his tact and hearty co-operation, has enabled the species of dual control of the Meshed line to be worked without friction, and with advantage both to the Persian and British Governments. The services His Excellency has rendered to the Indo-European Government Telegraph Department are well known, and his desire to do the best in his power to facilitate the working of the Persian Section proves to be as great now as it ever has been.

ESTABLISHMENT.

Major-General Sir R. M. Smith, K.C.M.G, the last Director-in-Chief of the Indo-European Telegraph Department, having retired on the 15th February 1888, Her Majesty's Government decided that no successor should be appointed to him, but from that date placed the administration of the system under Sir A. J. Leppoc Cappel, the Director General of the Indian Telegraphs, in addition to his other duties. Throughout the year Mr. B. Ffinch, as Director, was in charge of the Persian Gulf Section, and Major H. Wells, R.E., officiated as Director of Telegraphs in Persia—a post which he has held since Major-General (then Colonel) Sir R. M. Smith proceeded on furlough in May 1885.

Sir A. J. Leppoc Cappel having taken furlough on the 9th March, or 23 days after assuming charge of the Indo-European Department, the charge of it has since been vested in me.

H. A. MALLOCK, *Colonel, Bengal Staff Corps,*
Officiating Director General of Telegraphs.

CALCUTTA,
16th March 1889.

APPENDIX A.

Summary of Expenditure on Capital Account to 31st March 1888.

	Charges. In India.	Charges. In England.	Charges. Total.	Credits. In India.	£ s. d.	£ s. d.
	R a. p.	R a. p.	R a. p.	R a. p.		
Capital Expenditure on 31st March 1887					...	1,124,376 8 2
Capital Expenditure from 1st April 1887 to 31st March 1888 :—						
Persian Gulf Section—						
Works	2,086 5 6	...	2,086 5 6	...		
,, (Expenditure of Public Works Department)	2,228 0 0	...	2,228 0 0	...		
Tools and Plant	82 14 0	...	82 14 0	...		
Loss by Exchange on English transactions	—56,372 0 3	...	—56,372 0 3	...		
SUSPENSE HEADS—						
Stores	2,07,051 9 7	94,500 9 4	3,01,552 2 11	2,11,317 15 8		
Advances	26,494 15 1	...	26,494 15 1	24,961 12 5		
Sales	697 2 8	...	697 2 8	697 2 8		
Balance debited Capital	..	...	...	39,792 9 2	3,979 5 2	
	1,82,268 14 7	94,500 9 4	2,76,769 7 11	2,76,769 7 11		
Persian Section—						
SUSPENSE HEADS—						
Advances	3,008 1 0	...	3,008 1 0	3,342 6 0		
Balance credited Capital	...	...	334 5 0	...	—33 8 7	
	3,008 1 0	...	3,342 6 0	3,342 6 0		3,945 16 7
						1,128,322 4 9
Deduct—						
Receipts in England— Sale of old cable-core returned to England						162 13 0
						£1,128,159 11 9

LONDON OFFICE,
The 24th August 1888.

A. BRASHER,
Director of Traffic.

APPENDIX B.

Revenue Account for the year ending 31st March 1888.

To Traffic Earnings, from 1st April 1887 to 31st March 1888—

	Persian Gulf Section.	Persian Section.	Total.	£ s. d.
	R a. p.	R a. p.	R a. p.	
Net Earnings on Indian, Trans-Indian and Local Traffic, including the profit on mean rates *viâ* Turkey	8,51,658 0 7	1,06,172 11 1	9,57,830 11 8	
£	85,165 16 1	10,617 5 5	95,783 1 6	
Common Purse :—	£ s. d.	£ s. d.	£ s. d.	
Debits	64,892 7 4	9,083 12 6	73,975 19 10	
Credits	62,990 13 8	8,817 8 7	71,808 2 3	
BALANCE DUE FROM COMMON PURSE	1,901 13 8	266 3 11	2,167 17 7	
NET TRAFFIC RECEIPTS	87,067 [illegible] 9	10,883 9 4	97,950 19 1	97,950 19 1

To Miscellaneous Receipts—

	Persian Gulf Section.	Persian Section.	Total.	£ s. d.
	R a. p.	R a. p.	R a. p.	
In India	4,232 14 5	6,189 2 9	10,422 1 2	
In England	.....	2,160 6 8	2,160 6 8	
TOTAL	4,232 14 5	8,349 9 5	12,582 7 10	1,258 5 0

To Profit and Loss—

	£ s. d.	£ s. d.
Balance of Unsettled Traffic Accounts for 1884-85, written off to Profit	37 19 3	
Deduct—Loss by Exchange on remittance from Constantinople of Ottoman balance for 1886-87	12 15 11	
		25 3 4
		£99,234 7 5

By **Expenditure** from 1st April 1887 to 31st March 1888—

	In India.	In England.	Total.	£ s. d.
	R a. p.	R a. p.	R a. p.	
Persian Gulf Section—				
Repairs	94,261 12 2	.....	94,261 12 2	
Establishment	2,75,276 12 7	12,655 8 8	2,87,932 5 3	
Tools and Plant	27,474 11 0	.....	27,474 11 0	
Cable Steamer	1,13,660 4 9	.....	1,13,660 4 9	
Share of Chief Direction	.....	32,125 5 2	32,125 5 2	
London and Constantinople Offices Share Advertising and Agency charges for 1886	.....	8,674 8 11	8,674 8 11	
Royalty for use of Brown-Allan Patent relay	.....	2,000 0 0	2,000 0 0	
	5,10,673 8 6	55,455 6 9	5,66,128 15 3	
Deduct—Value of stationery received without charge	686 13 6	.....	686 13 6	
TOTAL PERSIAN GULF SECTION	5,09,986 11 0	55,455 6 9	5,65,442 1 9	
Persian Section—				
Repairs	27,276 7 1	.....	27,276 7 1	
Establishment	1,78,175 6 7	5,133 2 8	1,83,308 9 3	
Tools and Plant	3,397 6 1	15,133 9 4	18,530 15 5	
Stores for presentation	.....	21,287 2 8	21,287 2 8	
Share of Chief Direction and London Office	.....	14,349 6 10	14,349 6 10	
Share of Advertising and Agency charges for 1886	.....	4,337 4 5	4,337 4 5	
Advances	.....	1,150 0 0	1,150 0 0	
	2,08,849 3 9	61,390 9 11	2,70,239 13 8	
Deduct—Value of Stationery received without charge	375 14 4	.....	375 14 4	
TOTAL PERSIAN SECTION	2,08,473 [illegible]5 5	61,390 9 11	2,69,863 15 4	
TOTAL INDO-EUROPEAN TELEGRAPH DEPARTMENT	7,18,460 0 5	1,16,846 0 8	8,35,306 1 1	83,530 12 2
By Balance				15,703 15 3
				£99,234 7 5

LONDON OFFICE,
The 24th August 1888.

A. BRASHER,
Director of Traffic.

APPENDIX C.

List of Total Interruptions to through-traffic on the Constantinople-Karachi Sections of the Turkish route during the year 1887-88.

Month.	Constantinople-Fao Section.			Fao-Karachi Section.			Deduct for simultaneous interruptions on two or more sections of Turkish route.			Turkish route totally interrupted.		
	D.	H.	M.	D.	H.	M.	D.	H.	M.	D.	H.	M.
April 1887	16	0	17							16	0	17
May "	3	13	58							3	13	58
June "	1	11	0							1	11	0
July "	4	15	11							4	15	11
August "	0	14	24							0	14	24
September "	1	6	06							1	6	06
October "	9	23	45	0	8	59	...	..	...	1	8	44
November "	2	15	53							2	15	53
December "	13	18	0							13	18	0
January 1888	4	1	37							4	1	37
February "	6	9	52							6	9	52
March "	3	8	27							3	8	27
TOTAL	58	18	30	0	8	59	...	...	...	59	3	29

Comparison with preceding two years.

	D.	H.	M.	D.	H.	M.	D.	H.	M.	D.	H.	M.
1885-86	10	11	58	117	15	30	3	8	22	128	3	28
1886-87	13	18	10	94	10	37	...	...	...	108	4	47

List of Total Interruptions to through-traffic on the Teheran route in 1887-88.

Month.	Indo-European Company's Section.			Indo-European Departmental Lines. In Persia.			Indo-European Departmental Lines. In Persian Gulf.			Deduct for simultaneous interruptions on two or more sections of Turkish route.			Indo-European route, as a whole *viâ* Teheran totally interrupted.			Remarks.
	D.	H.	M.	D.	H.	M.	D.	H.	M.	D.	H.	M.	D.	H.	M.	
April 1887	...	...	...										...		..	
May "	1	2	46										1	2	46	
June "	...	...	...										...	..	...	
July "	0	0	12										0	0	12	
August "	0	0	30										0	0	30	
September "	...	...	...										...	...	...	
October "	...	...	...	...	...	...	0	8	59	...	...	...	0	8	59	
November "	0	0	45										0	0	45	
December "	3	10	21										3	10	21	
January 1888	1	21	25	0	9	0	...	...	...	...	...	...	2	6	25	
February "	29	0	0										29	0	0	The German Union Cable (in which the Indo-European Company had one wire) broke down on 1st February and remained interrupted at the end of the year.
March "	31	0	0										31	0	0	
TOTAL	66	11	59	0	9	0	*0	8	59	...	...	...	67	5	58	

Comparison with preceding two years.

	D.	H.	M.	D.	H.	M.	D.	H.	M.	D.	H.	M.	D.	H.	M.
1885-86	8	5	30	15	17	18	*10	9	0	...	...	...	34	8	18
1886-87	4	17	11	2	11	23	...	...	...	...	...	...	7	4	34

* Included also in Fao-Karachi Section.

LONDON OFFICE,
The 24th August 1888.

A. BRASHER,
Director of Traffic.

APPENDIX D.

INDO-EUROPEAN TELEGRAPH DEPARTMENT, PERSIAN GULF SECTION.

Showing the average daily mean rate of transmission of Messages over the Persian Gulf and Persian Sections to and from Karachi and Teheran, during the year 1887-88.

Month.	Karachi to Teheran.		Teheran to Karac		Remarks.
	Mins.	Secs.	Mins.	Secs.	
April	9	21	8	53	
May	9	6	9	16	
June	9	19	12	7	
July	11	34	17*	10	* Gwadur-Jask Section interrupted, working through Land-line.
August	11	05	13*	11	
September	8	11	14*	03	
October	8	55	13*	14	
November	10	14	11	55	
December	21	40	25	35	Persian lines working badly through severe weather.
January	27	23	14	50	Working one Gulf Section, 8th to 27th, and Persian lines working badly.
February	7	35	6	25	
March	5	59	5	26	
Average Monthly Mean Rate of transmission per message during the year	11	42	12	40	

KARACHI,
[illegible] June 1888.

B. FFINCH,
Director, Persian Gulf Section.

A. HERBAGE,
Traffic Manager, Persian Gulf Telegraph.

APPENDIX E.

INDO-EUROPEAN TELEGRAPH DEPARTMENT, PERSIAN GULF SECTION.

Showing the maximum, minimum and mean rate of transmission from the United Kingdom to Karachi during the year 1887-88 compared with that of the previous year.

Month.	1887-88. United Kingdom to Karachi. Vid Teheran. Maximum.	Minimum.	Mean.	Vid Turkey. Maximum.	Minimum.	Mean.	Remarks. Teheran route.	Turkish route.	1886-87. United Kingdom to Karachi. Vid Teheran. Maximum.	Minimum.	Mean.	Vid Turkey. Maximum.	Minimum.	Mean.	Remarks. Teheran route.	Turkish route.
	H. M.	H. M.	H. M	H. M.	H. M.	H. M.			H. M.	H. M.	H. M.	H. M.	H. M.	H. M.		
April	2 25	0 6	0 36	11 15	3 33	6 43			6 56	0 5	0 40	10 0	2 45	5 59		Fao-Bushire cable interrupted 8th to 30th.
May	3 24	0 5	0 45	45 24	4 06	16 34		Frequent interruptions, Turkish line beyond Fao and Busreh.	2 57	0 5	0 41	...	...	...		Fao-Bushire cable interrupted 1st to 31st.
June	3 10	0 5	0 45	30 45	1 27	12 45		Ditto ditto.	5 47	0 7	0 57	23 26	4 47	13 11	One cable interrupted Persian Gulf, 5th to 16th.	Fao-Bushire cable interrupted 1st to 8th, 18th to 21st, 26th to 30th.
July	2 41	0 5	0 54	15 23	3 0	7 39	10th to 25th working one circuit Gulf Section.	Ditto ditto.	4 27	0 4	0 55	...	...	...	Pressure of traffic from partial interruption Malta-Gibraltar line, Suez route.	Fao-Bushire cable interrupted 1st to 27th.
August	3 09	0 4	0 50	17 03	2 32	10 01	Gwadur-Jask Section interrupted working through land-line.		4 25	0 5	1 05	16 28	3 6	7 24	5th to 31st one cable interrupted, Persian Gulf.	
September	3 10	0 9	0 55	28 57	3 01	12 06	Ditto ditto.	Ditto ditto.	3 20	0 3	0 59	23 19	3 49	8 53	One cable interrupted Persian Gulf 1st to 2nd, 7th to 10th.	
October	3 24	0 8	0 40	32 26	1 57	18 01		Frequent interruptions on the 2nd Division, Turkey in Asia.	4 02	0 9	0 50	17 40	4 40	10 27	Extra messages diverted from the Suez route.	
November	3 31	0 6	0 57	44 24	3 58	12 13	Pressure of traffic.	Frequent interruptions, Fao-Busreh and on the 2nd Division, Turkey in Asia.	3 17	0 8	0 50	67 51	3 44	14 54	One cable interrupted, Persian Gulf, 7th to 12th.	
December	7 31	0 7	1 19	51 03	7 35	22 17	Persian lines working badly and Interruptions Company's lines beyond Odessa and Emden.	Frequent interruptions, Fao-Busreh and Baghdad Sections.	19 05	0 6	2 09	28 54	6 10	12 46	One cable interrupted Persian Gulf 23rd to 31st, also interruptions Indo-Company lines in England. Messages sent London and Lowestoft by Railway.	
January	5 39	0 7	1 04	132 34	4 20	37 32	8th to 27th working one circuit Gulf Section. Interruptions Persian Section and Company's lines beyond Kertch.	Frequent interruptions, on the 2nd Division, Turkey in Asia.	10 14	0 12	1 55	62 45	4 14	15 26	Interruptions Persian Section and Company's line and one cable Persian Gulf, 24th to 31st.	Frequent interruptions Turkish line beyond Busreh throughout the year.
February	2a 49	0a 14	1a 29	68 09	4 26	20 43	Interruptions Company's lines beyond Emden from 3·55 p. 1st to end of month.	Ditto ditto.	4 55	0 09	1 06	44 05	3 30	9 18	One cable interrupted Persian Gulf, 1st to 28th.	
March	...	...	...	40 40	4 21	14 23	Company's line to England interrupted during the month,		7 36	0 06	1 01	19 53	3 06	9 14	One cable interrupted 1st to 24th, 25th to 29th and on Indo-Company's Odessa line.	
Monthly average during the year	4 43	0 06	0 55	43 10	3 41	15 54			6 25	0 06	1 05	31 26	3 59	10 45		
							Excluding the exceptional months of December and January		4 46	0 06	0 54	...	...	...		

(a) Messages of 31st January passing 1st February.

B. FFINCH,
Director, Persian Gulf Section.

A. HERBAGE,
Traffic Manager, Persian Gulf Telegraph.

KARACHI,
The 15th June 1888.

APPENDIX F.

COMMON PURSE.

TABLE A.—Division of Receipts.

Year.	Indian messages. Number of words.	Total net value. £ s. d	Proportions for Eastern Company. £ s. d.	Indo-European Company. £ s. d.	Indo-European Department. £ s. d.	Trans-Indian messages. Number of words.	Total net value. £ s. d.	Proportions for Eastern Company. £ s. d.	Indo-European Company. £ s. d.	Indo-European Department. £ s. d.	Total. Number of words.	Total net value. £ s. d.	Proportions for Eastern Company. £ s. d.	Indo-European Company. £ s. d.	Indo-Europea Department. £ s. d
1878-79	1,720,865	310,009 16 2	187,214 18 10	69,256 3 5	53,538 13 11	841,865	117,170 15 7	94,357 12 6	14,095 13 2	8,717 9 11	2,562,731	427,180 11 9	281,572 11 4	83,351 16 7	62,256 3 10
1879-80	1,916,511	337,767 6 8	204,191 16 10	75,339 7 7	58,236 2 3	1,030,660½	142,541 14 11	114,667 0 5	17,206 6 7	10,668 7 11	2,947,171½	480,309 1 7	318,858 17 3	92,545 14 2	68,904 10 2
1880-81	2 143,516	379,839 8 8	229,385 0 9	84,856 2 5	65,598 5 6	1,043,695½	143,776 13 1	115,783 6 10	17,296 6 4	10,696 19 11	3,187,211½	523,616 1 9	345,168 7 7	102,152 8 9	76,295 5 5
1881-82	2,012,597½	360,011 1 9	221,721 18 1	78,165 12 1	60,123 11 7	1,140,106	155,093 0 8	118,529 6 4	21,889 15 3	14,673 19 1	3,152,703½	515,104 2 5	340,251 4 5	100,055 7 4	74,797 10 8
1882-83	2,086,97½	384,007 5 9	227,080 3 4	88,797 13 1	68,129 9 4	1,196,822½	161,035 16 7	119,310 9 1	24,940 13 8	16,784 13 10	2,283,799	545,043 2 4	346,390 12 5	113,738 6 9	84,914 3 2
1883-84	2,056,841½	368,880 9 2	223,913 3 6	81,777 2 7	63,190 3 1	1,286,291½	175,123 6 7	140,324 19 11	21,404 12 10	13,393 13 10	3,343,139	544,003 15 9	364,238 3 5	103,181 15 5	76,583 16 11
1884-85	2,033,938	360,469 16 5	218,775 8 4	79,930 9 2	61,763 18 11	1,421,111	195,974 2 6	157,057 2 4	23,943 8 0	14,973 12 2	3,455,049	556,443 18 11	375,832 10 8	103,873 17 2	76,737 11 1
1885-86	2,328,875	404,063 1 4	244,016 9 2	90,360 11 7	69,686 0 7	1,442,842	194,749 16 11	152,939 16 4	25,483 15 1	16,326 5 6	3,771,717	598,812 18 3	396,956 5 6	115,844 6 8	86,012 6 1
1886-87	2,214,948¾	352,159 11 4	212,669 3 3	78,672 9 0	60,817 19 1	1,441,312	193,393 8 5	155,739 14 6	23,265 4 8	14,388 9 3	3,656,260¾	545,552 19 9	368,408 17 9	101,937 13 8	75,206 8 4
1887-88	2,207,439	338,324 5 6	209,265 10 8	72,856 18 10	56,201 16 0	1,616,877	213,106 12 4	167,833 18 2	27,453 16 10	17,818 17 4	3,824,316	551,430 17 10	377,099 8 10	100,310 15 8	74,020 13 4

TABLE B.—Division of Traffic as actually carried.

Year.	Indian messages. Total net value. £ s. d.	Proportions credited by Eastern Company. £ s. d.	Indo European Company. £ s. d.	Indo-European Department. £ d.	Trans-Indian messages. Total net value. £ s. d.	Proportions credited by Eastern Company. £ s. d.	Indo-European Company. £ s. d.	Indo-European Department. £ s. d.	Totals. Total net value. £ s. d.	Proportions credited by Eastern Company. £ s. d.	Indo-European Company. £ s. d.	Indo-European Department. £ s. d.
1878-79	310,009 16 2	221,062 0 7	48,921 2 0	40,026 13 7	117,170 15 7	111,616 0 7	3 316 9 4	2,238 5 8	427,180 11 9	332,678 1 2	52,237 11 4	42,264 19 3
1879-80	337,767 6 8	229,381 19 1	59.437 16 3	48,947 11 4	142,541 14 11	134,124 5 8	4,877 2 3	3,540 7 0	480,309 1 7	363,506 4 9	64,314 18 6	52,487 18 4
1880-81	379.839 8 8	262,115 19 4	64,967 10 10	52,755 18 6	143,776 13 1	132,990 5 3	6,307 8 7	4,478 19 3	523,616 1 9	395,106 4 7	71,274 19 5	57,234 17 9
1881-82	360,011 1 9	232,682 0 4	71,429 14 11	55.899 6 6	155.093 0 8	126,038 4 1	17,846· 9 11	11,208 6 8	515,104 2 5	358,720 4 5	89,276. 4 10	67,107 13 2
1882-83	384,007 5 9	185,637 10 3	113,201 11 7	85,168 3 11	161,035 16 7	95,426 5 8	40,049 13 6	25,559 17 5	545,043 2 4	281,063 15 11	153,251 5 1	110,728 1 4
1883-84	368,880 9 2	206,426 16 6	92,281 15 4	70,171 17 4	175,123 6 7	146.277 15 11	17,609 12 10	11,235 17 10	544,003 15 9	352,704 12 5	109,891 8 2	81,407 15 2
1884-85	360,469 16 5	191,129 15 6	95,655 5 6	73,684 15 5	195,974 2 6	165,473 1 3	18,809 7 5	11,691 13 10	556,443 18 11	356,602 16 9	114,464 12 11	85,376 9 3
1885-86	404,063 1 4	210,664 5 2	104,907 9 3	88,491 6 11	194,749 16 11	147,835 3 0	28,089 1 10	18,825 12 1	598,812 18 3	358,499 8 2	132,996 11 1	107,316 19 0
1886-87	352,159 11 4	195,305 5 6	87,058 6 11	69,795 18 11	193,393 8 5	164,991 6 11	17,217 18 3	11,184 3 3	545,552 19 9	360,296 12 5	104,276 5 2	80,980 2 2
1887-88	338,324 5 6	206,150 16 10	71,802 8 2	60,371 0 6	213,106 12 4	184,299 10 1	17,370 0 6	11,437 1 9	551,430 17 10	390,450 6 11	89,172 8 8	71,808 2 3

A. BRASHER,
Director of Traffic.

LONDON OFFICE,
The 24th August 1888.

APPENDIX G.

Statement showing Insulation of the Persian Gulf Cables during March 1888.

Sections.	Length in knots.	Insulation in Megohms per knot. Original.	March 1887.	March 1888.	Remarks.
Fao-Bushire	152·04	620	Faulty	Faulty	Fault developed in November 1886 and not yet localized owing to its high resistance.
Bushire-Jask new, Gutta-Percha	519·051	1,285	"	220	Low insulation due to fault which developed in December 1885 and not yet localized owing to its high resistance.
Ditto India-rubber	502·81	2,000	629	Faulty	Fault developed in February 1888, but not yet localized owing to its variable resistance.
Jask-Gwadur	267·65	40	Faulty	92	
Gwadur-Manora	271·94	275	88	Faulty	Fault developed in January 1888 Repair attempted in March 1888, but unsuccessful owing to heavy swell.
Harbour Cable, No. 1	5·99	24	2	2	
Ditto No. 2	5·99	4	1	1	
Ditto No. 3	5·99	75	1	1	
Harbour Defence, No. 4	10·006	...	...	4	

NOTE.—The working is not affected by the presence of any of the above faults.

B. FFINCH,
Director, Persian Gulf Section.

G. W. SEALY,
Acting Engineer and Electrician, Persian Gulf Section.

APPENDIX H.

Statement showing the Faults, Repairs, and Renewals on the Persian Gulf Cables during the Official year 1887-88.

Repair. No.	Repair. Date.	Fault. No.	Fault. Date.	Duration of Interruption, 1887-88. Days.	Hours	Total Duration of Interruption. Days.	Hours	Section.	Locality of Fault. Miles.	From	Cause of Fault.	Remarks.
1	April 6th, 1887	1	March 24th, 1887	...	...	...	8	Bushire-Jask Gutta-percha	303·25	Bushire	Manufacture. Hole in percha.	Partial earth } not affecting the working.
2	" 9th "	2	" 10th "	...	...	30	12	Jaska-Gwadur	70·80	Jask	Corrosion of guards	Ditto } not affecting the working.
3	May 23rd "	3	April 8th "	...	...	...	6	Ditto	125·58	"	Manufacture (experimental cables) overheating of percha.	Ditto } not affecting the working.
4	July 25 "	4	July 10th "	...	...	15	4	Bushire-Jask India-rubber	175·10	"	Corrosion of guards	Broken conductor.
5	October 5th "	5	June 13th "	...	...	131	11	Gwadur-Manora	probably 53·48 not received.	Gwadur	Probably do.	Total break. } These repairs were attempted in June, but owing to heavy swell [illegible]
6	" 12th "	6	" 12th "	...	...	120	4	Jask Gwadur	about 44·50 not recovered.	"	Ditto do.	Ditto } These repairs were attempted in June, but owing to heavy swell [illegible]
7	" 23rd "	7	October 18th "	...	...	4	23	Gwadur-Manora	43·00	"	Perishing of guards	Ditto.
8	December 15th "	8	December 3rd "	...	...	12	14	Jask-Gwadur	about 47·67 not recovered	Jask	Probably do.	Broken Conductor.
9	" 20th "	9—10	" 9th "	...	...	3	2	Ditto	about 161·0 and about 168·0 not recovered.	"	" fish bites	Two faults both partial, earth not affecting the working.
10	January 27th, 1888	11	January 7th 1888	...	...	20	9	Bushire-Jask India-rubber	about 108·30 not received.	Bushire	" corrosion of guards	Broken conductor.
11	February 22nd "	12	" 23rd "	...	...	...	7	Ditto Gutta-percha	186·33	"	Manufacture. Hole in percha.	Partial earth, not affecting the working. Until repair was in progress.
12	March 1st "	13	February 14th "	...	...	16	6	Ditto India-rubber	about 144·00 not recovered.	Jask	Probably corrosion of guards.	Broken conductor.
		14	January 4th "	...	...	...	...	Gwadur-Manora	.....	.....	.....	Partial earth } Not affecting the working.
		15	February 6th "	...	...	...	...	Bushire-Jask India-rubber	.....	.....	.....	Ditto } Not affecting the working.

B. FFINCH,
Director, Persian Gulf Section.

G. W. SEALY,
Acting Engineer and Electrician, Persian Gulf Section.

APPENDIX I.

Statement showing Expenditure of Cable during 1887-88 and Quantity remaining on hand on 31st March 1888.

Description.	Balance 31st March 1887.	Received since.			Total.		Balance in hand 31st March 1888.	Remarks.
		Manufactured at Manora.	Received from England.	Picked up at Sea, fit for relaying.	Receipts, 1887-88.	Expenditure, 1887-88.		
Gutta-percha—								
Main Cable, 1st class	16·846	.....	.....	41·680	58·526	46·686	11·840	
Shore end	1·829	.....	.....	3·000	4·829	.....	4·829	
Thin Cable, thin core	9·410	.....	.....	1·490	10·900	2·300	8·600	
Ditto thick, 2nd class core . . .	0·562	1·000	.....	.....	1·562	.....	1·562*	* For Harbour Cables.
Ditto thick, 1st ditto	49·250	48·320	.....	.....	97·570	57·370	40·200	
India-rubber—								
Main Cable	1·055	.....	.....	2·288	3·343	.....	3·343	
Shore end	1·930	.....	.....	1·430	3·360	0·210	3·150	

G. W. SEALY,
Acting Engineer and Electrician, Persian Gulf Section.

B. FFINCH,
Director, Persian Gulf Section.

APPENDIX I.

Statement of work done by the Telegraph Cable Steamer "Patrick Stewart" during the year 1887-88.

Date. From	Date. To	Particulars.
1887. April 1 .	1887. April 12 .	Employed picking up old cable off Bushire, repaired fault in new gutta-percha south of Furar Island, and another in Gwadur-Jask Section and returned to Karachi, calling at Jask, Gwadur, and Ormara.
" 13 .	May 5 .	At moorings in Karachi harbour discharging cable, coaling, preparing ship for sea, receiving stores, &c.
May 5 .	" 15 .	Left Karachi for Persian Gulf with Director-in-Chief. Director, reliefs and stores for stations, picked up old gutta-percha and arrived at Fao.
" 16 .	" 27 .	Left Fao, picked up old gutta-percha cable, repaired fault in Gwadur-Jask Section, and returned to Karachi, calling at Charbar, Gwadur, and Ormara.
" 28 .	June 15 .	At moorings in Karachi harbour.
June 16 .	" 26 .	Left Karachi to repair two faults in the cable in Karachi-Gwadur and Gwadur-Jask Sections, but owing to heavy south-west monsoon-sea, the faults after several attempts could not be repaired, returned to Karachi.
" 27 .	July 14 .	At moorings in Karachi harbour.
July 15 .	" 31 .	Left Karachi for Persian Gulf with stores and passengers, called at Charbar and Jask, repaired a fault in the India-rubber cable, Bushire-Jask Section, about 176½ miles from Jask, and returned to Karachi, calling at Jask-Gwadur and Ormara.
Aug. 1 .	Aug. 14 .	At moorings in Karachi harbour.
" 15 .	" 18 .	Left for Bombay, arriving there on the 18th.
" 19 .	Sept. 4 .	Hauled into dock, undergoing repairs to engines, cleaning vessel's bottom, &c.
Sept. 5 .	" 15 .	Hauled out of dock and laying at moorings in Bombay harbour, completing repairs, &c., which proved satisfactory.
" 16 .	" 19 .	Left for Karachi with a steam-launch for the Karachi harbour defences in tow, arriving 19th
" 20 .	Oct. 1 .	At moorings in Karachi harbour.
Oct. 2 .	" 25 .	Left Karachi, repaired the two faults which were left off unrepaired in Karachi-Gwadur and Gwadur-Jask Sections; also picked up some old cable about 13 miles from Jask, and returned to Jask 18th; received intimation of another fault in Karachi-Gwadur Section, after repairing it returned to Karachi.
" 26 .	Dec. 7 .	At moorings in Karachi harbour.
Dec. 8 .	" 24 .	Left Karachi for cable work, called at Ormara-Gwadur and Gwether, to land line stores, and Charbar, repaired two faults in gutta-percha cable, Gwadur Jask Section, and returned to Karachi, calling at Gwadur and Ormara.
" 25 .	1888. Jan. 9 .	At moorings in Karachi harbour.
1888. Jan. 10 .	Mar. 7 .	Left for Gulf, with Director on board, on annual inspection of stations with reliefs and stores, repaired two faults in India rubber cable and one in gutta-percha, picked up some old cable and returned to Karachi.
Mar. 8 .	" 21 .	At moorings in Karachi harbour.
" 22 .	" 26 .	Left Karachi to repair a fault in the Karachi-Gwadur Section off Manora, about 9 miles, but unable to carry out the repairs owing to the heavy sea and swell; returned to Karachi.
" 27 .	" 31 .	At moorings in Karachi harbour.

B. FFINCH,
Director, Persian Gulf Section.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Memorandum on the Snowfall in the Mountain Districts bordering Northern India, and on the Abnormal Features of the Weather in India during the preceding months.

The following preliminary note and forecast will be followed in the early part of June by a final forecast drawn up by the Meteorological Reporter, based on the information of snowfall on the Himalayas during the months of April and May and the meteorological observations for the month of May.

The premises hitherto accepted are that the strength and extent of the south-west monsoon current in India appear to depend mainly on three factors:

1st.—The amount of snowfall and the period of its occurrence in the northern mountain districts of India.

2nd.—The local peculiarities of the weather in India itself immediately antecedent to the rains, and mainly impressed upon it during the preceding hot weather. These are chiefly measured by the local variations of pressure from the mean.

3rd—Local peculiarities in the Bay of Bengal and Arabian Sea, over which the monsoon current passes before it reaches India.

The first factor appears to be mainly influential in determining the north-ward limits of the monsoon rains, heavy and prolonged snowfall in the Himalayas either delaying or preventing the extension of the monsoon current over Upper India during the rainy season.

The second factor appears to determine those large local district and pro-vincial variations of rainfall during the monsoon which are evidently due to local conditions and peculiarities, and not to general causes, such as snowfall over the whole Himalayan region, or as variations in the number of sunspots.

The third and last factor is of equal importance with the preceding, but it is that on which information is least in amount and is longest in being received.

In the present note it is only possible to state the snowfall conditions in the mountain districts of Northern India and the abnormal features (chiefly of pressure) in India itself.

Summary of Snowfall information.—Over the Afghan Highlands the snowfall seems to have been on the whole decidedly less than the normal. The snowfall on the Spinghar was about the same as that of last year, but it was followed by heavy rain, which melted much of it and it is probable there was very little snow on these ranges by the end of February. There appears to have been little or no snow in March. There was also a marked absence of cold winds, which may probably be accepted as an indication of deficiency of snow.

On the hills to the north of the Punjab there is a good deal of difference in the amount of snow received in different districts. In Ladak and Kashmir there has been extremely little snow. In Lahoul, Plach, and Kulu, on the contrary, there was an abnormally early and abnormally heavy snowfall: the snow is deeper and will probably lie longer than it has for several years past. At Naini Tal and Mussoorie, on the contrary, there was apparently no snow of importance.

In the Eastern Himalayas the snowfall has been normal or less than normal. There is, however, some evidence that the early snow which characterised the winter in Lahoul, Kulu, and Plach extended into the Eastern Himalayas also, as the Deputy Commissioner, Darrang, says the Bhutias explained their late appear-ance by referring to the quantity of snow in the passes.

I.—AFGHAN HIGHLANDS.

(*a*) HILLS WEST OF DERA ISMAIL KHAN.

The Deputy Commissioner, Dera Ismail Khan, furnishes the following report on the snowfall on the ranges west of the Indus in the season 1888-89:

The season was marked by the absence of cold winds, and was dry till the rainfall of February and March. There was no snow observable till the

end of November, when slight snow was seen on the peaks of the Takht-i-Suleman hills. The snow gradually increased and extended, but towards the middle of February it slowly disappeared.

(*b*) HILLS WEST OF KOHAT.

The Officer in charge of the Thull Outpost forwards the following information through the Deputy Commissioner of Kohat:

December 1888.—Snow to the depth of about 2 feet fell on the Spinghar, Piwar, Shalozan, and Kirman, and to the depth of about 6 inches on the Terah on the 21st.

January 1889.—There was a good snowfall on the Spinghar between January 28th and February 1st. After this fall heavy rains occurred which washed the snow away from the lower hills and the maidans, only the Sufed Koh and higher ranges remaining white.

February 1889.—There was a good snowfall from the 18th to the 23rd, and again on the 25th of February. The following was the approximate depth of snow which fell:

Sufed Koh (Spinghar)	12 to 13 inches.
Dandaghar	2 to 3 ,,
Zawa	4 to 5 ,,
Sumana	1 to 1½ ,,
Terah	4 to 4½ ,,

The Deputy Commissioner, Kohat, is of opinion that any snow of less than 7 inches depth soon melts away at this season, so that there can have been but little snow on these ranges by the end of February.

(*c*) HILLS WEST OF PESHAWAR.

The Assistant Commissioner, Mardan, through the Deputy Commissioner, Peshawar, forwards the following information:

January 1889.—Snow fell to a depth of from 1 to 2 feet on the hills bordering the Sadhum Valley during January 1889.

February.—About 2 feet of snow fell on the Bahman hills in February. None fell in March.

The Political Officer, Khyber Pass, reports that—

January.—Snow fell on three occasions in Rajgal and the maidan of Terah, the total depth being 3 feet, and on two occasions on the Lakka hill to a depth of 2 feet.

February.—Heavy rains fell during February in the Terah hills, followed by snow. Depth of snow 2 feet or a little more.

The snowfall in the Khyber and Lakka and Tartara hills was between one and two feet.

II.—THE HIMALAYAS.

I.—THE PUNJAB AND KASHMIR HIMALAYAS.

(*a*) *Leh.*—The Reverend F. Redslob reports that there has been extremely little snow during the winter. There has not been so little snow since the winter of 1885. On the Kashmir highlands also there is very little snow.

(*b*) *Lahoul.*—The Reverend A. W. Heyde reports that heavy rain and snow fell in the autumn of 1888, and that the passes were closed most unusually early; but, with this exception, "the present winter, which is now nearing its end, has on the whole been a normal one."

(*c*) *Murree.*—The following gives the monthly snowfall at Murree and on the hills adjacent to Kahuta:

	Murree. Ft. in.	Kahuta. Ft. in.
January 1889	4 9	2 6
February	2 6	1 9
March	*Nil*	*Nil*
April	*Nil*	*Nil*

(*d*) *Kangra and Kulu.*—The Assistant Commissioner, Kulu, reports an extraordinary fall of snow in the autumn months, as was the case in Lahoul.

There was also an exceptionally heavy fall of snow between January 30th and February 2nd.

The following are the reported depths of snow at the end of each month on the chief passes in the Kulu and Plach districts:

Kulu District.

Name of Pass.	Height.	Depth of snow at end of		
		January.	February.	March.
	Feet.	Feet.	Feet.	Feet.
Rotang	13,000	13½	18	17
Hamta	14,500	11	14	16
Chandar Khani	...	13	14	10
Barsai	...	7	11	6
Pushtari	...	6	7	3
Bubu	10,000	9	11	6
Lori Achri	...	9	10	5
Majang	...	6	5	2
Baragarh	...	8	8	3

Plach District.

Name of Pass.	Height.	Depth of snow at end of		
		January.	February.	March.
	Feet.	Feet.	Feet.	Feet.
Jalori	10,500	8	16	4
Raghopur	...	8	16	5
Namu	...	4	11	4
Chul	...	10	22	6
Srikand	15,000	30	55	56
Basleo	11,000	8	17	6
Palhach	...	5	10	10
Maghian	...	7	16	6
Dundku	...	8	16	6
Gargarasan	17,000	9	18	12
Suphakun	...	4	12	8
Tirath	...	10	20	13
Himri	...	4	13	4
Sigran	...	...	12	4

The Assistant Commissioner is of opinion that last year's figures were exaggerated, as the snowfall of the past winter was very much heavier than that of the winter before. Snowfall is said to be heavier and later than has been known for many years. It may be taken that the snow is deeper on the high ranges and will probably lie longer this year than it has for several years past. All over Kulu, Plach, and Lahoul there had been an unusually large quantity of snow during the winter.

II.—NORTH-WESTERN PROVINCES HIMALAYAS.

Neither at Naini Tal nor at Mussoorie does there appear to have been any snow of importance.

III.—ASSAM HIMALAYAS.

(*a*) The Deputy Commissioner, Kamrup District, writes that from enquiries made during his (the Deputy Commissioner's) visit to Dewangiri he is of opinion that the fall of rain and of snow was much less during the past year than during preceding years.

(*b*) The Deputy Commissioner, Darrang, writes: "On making enquiries during the winter from the different hill tribes, &c., ... it appears that the snowfall was less this year than last."

On the Koriapara side "the snowfall in the hills appears this year to have been normal."

"The Bhutias explained that their late arrival is due to the extra quantity of snow that had fallen in December and January, but it is doubtful to what extent their statements are trustworthy. They were in want of an explanation for their late arrival, and gave this as their reason for the same."

Abnormal features of pressure in India during the past four months.—In January the pressure variations were small, comprising a slight excess over the Punjab and the Peninsula and a deficiency elsewhere. In February they were even smaller than in January, hardly exceeding 0·02″ in any part of India. They were in addition very irregularly distributed. In March the pressure variations assumed a more distinct distribution, though they remained generally small They showed that a deficiency of pressure existed over Burma and the greater part of Bengal, and an excess over Behar, the North-Western Provinces, and the Punjab. In the south of the Peninsula, both on the west and east sides, there was also a slight deficiency, while the Deccan, the whole of the Central parts of the country, Sind, and Rajputana participated in the excess noticed over Upper India. The greatest excess was in Central India. In April approximately the same distribution of the abnormals obtained. There was again a slight deficiency over Burma, Bengal, and the south of the Peninsula, and an excess over the Central parts of the country and in Upper India. In Sind, however, a change had occurred, and the excess of the preceding month had been replaced by a deficiency. The barometric anomalies for the first half of May show two important changes. In Burma pressure has become excessive, while in the North-Western Provinces the excess, which has been maintained since the commencement of the year, has given way and been replaced by a considerable deficiency. At the same time the deficiency, which has prevailed over Bengal all the year, has intensified considerably. An excess of pressure is reported from the Punjab, Sind, Rajputana, the whole of the Central parts of the country, and the north and east of the Peninsula. In the southwest from Goa southward to Madura and Colombo there is a slight deficiency.

Summarising this information, it appears that there has been an excess of snow over a limited area of the mountain range to the north of the Punjab and an excess of pressure over the Punjab, Rajputana, the Central parts of the country, and the north of the Peninsula; deficient or not more than normal snowfall over the mountain ranges to the west of the Indus, as well as over the whole of the Himalaya range from the North-Western Provinces eastward to Assam; and a deficiency of pressure in Assam, Bengal, a portion of the North-Western Provinces, and in the south of the Peninsula.

Premising that a heavy snowfall and high average pressure are not conducive to the proper extension of the monsoon current, it would appear that in the Punjab and Rajputana there is a probability of the rainfall being scanty; that over the Central parts of the country and the north of the Peninsula the monsoon rainfall will be normal or slightly below the normal, with a tendency to scantiness in Central India, Khandeish, and the Bombay Deccan.

Premising that a slight snowfall and low average pressure are conducive to rainfall, it would appear that the monsoon rainfall will be heavy in Assam, Bengal, the greater part of the North-Western Provinces—more particularly along the foot of the hills—and the south-west of the Peninsula.

So far as the land observations are concerned, there is very little that would lead to the supposition that the "bursting" of the monsoon would be delayed on either side of India; but for some days antecedent to the present date pressure has apparently been abnormally high over the Bay, and this may be an indication of a delay in the establishment of the monsoon current over Bengal. The high pressures which now obtain in Burma would seem to indicate that there will be a strong set of the monsoon towards Orissa and the north-east angle of the Bay.

Briefly, the indications are in favour of—

A good monsoon rainfall over North-Eastern India, including Upper Burma, Assam, Bengal, and the greater part of the North-Western Provinces, and also over the south-west and west of the Peninsula.

A normal or slightly deficient (more particularly in Central India, Khandeish, and the Bombay Deccan) monsoon rainfall over the Central parts of the country and the north of the Peninsula.

A deficient rainfall in the Punjab and parts of Rajputana.

W. L. DALLAS,

Assistant Meteorological Reporter to the Government of India.

SIMLA, *20th May, 1889.*

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending 8 a.m. on Monday, June 3rd, 1889.

The weather has been less unsettled than it was last week, and conditions have been generally more normal. The distribution of pressure has on the whole been such as is characteristic of the period preceding the appearance of the monsoon current; and the relative coolness which was so remarkable last week has disappeared and been succeeded by a period of somewhat excessive heat. At the close of the week a remarkable storm appeared on the West Coast and ushered in the monsoon to that region with considerable violence. Previous to the appearance of this storm incursions of monsoon winds had occurred over Southern India; but the current had on each occasion retreated again to the southward, and what is popularly described as the "burst" of the monsoon on the West Coast followed in the wake of the above mentioned storm.

The Chart of the 28th showed that the barometer was falling everywhere—briskly in Sind. Pressure was highest on the West Coast, with relatively low readings over Sind on the one hand and the Central and North-Western Provinces on the other, with an intervening shoulder of relatively high pressure over Rajputana and Central India. On the following day there was comparatively little alteration in the general distribution of pressure, though both low pressure areas had to a limited extent filled up, and readings were more uniform. On the South-West Coast there was a considerable deficiency of pressure when compared with the normal. On the 30th another general barometric fall was reported. The change was greatest in the Northern and Central parts of the country, and there was hence an increase in the steepness of the barometric gradients. The area of relatively low pressure off the South-West Coast was even more marked than on the previous day. The depression was apparently travelling north-westward up the Coast. On the 31st the barometer had risen on the West Coast, while it had fallen elsewhere—briskly in the north—and the general distribution approximated fairly closely to the normal. The relative depression of the South-West Coast was less defined than on the two preceding days. On the 1st, while the general conditions were such as are normally experienced at this season, the observations around the Bay and from the Malabar Coast gave indications of unsettled conditions in both those regions. On the following day, the 2nd, the observations showed that a feeble depression had developed over the Bay, off the Madras Coast, and that a more important depression was approaching the Bombay Coast from the Arabian Sea. On the 3rd the Madras disturbance was no longer observable as a distinct depression; but the storm on the West Coast had become more defined and was causing a rapid fall of the barometer at Bombay and Ratnagiri.

Winds.—On the 27th an exceptionally strong northerly component was shown in the winds over Rajputana, the Central parts of the country, Khandeish, and the North Konkan; but as pressure fell in the north and increased in the south of India, the winds over the greater part of the country assumed the normal directions, blowing from the westward over the Central districts, from south over the Bay and Lower Bengal, from east in Assam and North Bengal, and from north-west down the Gangetic plain. On the West Coast the wind was steadily from the south-eastward or eastward—a direction due to the indraught towards the depression off that Coast.

Temperature.—As noticed above, the past week has been one of generally excessive temperature. The increase of heat which was in progress almost everywhere at the close of the preceding week was maintained and the mean average temperature of the different Provinces continued to increase as the week advanced. The maximum temperature of the week was 123·5°, recorded at Jacobabad on June 1st. The following table shows the excess or defect of the

mean average temperature of the different Provinces and the change which has taken place since the preceding week:

Provinces.	Difference of mean temperature of week from normal.	Rise or fall since preceding week.
Burma	+ 3·6°	+ 1·8
Bengal	+ 3·3°	+ 5·5
North-Western Provinces	+ 2·8°	+ 9·1
Punjab	+ 2·0°	+ 6·4
Bombay	+ 2·0°	+ 1·5
Central Provinces and Berar	+ 4·0°	+ 8·3
Guzerat, Central India	+ 5·0°	+ 9·5
Sind and Rajputana	+ 3·7°	+ 6·5
Madras	+ 1·2°	— 1·0

From this it will be seen that there has been a rise of from 8° to 9° in the mean average temperature over the North-Western Provinces, the Central Provinces, Berar, Guzerat, and Central India.

Rain.—Except in parts of the Peninsula and in Burma and Assam, where it has fallen daily, rain has been less general and less heavy than it was last week. Showers were reported from the Deccan, the north of the Punjab, Lower Bengal, and Orissa on the 28th; from Lower Bengal and Orissa on the 29th; from Lower Bengal and the Circars on the 30th; from the Deccan on the 31st and 1st; and from the Circars, North Bengal, Khandwa, and Amraoti on the 3rd. These falls were however generally light showers, accompanying in many cases thunder or dust storms; and the only regions where there was heavy or continuous rain are the Provinces noted above.

Of the fifty-one rainfall divisions, seven report no rain; in eight divisions there was an excess; and in the remainder, a deficiency. The only important excess is in Assam, where the Southern Valley has received 6¾ inches and the Northern Valley 2¾ inches more than usual. In the divisions in other parts of India which report an excess the amount of the excess is generally under ¼ inch. The greatest absolute defect is reported from Burma; but, relatively to the average, the greatest deficiency is in the North-Western and Central divisions of India.

Eastern, Deltaic, and Central Bengal have received much less than the usual amount, while in North Bengal there has been a slight excess. Orissa, Chota Nagpur, and the whole of Behar have received hardly any rain; and the North-Western Provinces and Oudh were practically rainless. The Punjab had showers in all except the hill districts; and in the submontane districts the small normal rainfall was slightly exceeded.

Malabar and Mysore received slightly more than the average rainfall; but in the other divisions in the west of the Peninsula the rainfall was short—largely so in Coorg. All over the Central parts of the country nothing more than a few slight showers are reported; and the same is true of Bombay (North), Rajputana, and Central India. On the East Coast all the divisions, except the south, report deficient rains.

The column giving the state of the seasonal rainfall shows that up to the present date the rainfall has been rather largely deficient throughout the greater part of Burma—excessive in Assam, but deficient over the whole of the Bengal Presidency, except Orissa. In the east of the North-Western Provinces and in Oudh there has been a local excess; but in other divisions within these Provinces, the rainfall, like that of Bengal, has been decidedly deficient. In the Punjab on the contrary, except in the hill districts, the rainfall up to date has been exceptionally heavy. All over the Peninsula and the Central parts of the country the rainfall is, so far, largely deficient; but in Guzerat, Kattiawar, the east of Rajputana, and the west of Central India there is a large excess—the result of the heavy rain of last week.

In the returns of maximum falls within the districts there are very few amounts of any importance—a condition which was to be expected in face of the generally deficient averages. In Burma there are no falls requiring notice, but in Assam the amounts are larger: Cherrapunji received 37⅜ inches, and Sibsagar and Goalpara 7 inches. North Bengal received fairly large amounts, Cooch Behar reporting 9 inches and Alipore (in Jalpaiguri) 8½ inches. In no other part of Bengal were there any large amounts. In Upper India no station reports one inch of rain. In the south-west of the Peninsula the heaviest amounts vary between 10 and 13 inches.

Province.	Division.	Rainfall Data for Week ending June 3rd, 1889.			Rainfall Data from May 13th to June 3rd, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to June 3rd.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	3·04	7·71	—4·67	14·66	18·06	— 19
	Lower Burmah	1·43	4·23	—2·80	3·59	10·13	— 65
	Central Burmah	1·67	3·41	—1·74	3·44	7·61	— 55
	Upper Burmah	1·75	?	?	2·29	?	?
	Arakan	1·35	8·65	—7·30	3·91	16·96	— 77
Bengal and Assam	Eastern Bengal	0·93	3·12	—2·19	4·[illegible]8	7·10	— 38
	Assam (Surma)	10·72	3·95	+6·77	16·82	12·50	+ 35
	Do. (Brahmaputra)	5·15	2·42	+2·73	9·40	7·71	+ 22
	Deltaic Bengal	0·32	1·63	—1·31	2·05	4·09	— 50
	Central Bengal	0·44	1·29	—0·85	2·62	3·55	— 26
	North Bengal	3·02	2·63	+0·39	6·37	8·08	— 21
	Orissa	0·40	1·14	—0·74	2·75	2·54	+ 8
	Chota Nagpur	0·03	0·73	—0·70	1·20	1·89	— 37
	Behar (South)	0·03	0·36	—0·33	0·87	1·17	— 26
	Do. (North)	0·08	0·60	—0·52	1·19	1·75	— 32
North-Western Provinces and Oudh.	North-Western Provinces (East).	0	0·18	—0·18	0·92	0·41	+124
	Oudh (South)	0	0·12	—0·12	0·49	0·46	+ 7
	Do. (North)	0	0·23	—0·23	0·89	0·82	+ 9
	North-Western Provinces (Central).	0·03	0·18	—0·15	0·29	0·37	— 22
	North-Western Provinces (West).	0	0·26	—0·26	0·26	0·56	— 54
	North-Western Provinces (Submontane).	0·01	0·41	—0·40	0·53	0·88	— 40
Punjab	Punjab (South)	0·07	0·11	—0·04	1·03	0·43	+140
	Do. (Central)	0·05	0·12	—0·07	0·51	0·48	+ 6
	Do. (Submontane)	0·17	0·14	+0·03	0·80	0·59	+ 36
	Do. (Hill Districts)	0	1·29	—1·29	1·61	2·90	— 44
	Do. (North-West)	0·03	0·22	—0·19	1·17	0·86	+ 36
	Do. (West)	0·04	0·14	—0·10	0·56	0·40	+ 40
Bombay and Malabar Coast Districts (Madras).	Malabar	5·98	5·71	+0·27	7·92	12·72	— 38
	Madras (South Central)	0·74	0·75	—0·01	1·82	2·62	— 31
	Coorg	1·33	3·76	—2·43	4·01	7·41	— 46
	Mysore	1·06	0·95	+0·11	1·50	2·75	— 45
	Konkan	1·67	2·81	—1·14	2·15	3·41	— 37
	Bombay Deccan	1·20	1·27	—0·07	1·85	2·31	— 20
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·22	0·77	—0·55	0·47	1·40	— 66
Central Provinces and Berar.	Berar	0·13	0·64	—0·51	0·51	0·81	— 37
	Central Provinces (We[illegible])	0·01	0·69	—0·68	0·11	0·94	— 88
	Ditto (Ce[illegible]al)	0·01	0·62	—0·61	0·13	0·93	— 86
	Ditto (E[illegible])	0·04	0·85	—0·81	0·49	1·24	— 60
Bombay (North)	Guzerat	0	0·35	—0·35	1·81	0·52	+248
	Kattiawar	0·02	0·28	—0·26	0·49	0·35	+ 40
	Sind	0·04	0·03	+0·01	0·05	0·08	— 38
Rajputana and Central India.	Central India (East)	0·03	0·38	—0·35	0·64	0·66	— 3
	Rajputana (East), Central India (West).	0·07	0·27	—0·20	0·82	0·66	+ 24
	Rajputana (West)	0	0·17	—0·17	0·34	0·50	— 32
Madras	East Coast (North)	0·55	0·62	—0·07	1·51	2·63	— 44
	Hyderabad (South)	0·24	0·58	—0·34	0·32	1·13	— 72
	Madras (Central)	0·39	0·86	—0·47	0·83	1·89	— 56
	East Coast (Central)	0·08	0·41	—0·33	0·46	1·33	— 65
	Ditto (South)	0·55	0·40	+0·15	1·16	1·80	— 35
	Madras (South)	0·17	0·40	—0·23	0·87	1·36	— 36

Simla, *6th June, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 1st June.*—No rain in Madras; good on West Coast and Nilgiris, Trichinopoly, and Tanjore; fair in Ganjam, Vizagapatam, Bellary, North Arcot, and Salem; and slight elsewhere. Crops generally good, but withering in parts of Cuddapah, Anantapur, Chingleput, and South Arcot; affected also from want of water in Vizagapatam, North Arcot, and Coimbatore. Gingelly blighted in Vizagapatam. Water-supply scarce in Ganjam; insufficient in Vizagapatam, Nellore, and Tinnevelly. Stock suffering very badly, chiefly from rinderpest, in Malabar, and badly in Trichinopoly, Tanjore, and Anantapur. Prices rising in eleven districts, falling in four, and stationary in others. Prices of rice and *ragi* risen in Ganjam 1,452 deaths from cholera in Ganjam. Labourers employed last day of week—on Rushikulya works, 5,408; Gopalpore Canal, 5,394; Ghat Roads, 1,267; average daily number on drinking-water tanks and wells, 3,694; on minor irrigation works, 2,268. General prospects favourable, except in Ganjam.

Bombay.—*For week ending 5th June.*—Rain in Deccan and Southern Mahratta Country and in parts of Karachi, Shikarpur, Nasik, Colaba, and Ratnagiri. Preparations for next season's crops progressing generally. Sowing commenced in Ahmedabad, Colaba, Ratnagiri, and Poona, and continues in Belgaum and Kanara. Fodder scarce in parts of Nasik, Thana, Poona, Ahmednagar, Dharwar, Kathiawar, and Baroda. Drinking-water scarce in parts of Nasik, Thana, Sholapur, and Dharwar.

Bengal.—*For week ending 4th June.*—Moderate rain has fallen in East and North Bengal and in parts of South-West Bengal, and also in the Bhagalpur district. Agricultural prospects have slightly improved in consequence of this rain and the general rain reported last week. More rain is still generally wanted, and in some places the cultivation is retarded and the newly sown *aus* and jute crops are suffering. Sugarcane and indigo are better, but are also in want of more rain in places. The spring rice harvest is nearly over, and the reaping of the *cheena* crop in Behar continues. No material improvement in the prices of food-grains, which continue to be high throughout the Province. Concerning the distress in the Patna division, the latest report shows that the pressure is being felt beyond the limits of the affected tracts, and that the number of persons employed on relief works is increasing. The attendance on relief works in the Sonthal Parganahs is said to have fallen off considerably.

North-Western Provinces and Oudh.—*For week ending 5th June.*—No rain. Weather very hot. Harvesting nearly over. Sugarcane, indigo, and extra crops being irrigated. Markets well supplied. Prices fluctuating. Condition of cattle good.

Punjab.—*For week ending 5th June.*—Slight rainfall in several districts. Prices falling in Sialkote and Shahpur,—unsettled in Peshawar, and stationary elsewhere. Threshing operations nearly completed, and ploughing for and sowing of *kharif* crops still in progress. Cotton and sugarcane crops progressing favourably. Outturn is reported poor from Amritsar, average from Lahore, and good from Rawalpindi. Stock cattle are reported healthy. Pasturage or fodder sufficient throughout the Province.

Central Provinces.—*For week ending 5th June.*—Weather cloudy and hot, with slight rain in Sambalpore. Ground being prepared for autumn sowings. Early rice sowings commenced in Sambalpore. Scarcity of water in almost all districts. 400 cattle are reported to have died from scarcity of water and fodder in the Khandwa tahsil.

Burma.—*For week ending 1st June.*—Rain fell in all districts, except Minbu and Yamethin in Upper Burma. Ploughing has commenced in some districts. Cattle-disease is reported to be severe in Shwegyin district. The price of paddy has risen 11 per cent. in Sandoway. Elsewhere there are no marked fluctuations. The food-supply is sufficient, except in Mawteik in Myodoung; but even there scarcity is not likely to become serious.

Assam.—*For week ending 5th June.*—Weather seasonable. Rainfall sufficient. Ploughing for winter rice continues. Prospects of tea and other crops generally good.

Mysore and Coorg.—*For week ending 5th June.*—Light rain in Civil and Military Station of Bangalore. Rain reported throughout the State. Standing crops good. Sowing continues in parts. Want of rain felt in parts of Bangalore, Tumkur, and Hassan districts. Elsewhere prospects are favourable. Prices slightly risen in the Kolar district.

Good rain during the week in Coorg. Light continuous rains set in on 3rd instant. Prospects good. Health good.

Berar and Hyderabad.—*For week ending 5th June.*—Weather very hot. Slight rainfall during the week. Preparation for *kharif* crops still continues. General condition of cattle good. Fodder sufficient, except in the Amraoti district. Prices generally steady.

Slight rain in Hyderabad during week. Reaping of hot-weather crops still continues. Scarcity of fodder and water felt generally. Prices stationary.

Central India.—*For week ending 5th June.*—Slight rain in Baghelkhand and Western Malwa, with hailstorm. Ploughing commenced in Bhopal. *Kharif* sowings will shortly commence in Bhopawar. Agricultural operations completed in Goona. Condition of agricultural stock improved in Goona. Weather cloudy and hot.

Rajputana.—*For week ending 5th June.*—Rain has fallen in Bikaneer. Agricultural operations progressing in some States. Agricultural stock fair generally. Fodder sufficient, except in Marwar, Kherwara, and Meywar. Prices rising in Meywar and Bhurtpore.

Nepal.—*For week ending 30th May.*—Slight rain. Weather fair. Prospects good.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. VI OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 12th May, 1888. Total.	Receipts for week ending 12th May, 1888. Per mile open.	Total mean length open.	Receipts for week ending 11th May, 1889. Total.	Receipts for week ending 11th May, 1889. Per mile open.	Total Receipts from 1st April to 12th May, 1888. Total.	Total Receipts from 1st April to 12th May, 1888. Per mile open per week.	Total Receipts from 1st April to 11th May, 1889. Total.	Total Receipts from 1st April to 11th May, 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
	State Lines worked by Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
25th May, 1889	East Indian	1,514	9,70,736	641	1,514	10,26,894	678	59,44,499	655	57,27,847	631	...	2,16,652
25th ditto	Patna-Gya	57	8,514	149	57	9,456	165	59,687	174	59,986	175	297	...
25th ditto	Dildárnagar-Gházipur	12	1,601	133	12	1,148	96	8,023	111	6,034	84	...	1,989
18th ditto	Rajputana-Malwa	1,664	4,20,313	253	1,664	4,50,000	270	24,20,975	242	27,74,169	285	3,53,194	...
25th ditto	Bengal Nágpur (a)	186	43,681	235	293	58,561	200	2,65,492	238	3,36,337	196	70,845	...
25th ditto	Southern Mahratta (b)	850	75,583	89	857	96,010	112	5,11,163	100	5,23,997	102	12,834	...
25th ditto	Do. Mysore Section	140	10,518	75	219	14,307	65	61,381	73	77,183	59	15,802	...
25th ditto	Indian Midland	211	(c) 24,411	116	588	(d) 74,909	127	(c) 1,43,786	114	(d) 4,02,176	117	2,58,390	...
18th ditto	Vilupuram-Dharmaveram (Nellore Branch)	83	3,958	48	83	4,600	55	23,682	48	24,449	50	767	...
18th ditto	Bareilly-Pilibhit	30	2,110	59	36	2,410	67	10,827	50	13,850	64	3,023	...
	TOTAL	4,753	15,61,425	329	5,323	17,38,295	327	94,49,517	331	99,46,028	319	4,96,511	...
	State Lines worked by Government.												
25th May, 1889	North-Western (e)	2,411	4,80,187	199	2,386	5,39,071	226	29,13,726	201	32,18,888	230	3,05,162	...
18th ditto	Oudh and Rohilkhand	693	1,68,880	244	692	1,85,389	268	10,42,135	252	10,39,731	250	...	2,404
18th ditto	Bengal Central	125	11,602	93	125	14,860	119	67,563	90	81,261	108	13,692	...
18th ditto	Wardha Coal	45	16,222	360	45	13,715	305	1,02,288	379	1,21,147	460	18,859	...
18th ditto	Eastern Bengal Railways	673	1,53,226	228	673	1,59,140	236	8,41,335	208	9,43,443	233	1,02,108	...
25th ditto	Nalháti	27	1,745	64	27	1,536	56	10,975	67	9,043	55	...	1,932
25th ditto	Tirhoot	259	43,496	168	273	38,900	142	2,40,175	155	2,22,504	136	...	17,671
18th ditto	Lucknow-Sitapur-Sihrámau	105	5,771	55	105	7,580	72	32,095	51	40,516	64	8,421	...
18th ditto	Jorhát	31	959	31	31	1,176	38	5,047	27	6,436	35	1,389	...
18th ditto	Cherra-Companyganj	7	32	4	7	32	4	314	7	233	5	...	91
11th ditto	Burma	392	69,049	176	553	1,04,436	189	4,03,879	191	6,03,199	182	1,99,320	...
	TOTAL	4,768	9,51,169	199	4,917	10,65,835	217	56,59,548	200	62,86,401	218	6,26,853	...
	Lines worked by Guaranteed Companies.												
18th May, 1889	Madras	840	1,47,073	175	840	2,02,521	241	9,57,628	190	10,88,755	221	1,31,127	...
18th ditto	South Indian	654	1,03,592	158	654	1,19,359	183	6,35,905	162	6,65,377	174	29,472	...
25th ditto	Great Indian Peninsula	1,504	(f) 12,16,697	810	1,447	(g) 8,97,658	621	(f) 70,81,613	785	(g) 56,75,365	670	...	14,06,248
18th ditto	Bombay, Baroda and Central India (h)	461	3,23,254	701	461	3,16,000	685	19,96,788	722	19,94,361	739	...	2,427
	TOTAL	3,459	17,90,616	518	3,402	15,35,538	451	1,06,71,934	514	94,23,858	473	...	12,48,076
GRAND TOTAL (GUARANTEED AND STATE)		12,980	43,03,210	332	13,642	43,39,068	318	2,57,80,999	332	2,56,56,287	321	...	1,24,712
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	1,15,59,776	149	1,15,87,367	145	27,591	...
	NET RECEIPTS	...	...	...	...	...	...	1,42,21,223	183	1,40,68,920	176	...	1,52,303
	Assisted Companies.												
25th May, 1889	Tárakeshwar	22	5,841	263	22	5,775	260	45,122	338	40,567	304	...	4,555
4th ditto	Dibru Sadiya	...	...	...	...	(i)	...	(j) 41,006	105	(k) 47,351	121	6,345	...
25th ditto	Bengal and North-Western	376	64,012	170	376	64,500	172	3,39,761	151	3,49,517	159	9,756	...
18th ditto	Rohilkhand-Kumaun	67	6,788	101	67	8,528	127	49,736	124	48,595	121	...	1,141
	TOTAL	465	76,641	165	465	78,803	169	4,75,625	146	4,86,030	153	10,405	...
	Native States.												
18th May, 1889	His Highness the Nizam's Guaranteed	277	27,903	101	354	42,230	119	1,92,442	116	2,53,477	122	61,035	...
18th ditto	His Highness the Gaekwar's	59	3,721	63	59	2,460	42	24,438	69	18,506	54	...	5,932
18th ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	1,441	69	27	1,450	53	7,724	61	7,969	50	245	...
18th ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	26,449	137	260	37,700	145	1,72,638	149	2,30,149	151	57,511	...
18th ditto	Morvi	68	6,322	93	68	5,032	74	33,487	82	32,589	80	...	898
18th ditto	Jodhpore	124	8,804	71	124	7,100	57	47,337	64	44,669	62	...	2,668
	TOTAL	742	74,640	101	892	95,972	108	4,78,066	107	5,87,359	113	1,09,293	...

(a) Includes the Katni-Umaria Branch.
(b) Includes the Bellary-Kistna State Railway.
(c) Includes the Sindia State Railway.
(d) Includes the Sindia and Bhopal-Itarsi State Railways.
(e) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(f) Includes the Dhond-Manmad, Khamgaon, Amraoti, and Bhopal-Itarsi State Railways.
(g) Includes the Dhond Manmad, Khamgaon, and Amraoti State Railways.
(h) Includes the Patri Branch.
(i) Return not received.
(j) Total receipts from 1st April to 5th May, 1888.
(k) Total receipts from 1st April to 4th May, 1889.

SIMLA, 6th June, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Officiating Deputy Secretary.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 2nd HALF OF APRIL 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu. (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or thur cadjan pea (*Cajanus indicus*.)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Pas fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	11 1	11 1	11 11	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	19 7	19 7
Tavoy	...	...	...	...	11 4	11 4	14 0	15 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	24 2	24 2
Moulmein and Amherst	3 15	3 15	...	...	10 8	10 8	12 2	12 2	...	...	...	...	...	...	...	...	7 9	7 9	12 2	12 2	...	...	220 0	220 0	20 3	20 3
Pegu (deltaic)—																										
Pegu	...	...	...	...	9 7	9 7	11 3	11 3	...	...	...	...	...	...	...	...	11 3	11 3	...	...	...	...	150 0	150 0	17 10	17 10
Rangoon	12 3	11 2	...	...	12 6	12 6	13 2	13 2	...	...	...	...	...	...	...	...	15 2	15 2	...	...	...	...	250 0	250 0	14 9	16 10
Thongwa	...	...	...	...	11 6	11 5	13 11	13 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	59 11	18 11	18 11
Bassein	...	...	...	...	11 9	13 0	14 0	14 12	...	...	...	...	...	...	...	...	8 14	8 14	...	...	...	...	215 13	215 13	14 3	17 12
Pegu (inland)—																										
Shwaygyin	...	...	...	...	9 13	10 10	10 6	11 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	11 5	14 2
Tharawadi	...	...	...	...	13 5	13 5	15 8	16 0	...	...	...	...	...	...	...	...	11 7	11 0	...	...	8 2	8 2	450 0	450 0	14 0	14 0
Henzada	...	...	...	...	11 15	11 15	15 10	15 10	...	...	...	...	...	...	...	...	9 8	7 9	...	...	...	...	183 8	183 8	17 11	14 12
Prome	10 6	9 2	...	...	12 3	13 7	14 7	15 4	...	...	...	...	...	...	...	...	10 6	8 14	...	22 4	...	9 5	167 9	167 9	11 3	14 0
Toungoo	...	...	...	...	9 2	9 2	12 13	12 13	...	...	...	...	...	...	...	...	9 7	9 7	...	...	..	...	200 0	200 0	14 1	14 1
Thayetmyo	11 3	11 3	...	...	11 11	10 12	13 13	11 8	...	...	...	...	...	...	...	...	12 12	11 10	...	...	...	...	326 11	326 11	11 3	18 10
Upper Burma—																										
Mandalay	11 0	11 0	...	...	10 2	11 0	11 3	12 6	...	...	...	...	...	...	...	...	8 0	8 0	16 10	14 8	6 9	6 12	75 0	75 0	16 0	14 9
Arakan—																										
Sandoway	...	...	...	...	18 0	18 0	20 9	20 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	14 0	14 1	15 8	15 8	...	...	...	...	...	...	...	...	5 0	5 0	...	†	...	...	333 0	333 0	36 0	36 0
Akyab	...	...	...	...	14 0	14 0	17 0	17 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	180 0	160 0	20 0	16 0
Assam—																										
Surma—																										
Sylhet	9 4	10 0	...	...	14 14	14 14	15 12	17 8	...	...	...	...	...	...	...	...	13 4	12 0	...	...	...	...	108 0	108 0	9 4	10 0
Cachar	7 12	8 0	...	...	13 0	11 0	15 0	16 4	...	...	...	...	...	...	...	...	11 0	11 12	...	...	...	...	80 0	80 0	9 8	10 0
Khási and Jaintiá Hills	...	...	...	...	6 4	6 8	9 13	10 0	...	...	...	...	...	...	...	...	9 8	9 13	15 8	16 0	...	...	100 0	100 0	7 8	8 0
Garo Hills	...	...	...	...	6 0	6 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	16 0	16 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	20 0	22 0	80 0	80 0	10 0	10 0
Kámrup	10 0	10 0	...	...	8 0	8 0	16 8	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	160 0	150 0	9 0	9 0
Darrang	7 0	7 0	...	...	12 0	12 12	16 0	18 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	150 0	150 0	9 0	8 8
Nowgong	8 0	8 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	6 8	6 8	16 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	200 0	200 0	8 0	8 8
Lakhimpur	9 0	9 0	...	...	8 0	8 0	14 0	15 0	...	...	...	...	...	...	...	...	14 0	14 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	10 0	13 5	11 6	14 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	8 0	8 0	16 0	18 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	...	...	...	12 0	12 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	80 0	80 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	10 8	10 8	12 0	12 0	...	...	...	...	...	...	...	...	17 0	16 0	...	...	...	...	120 0	120 0	8 14*a*	10 0
Noakholly	...	...	...	...	12 0	13 0	13 0	14 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	9 0	9 0
Chittagong	11 0	11 0	...	...	11 0	11 8	13 0	13 9	...	...	...	...	...	...	...	...	13 0	11 0	...	...	...	...	100 0	108 0	9 0*b*	9 0
Tipperah	12 8	12 8	...	...	13 8	15 8	14 8	18 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	...	...	8 0	8 0
Dacca	15 8	15 8	26 0	26 0	13 4	14 4	15 4	16 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	16 0	16 0	120 0	120 0	10 0*c*	10 0
Mymensingh	10 8	10 0	...	...	13 0	13 0	18 0	17 0	...	...	...	...	...	...	...	...	16 0	13 0	...	...	16 0	16 0	...	...	10 0*d*	10 0
Deltaic—																										
Koolna	...	...	...	...	12 0	13 4	13 0	14 0	...	...	...	...	...	...	...	...	14 0	13 0	...	...	...	...	160 0	160 0	9 0*e*	9 0
24-Pergunnahs	13 0	13 8	16 0	20 0	8 0	8 0	13 8	13 8	...	...	...	...	...	...	12 0	12 0	17 8	20 0	...	...	15 0	16 0	100 0	100 0	10 8*f*	10 4
Midnapore	10 0	10 0	40 0	40 0	12 0	16 0	16 8	18 0	...	...	...	...	...	...	...	...	14 0 to 14 8	14 0 to 14 8	...	...	14 0	14 0	160 0	160 0	10 4*g*	10 4
Howrah	§	...	...	...	10 0	11 0	13 8	14 8	...	...	...	...	...	...	...	...	19 0	19 8	...	...	13 0	13 4	100 0	100 0	10 8	10 8
Calcutta	12 14	13 2	17 2	18 12	9 3	9 9	13 1	14 4	16 10	17 2	12 3	12 4	...	...	17 12	18 15	16 13	18 7	...	...	15 10	17 7	99 0	98 0	10 5	10 5
Hooghly	18 0	13 0	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	120 0	120 0	9 0	10 8
Nuddea (Kishnaghur)	14 15	16 0	20 0	22 13	12 4	13 5½	16 0	15 8	...	...	...	...	...	...	...	...	20 0	22 14	...	...	16 0	19 0	...	...	9 2*h*	9 2
Jessore	11 0	11 0	...	...	11 0	11 0	15 0	15 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	21 8	22 0	160 0	160 0	9 2*i*	9 2
Furreedpore	20 0	20 0	25 0	25 0	9 0	10 0	12 0	16 0	...	...	...	...	...	...	...	...	22 0	22 0	...	...	14 0	14 0	120 0	120 0	9 0	10 0
Central—																										
Bankoora	14 0	15 0	18 0	20 0	15 0	16 0	17 8	18 0	...	...	...	...	...	...	...	...	16 0	16 0	21 0	21 8	17 8	18 0	280 0	280 0	10 0	10 0
Burdwan	13 2	14 8	*	*	12 6	13 14	15 3	16 2	...	...	...	...	...	...	...	...	17 0	20 0	*	*	18 0	18 0	107 0	107 0	9 14¾*j*	10 2
Beerbhoom	14 4	15 0	...	...	12 0	13 8	13 8	16 8	...	...	...	...	...	...	...	...	18 0	22 8	...	...	12 0	...	160 0	160 0	10 0*k*	9 12
Moorshedabad	15 0	16 0	...	...	11 0	12 0	14 0	14 8	...	...	...	...	...	...	...	...	20 0	23 0	...	...	20 0	20 0	200 0	200 0	9 0*l*	10 0
Sonthal Pergunnahs	13 0	13 0	...	...	13 0	14 0	15 0	16 0	...	...	...	...	...	...	...	...	17 0	18 8	18 0	18 0	22 0	22 0	200 0	200 0	9 0	9 0
Pubna	16 14	18 0	...	...	7 8	7 12	15 12	17 4	...	...	...	...	...	...	...	...	22 0	22 13	...	...	21 0	20 10	200 0	200 0	9 2*m*	9 2½
Bogra	15 0	17 10	...	...	13 8	13 14	18 12	18 12	...	...	...	...	...	...	...	...	19 8	19 8	...	...	...	...	96 0	96 0	9 6	8 13
Rajshahye	16 8	16 8	24 0	30 0	12 0	12 12	13 14	14 4	...	...	...	...	...	...	...	...	21 0	24 0	...	...	20 9	23 8	240 0	240 0	8 13*m1*	9 9
Maldah	16 0	17 0	...	...	10 0	10 0	15 4	15 0	...	...	...	...	...	...	...	...	24 0	24 0	...	...	...	...	160 0	160 0	9 8	9 8
Northern—																										
Rungpore	14 8	14 8	...	...	10 8	10 8	16 0	16 0	...	...	...	...	...	...	...	...	10 5	10 0	...	...	13 0	13 0	120 0	120 0	9 6*n*	9 6
Dinagepore	12 0	13 0	...	12 0	13 0	15 8	15 8	19 4	...	...	...	...	...	...	...	...	13 0	12 12	...	...	11 0	11 0	160 0	160 0	9 8	9 8
Jalpáiguri	10 0	9 0	16 0	16 0	8 0	8 0	17 0	16 0	...	...	...	...	...	...	...	...	16 0	12 0	...	...	10 0	9 0	128 0	128 0	9 0*o*	9 0
Darjeeling	10 0	6 0	6 0	10 0	6 0	6 0	12 0	13 0	...	...	...	...	12 0	12 0	...	...	9 0	12 0	18 0	20 0	...	...	120 0	120 0	7 0*p*	7 0
Orissa—																										
Pooree	13 2	11 13	...	...	11 13	11 13	15 12	15 12	...	...	...	...	...	...	...	...	15 12	15 12	...	...	13 2	13 2	80 0	80 0	10 8	11 13
Cuttack	14 7	14 7	...	...	10 8	10 8	14 7	15 12	...	...	...	...	...	...	...	...	21 0	21 0	...	...	19 11	18 6	80 0	80 0	11 0	8 0
Balasore	17 0	15 0	13 0	13 0	12 0	12 0	17 0	18 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	160 0	160 0	10 0*q*	9 0
Chota-Nagpur—																										
Singbhoom	14 0	14 0	16 0	16 0	14 0	14 0	22 0	22 0	...	...	...	...	...	...	...	...	12 0	12 0	22 0	22 0	16 0	16 0	200 0	200 0	7 0	7 0
Manbhoom	13 0	14 0	20 0	20 0	13 0	13 0	18 0	19 0	...	...	...	...	...	...	...	...	16 8	15 0	25 0	30 0	16 0	17 0	200 0	200 0	9 0*r*	8 0
Lohardugga	13 0	11 0 to 13 0	16 0	16 0	13 0	13 0	15 0	14 0 to 16 0	...	...	...	...	27 0	26 0	...	...	13 0	13 0	...	...	12 8	16 0	140 0	140 0	8 0	8 8
Hazáribágh	14 8	14 0	18 0	17 0	8 0	8 0	15 0	15 0	...	...	§	...	21 8	21 0	§	...	14 8	15 0	16 0	16 0	18 8	18 0	320 0	320 0	8 8	8 0

* Not sold.

† Re. 1-4-0 per 100 cobs.

‡ None in market.

§ Not procurable.

a In sub-divisions retail prices of salt per rupee are:—Perozepore 9 sers, Bhola 8 sers, and Patuakhali 9 sers.
b At Cox's Bazar retail price of salt 8 sers per rupee.
c In sub-divisions retail prices of salt per rupee are:—Manickgunge 9 sers, Munshigunge 8-14 sers, and Naraingunge 10-10 sers.
d In sub-divisions retail prices of salt per rupee are:—Kishoregunge 8 sers, Jamalpore 9-8 sers, Sherepore 8 sers, and Netrokona 8 sers.
e In sub-divisions retail prices of salt per rupee are:—Satkhira 9-13 sers and Bagirhat 8 sers.
f In sub-divisions retail prices of salt per rupee are:—Baraset and Bussirhat 9 sers, Diamond Harbour (at Kulpihat) 8 sers, Barrackpore 9-2 sers, and Dum-Dum 10 sers.
g In sub-divisions retail prices of salt per rupee are:—Ghattal 10-12 sers, Tumlook 8 sers, and Contai 9 sers.
h In sub-divisions retail prices of salt per rupee are:—Kooshtea 10 sers, Meherpore 10-8 sers, Chooadanga 10 sers, and Ranaghat 10 sers.
i In sub-divisions retail prices of salt per rupee are:—Jhenida 9 sers, Magurá 10 sers, Narail 9⅜ sers, and Bongong 10 sers.
j In sub-divisions retail prices of salt per rupee are:—Culna 10 sers, Cutwa 9-15 sers, and Raneegunge 10-5 sers.
k At Rampore Haut retail price of salt 10-2 sers per rupee.
l In sub-divisions retail prices of salt per rupee are:—Lalbagh 9-8 sers, Jungipore 10 sers, and Kandi 9-14 sers.
m In Serajgunge sub-division retail price of salt 10-8 sers per rupee.
m1 In Nattore sub-division retail price of salt 9-12 sers per rupee.
n At Gaibanda retail price of salt 8 sers per rupee.
o At Fallacotta in Alipore sub-division retail price of salt 8 sers.
p At Siliguri retail price of salt 9 sers per rupee.
q At Bhudruck retail price of salt 8 sers per rupee.
r At Govindpore retail price of salt 9 sers per rupee.

RETAIL PRICES FOR THE 2nd HALF OF APRIL 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Kangni or kakun, Italian millet (*Setaria italica*).		Marua or ragi (*Eleusine coracana*).		Maize (*Zea Mays*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Arhar or thur cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present forthnight.	Past forthnight.	Present forthnight.	Past forthnight.	Present forthnight.	Past forthnight.	Present forthnight.	Past forthnight.	Present forthnight.	Past forthnight.	Present forthnight.	Past forthnight.	Present forthnight.	Past forthnight.	Present forthnight.	Past forthnight.	Present forthnight.	Past forthnight.	Present forthnight.	Past forthnight.	Present forthnight.	Past forthnight.	Present forthnight.	Past forthnight.	Present forthnight.	Past forthnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	16 13	18 14	22 0	24 6	12 9	12 10	13 2	13 12	...	...	...	...	16 13	...	...	...	18 10	19 14	21 10	24 6	147 0	146 0	11 0	9 8	9 8	9 8
Gya	15 8	16 8	21 0	25 0	8 8	9 4	12 8	14 0	...	...	...	...	11 0	12 8	...	...	18 4	...	21 0	25 0	200 0	200 0	10 0	9 2	9 2	10 0
Patna	15 0	15 0	20 8	25 0	10 0	10 0	13 8	14 5	20 0	22 0	...	...	12 0	15 8	...	...	19 0	19 0	19 0	23 0	130 0	130 0	10 0	10 0	10 0	10 0
Shahabad	14 8	16 8	20 0	23 0	8 8	9 0	13 8	15 0	20 0	20 0	...	...	...	...	...	...	...	...	13 4	14 0	160 0	160 0	10 0	10 0	10 0	10 0
Behar, north—																										
Purneah	14 0	16 0	...	26 0	13 0	13 0	15 0	16 0	...	...	...	...	16 0	...	...	...	...	...	16 0	16 0	200 0	200 0	9 0	9 0	9 0	9 0
Bhágalpur	16 6	16 11	21 7	21 7	12 10	12 10	13 4	14 8	...	...	...	...	20 3	...	...	...	17 10	17 10	20 3	20 3	176 12	176 0	10 1	10 1	10 1	10 1
Durbhunga	13 11	13 11	19 6½	18 4	10 4½	9 9	13 2	14 13	...	18 4	...	...	20 9	22 13	19 6½	20 9	19 6½	20 9	19 6½	21 2	183 4½	160 0	11 6½	11 6	11 6	11 6
Mozufferpore	12 8	14 0	18 0	25 0	9 0	10 0	11 0	12 8	...	...	...	...	19 0	20 0	16 8	18 0	20 0	18 0	20 0	25 0	160 0	160 0	10 0	10 0	10 0	10 0
Sarun	14 8	17 0	20 0	21 0	8 8	8 4	12 14	12 0	...	...	...	...	20 0	20 8	17 0	20 0	17 0	20 0	21 0	22 8	160 0	160 0	10 0	10 0	10 0	10 0
Champarun	12 0	13 0	21 0	22 0	7 0	9 8	11 8	12 8	...	...	...	...	17 8	20 0	18 0	20 0	18 0	20 0	21 0	22 0	160 0	160 0	9 4	9 4	9 4	9 4
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 8	15 0	19 0	20 0	7 0	7 0	11 0	13 6	16 0	17 0	14 8	15 0	15 0	18 0	18 0	20 0	18 0	18 0	18 0	22 0	110 0	100 0	10 0	10 0	10 0	10 0
Benares	14 6	14 13	17 14	18 7	9 12	7 0	12 7	13 9	16 13	17 14	15 0	15 0	18 7	21 14	19 12	20 9	18 14	20 1	20 10	21 14	120 0	120 0	10 6½	10 6½	10 6½	10 6½
Ghazipur	14 13	16 1	20 9	20 9	7 1	7 1	11 9	12 14	18 0	18 0	15 7	16 12	18 7	21 4	19 8	21 0	18	20 0	22 0	22 0	154 0	154 0	9 10	9 10	9 10	9 10
Jaunpur	14 0	14 0	...	16 8	7 0	7 0	11 0	14 0	...	...	...	...	19 8	19 8	...	22 0	...	...	22 0	22 0	140 0	140 0	8 8	8 8	8 8	8 8
Allahabad	13 8	15 8	19 4	21 0	8 0	8 0	10 8	11 8	18 0	18 12	18 0	19 8	20 0	21 0	16 0	18 0	16 0	18 0	18 0	19 8	120 0	120 0	10 0	10 0	10 0	10 0
Central—																										
Bánda	16 0	17 4	22 0	22 8	8 0	8 0	12 0	12 0	...	...	...	...	21 8	23 0	...	...	...	...	16 0	16 0	160 0	160 0	10 0	10 0	10 0	10 0
Fatehpur	15 8	15 8	20 12	21 8	11 8	11 8	12 0	12 0	...	...	...	...	19 0	21 0	...	...	...	...	25 0	27 0	160 0	160 0	10 8	10 8	10 8	10 8
Hamirpur	17 2	18 6	24 0	22 0	9 0	9 0	11 0	11 8	...	...	...	...	24 10	24 11	...	...	...	...	26 7	29 3	140 0	140 0	11 4	11 4	11 4	11 4
Jalaun	17 0	18 0	24 0	24 0	8 0	9 0	10 0	12 0	...	...	...	...	18 0	18 0	18 0	18 0	18 0	18 0	23 0	30 0	140 0	140 0	10 0	10 0	10 0	10 0
Cawnpore	17 0	17 8	24 0	24 0	9 0	9 0	12 0	13 0	...	...	...	...	30 0	30 0	30 0	30 0	24 0	24 0	24 0	24 0	160 0	160 0	12 0	12 0	12 0	12 0
Etáwah	16 7	19 8	24 0	25 8	7 0	8 0	10 0	15 0	...	...	...	...	25 0	25 0	25 0	25 0	23 0	23 0	25 0	27 8	120 0	120 0	11 0	11 0	11 0	11 0
Farukhabad	16 4	16 8	23 0	24 8	6 8	7 0	10 8	12 0	...	...	...	...	...	...	26 0	26 0	26 0	26 0	26 0	27 0	160 0	160 0	10 4	10 4	10 4	10 4
Mainpuri	19 6	19 8	27 0	28 8	4 8	4 8	14 8	12 0	...	...	...	...	...	...	27 6	27 0	21 4	19 8	21 4	19 8	160 0	160 0	11 0	11 0	11 0	11 0
Etah	18 12	19 8	28 4	30 0	6 8	7 8	12 8	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11 4	11 4	11 4	11 4
Western—																										
Lalitpur	17 0	17 4	23 0	22 0	9 0	9 0	10 8	10 8	10 8	10 8	10 8	10 8	21 0	21 0	21 0	21 0	21 0	...	13 0	13 0	160 0	160 0	10 0	10 0	10 0	10 0
Jhansi	17 12	17 9	23 13	24 4	8 0	8 0	12 8	12 8	18 0	18 0	15 0	15 0	29 0	31 0	29 0	31 0	29 0	31 0	31 0	31 0	180 0	180 0	10 8	10 8	10 8	10 8
Agra	15 8	16 0	22 0	23 8	5 0	9 0	9 0	12 0	20 0	24 0	20 0	24 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	30 0	110 0	110 0	12 0	12 0	12 0	12 0
Muttra	16 8	16 0	23 0	26 0	8 0	8 0	12 0	12 0	20 0	20 0	20 0	20 0	32 0	32 8	32 8	32 8	28 8	28 8	28 8	28 8	140 0	140 0	12 0	12 0	12 0	12 0
Aligarh	17 4	17 12	27 4	28 4	5 8	5 8	10 8	10 8	20 0	20 0	20 0	20 0	33 0	33 0	33 0	33 0	33 0	33 0	33 0	33 0	150 0	150 0	11 0	11 0	11 0	11 0
Bulandshahr	17 4	18 0	26 8	30 0	7 0	7 0	11 0	11 0	20 0	20 0	20 0	20 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	120 0	120 0	11 4	11 4	11 4	11 4
Meerut	16 8	17 0	26 0	29 0	6 0	7 0	13 0	13 0	20 0	20 0	20 0	20 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	26 0	100 0	100 0	13 4	13 4	13 4	13 4
Sub-montane—																										
Ballia	15 0	14 4	19 8	20 8	9 4	9 8	15 8	14 8	...	18 0	...	...	23 12	23 12	...	...	19 4	19 4	22 8	20 10	155 0	155 0	10 4	10 4	10 4	10 4
Azamgarh	14 0	14 12	20 10	20 10	8 14	10 5	11 13	12 8	...	...	...	...	19 3	23 12	...	...	25 1	...	16 4	16 4	177 8	177 8	9 13	9 13	9 13	9 13
Gorakhpur	12 11	13 2	20 14	20 13	9 1	9 1	12 15	12 12	...	...	...	...	18 14½	18 12	...	...	14 8½	22 9½	22 0	22 0	140 0	140 0	9 15	9 15	9 15	9 15
Basti	17 8	18 8	28 0	24 0	...	...	23 0	...	...	...	...	...	20 0	22 0	20 0	22 0	22 0	22 0	22 0	22 0	140 0	140 0	10 0	10 0	10 0	10 0
Shahjahanpur	18 8	19 8	28 8	30 0	8 8	8 8	14 0	14 0	...	...	...	...	...	...	...	...	...	...	26 0	26 0	160 0	160 0	11 0	11 0	11 0	11 0
Budaun	18 4	19 12	28 4	29 0	6 0	6 0	11 4	12 0	...	...	...	...	...	...	...	...	...	...	...	...	140 0	140 0	11 4	11 4	11 4	11 4
Pilibhit	18 4	17 8	29 8	25 0	12 8	12 8	13 12	25 0	20 0	20 0	20 0	20 0	23 4	23 0	25 0	20 0	26 4	23 0	30 0	33 0	192 0	192 0	11 4	10 3	10 3	10 3
Oudh—																										
Southern—																										
Partábgarh	17 2	17 0	22 8	25 0	11 8	11 0	13 0	13 0	...	...	...	...	17 0	17 0	22 8	20 0	17 0	17 0	20 0	20 0	200 0	200 0	9 0	9 0	9 0	9 0
Sultánpur	17 0	18 0	22 0	20 0	9 0	9 0	13 0	14 0	...	...	...	...	17 0	17 0	20 0	20 0	17 0	17 0	18 0	18 0	160 0	160 0	10 8	10 8	10 8	10 8
Rae-Bareli	17 0	17 8	22 0	24 0	8 0	9 0	13 4	13 4	20 0	20 0	20 0	20 0	20 12	20 12	...	...	26 0	26 0	26 0	26 0	180 0	180 0	10 0	10 0	10 0	10 0
Unao	17 4	17 8	24 0	24 0	7 0	9 0	12 8	13 0	21 0	21 0	21 0	21 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0	160 0	160 0	11 0	11 0	11 0	11 0
Lucknow	17 0	17 0	24 0	24 0	6 0	7 0	12 0	12 4	24 0	24 0	24 0	24 0	29 0	29 0	29 0	29 0	29 0	29 0	29 0	29 0	120 0	120 0	11 0	11 0	11 0	11 0
Hardói	19 0	19 8	27 0	28 0	7 0	7 0	13 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Northern—																										
Fyzabad	15 0	15 8	22 4	21 8	9 8	10 4	12 12	13 4	18 8	19 8	18 0	18 0	21 0	21 0	23 0	23 8	16 0	16 0	20 0	20 0	120 0	120 0	10 0	10 0	10 0	10 0
Barabanki	15 12	16 0	23 0	24 0	9 8	7 0	11 8	12 0	20 0	20 0	20 0	20 0	20 8	22 0	24 8	26 0	20 0	20 0	24 0	26 0	120 0	120 0	10 0	10 0	10 0	10 0
Gonda	19 0	20 0	26 0	26 0	8 0	8 0	12 8	13 0	21 0	21 0	21 0	21 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0	26 0	200 0	200 0	10 8	10 8	10 8	10 8
Bahraich	18 0	19 0	29 0	32 0	12 0	9 0	15 0	15 0	31 0	31 0	31 0	31 0	25 0	25 0	29 0	28 0	22 0	22 0	28 0	32 0	140 0	140 0	10 12	10 12	10 12	10 12
Sitapur	18 8	18 8	27 8	28 8	8 0	8 0	13 0	13 0	21 0	22 0	16 0	20 0	24 0	24 0	28 0	28 8	22 0	22 0	28 0	32 0	160 0	160 0	10 8	10 8	10 8	10 8
Kheri	18 14	18 8	30 8	34 0	8 0	8 0	15 0	14 8	36 0	36 0	36 0	36 0	24 0	24 0	36 0	36 0	26 8	26 8	36 0	36 0	140 0	140 0	10 6	10 6	10 6	10 6
Rajputana—																										
Eastern—																										
Partábgarh	13 7	15 0	17 8	20 0	6 4	6 4	7 8	7 8	16 4	17 8	10 0	12 8	15 0	15 0	17 8	20 0	15 0	15 0	17 8	20 8	200 0	200 0	9 0	9 0	9 0	9 0
Bánswára	16 4	15 0	16 14	20 8	6 4	6 4	10 0	9 6	...	...	...	...	16 0	16 0	20 0	20 0	16 0	16 0	20 0	20 0	160 0	160 0	10 8	10 8	10 8	10 8
Meywar (Oodeypore)	11 5½	11 5½	14 7½	14 13½	7 13	7 6½	8 3½	7 9	14 1	14 1	10 8½	10 8½	13 0	13 0	14 0	14 0	13 0	13 0	14 0	14 0	140 0	140 0	11 0	11 0	11 0	11 0
Sirohi	12 0	12 0	16 0	19 0	6 12	7 0	8 0	7 0	18 0	18 0	15 0	15 0	17 0	17 0	18 0	18 0	15 0	15 0	18 0	18 0	260 0	260 0	12 0	12 0	12 0	12 0
Erinpura	13 14	13 12	19 0	18 5	...	3 0	9 0	8 0	18 0	18 0	15 0	15 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	80 0	80 0	12 0	12 0	12 0	12 0
Ajmere	14 0	14 0	19 0	19 0	3 0	6 4	8 0	8 0	10 0	10 0	10 0	10 0	...	...	...	...	...	...	...	...	...	...	11 0	11 0	11 0	11 0
Abu	11 8	11 12	17 14	16 14	6 4	6 4	10 0	8 0	20 4	20 8	16 0	16 12	13 0	13 0	20 4	20 8	16 0	16 0	20 8	20 8	160 0	160 0	10 8	10 8	10 8	10 8
Kishengarh	15 4	14 4	20 8	20 8	9 0	8 0	10 0	9 0	28 0	27 0	...	...	16 0	16 0	21 0	21 0	16 0	16 0	24 0	24 0	240 0	240 0	11 0	11 0	11 0	11 0
Sloondee	21 0	21 0	30 0	30 0	9 0	9 0	9 0	8 0	22 8	22 8	18 0	18 0	20 0	20 0	23 0	23 0	20 0	20 0	23 0	23 0	175 0	175 0	15 3	15 3	15 3	15 3
Kotah	18 0	18 0	20 0	20 0	7 0	7 0	10 0	9 0	18 11½	18 11½	15 0	15 0	20 0	20 0	26 0	26 0	20 0	20 0	26 0	26 0	130 0	130 0	12 0	12 0	12 0	12 0
Jhallawar	15 7	15 15	18 15½	17 15	8 5½	8 5½	9 6	9 6	24 8	24 8	19 8	19 8	24 8	24 8	24 8	24 8	24 8	24 8	24 8	24 8	115 0	115 0	12 0	12 0	12 0	12 0
Tonk	16 8	16 0	24 7	24 12	8 8	8 8	9 8	9 8	20 6	20 6	20 8	20 8	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	140 0	140 0	10 8	10 8	10 8	10 8
Jeypore	16 0	16 12	22 4	24 0	4 12	5 0	7 12	8 4	20 8	20 8	20 8	20 8	24 0	24 0	30 0	36 0	26 8	26 8	36 0	36 0	140 0	140 0	10 6	10 6	10 6	10 6
Kerauli	17 8	17 8	24 6	26 4	10 0	10 0	11 4	11 14	23 12	25 10	21 4	21 4	37 8	37 8	31 4	31 4	23 12	25 10	31 4	37 8	250 0	250 0	11 3	11 3	11 3	11 3
Dholpur	16 3	14 13	23 1	23 7	10 2	11 4	11 8	12 6	18 1	19 11	17 9	17 9	23 9	23 9	32 1	32 1	18 1	19 11	22 0	23 9	90 0	90 0	11 8	11 8	11 8	11 8
Bharatpur	17 8	17 8	24 14	26 8	7 12	7 12	9 8	9 8	19 8	19 8	17 0	17 0	25 4	25 4	30 8	25 4	19 8	19 8	22 0	25 4	170 0	170 0	11 8	11 8	11 8	11 8
Alwar	17 14	18 4	25 1	25 11	7 14	8 0	10 6	10 12	24 8	24 8	23 8	21 7	22 8	22 8	29 8	31 1	20 8	21 7	24 8	24 8	200 0	200 0	12 8	12 11	12 11	12 11
Deoli Cantonment	17 4	17 4	22 7	24 0	4 0	7 0	8 0	9 0	24 12	24 12	20 0	20 0	21 0	21 0	24 12	24 8	17 1	18 4	24 8	24 8	220 0	220 0	11 0	11 0	11 0	11 0
Nasirabad Cantonment	16 0	16 6½	20 15½	20 0	...	...	8 0	9 0	20 15	20 0	...	...	20 0	20 0	13 0	13 0	...	...	20 15	20 0	90 10	90 0	12 4	12 4	12 4	12 4
Hilly Tracts of Meywar	11 0	11 0	13 0	12 8	...	5 0	8 0	8 0	...	...	...	...	15 0	15 0	...	...	...	...	...	...	§	§	11 0	11 0	11 0	11 0
Bálmer	11 6	11 0	18 0	18 0	5 0	6 8	6 8	8 0	12 8	12 8	12 8	12 8	15 0	15 0	16 8	15 0	11 0	11 0	12 8	12 8	260 0	260 0	12 8	12 8	12 8	12 8
Anádra	12 0	12 8	18 0	22 0	8 0	8 0	11 0	11 0	14 0	14 0	14 0	14 0	19 8	19 4	15 2	19 8	15 4	19 4	17 0	19 8	...	...	12 0	12 0	12 0	12 0
Shahpura	17 8	16 6	22 0	20 4	8 4	8 4	9 0	11 0	21 0	20 8	17 0	17 0	17 3	17 3	16 8	16 8	11 0	11 0	17 0	17 0	160 0	160 0	11 8	11 8	11 8	11 8
Western—																										
Jodhpur	13 2	12 8	18 7	17 8	6 4	6 4	7 8	7 8	15 0	13 12	14 6	15 0	16 4	16 4	15 0	15 0	...	...	...	...	...	...	13 7	13 12	13 7	13 12
Jaisulmer	10 12	10 12	...	...	8 0	8 0	10 0	10 0	13 4	13 4	...	...	10 4	10 4	...	...	...	...	...	...	...	...	21 0	21 0	21 0	21 0
Bickanir	13 8	14 8	...	4 14	2 14½	7 10	8 0	8 0	14 8	15 0	...	...	16 3	17 0	...	8 0	8 0	8 0	14 8	15 0	100 0	100 0	12 8	12 8	12 8	12 8
Central India—																										
Indore	14 0	13 14	13 0	13 0	8 0	7 0	9 0	8 0	19 0	19 0	16 0	16 0	17 0	17 0	20 0	20 0	17 0	17 0	20 0	20 0	120 0	120 0	10 4	10 4	10 4	10 4
Nimach Cantonment	14 5	14 14	20 12	21 8	8 0	8 0	10 0	10 0	18 12	18 12	15 0	15 0	17 12	17 12	18 8	18 8	18 8	18 8	18 8	18 8	180 0	180 0	11 14	11 14	11 14	11 14
Bagheikhand (Satna)	18 12	19 12	26 0	28 0	8 0	8 0	14 8	15 0	...	24 0	24 0	24 0	...	...	24 0	24 8	24 0	24 8	24 0	24 0	200 0	200 0	10 9	10 9	10 9	10 9
Goona	20 0	19 0	15 0	15 0	8 0	8 0	8 0	8 0	24 0	24 0	...	...	24 0	25 0	...	...	...	...	...	...	200 0	200 0	10 0	10 0	10 0	10 0
Gwalior	14 8	13 6	21 2	19 8	6 13	6 13	8 10	8 3	16 13	17 14	24 8	24 8	21 7	21 3	18 2	17 14	25 10	25 10	135 15	145 0	10 4	10 4	10 4	10 4	10 4	10 4

* In sub-divisions retail prices of salt per rupee are:—Beguserai 9-4 sers and Jamui 9 sers.
‡ In sub-divisions retail prices of salt per rupee are:—Bazar 10-4 sers, Bhabuah 9-8 sers, and Sasseram 9-12 sers.
‖ At Kishengunge retail price of salt 8 sers per rupee.

† For husked grain.
‡ These prices (save rice) are for unhusked grain.
v In Madhubani and Tajpore sub-divisions retail price of salt 10 sers per rupee.
v/ At Hajipore retail price of salt 10 sers per rupee.
w At Bettiah retail price of salt 9-12 sers per rupee.
§ Six pies per bundle.

RETAIL PRICES FOR THE 2nd HALF OF APRIL 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or thur cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	19 0	20 0	28 0	28 0	...	...	10 *	10 0	27 0	28 0	25 0	25 0	†	†	†	†	26 0	26 0	18 0	18 0	†	†	85 0	85 0	10 0	11 12
Ferozepore	20 0	20 0	36 0	38 0	...	...	10 0	9 0	26 0	28 0	20 0	20 0	...	†	16 0	16 0	28 0	28 0	30 0	30 0	11 0	...	100 0	100 0	13 4	13 4
Montgomery	20 0	20 0	28 0	28 0	...	...	9 0	10 0	28 0	28 0	15 0	15 0	‡	‡	28 0	26 0	26 0	25 0	24 0	28 0	12 0	12 0	200 0	200 0	11 0	11 0
entral—																										
Gurgaon	20 0	21 0	30 0	30 0	...	...	11 0	11 0	28 0	28 0	24 0	24 0	†	†	†	†	20 0	20 0	25 0	25 0	16 0	16 0	130 0	130 0	11 0	11 0
Delhi	18 0	18 0	26 0	28 0	...	...	11 0	11 0	24 0	24 0	20 0	20 0	†	†	12 0	14 0	25 0	25 0	24 0	24 0	27 0	25 0	80 0	80 0	11 0	11 0
Rohtak	19 0	19 0	28 0	28 0	...	...	11 0	11 0	27 0	29 0	22 0	24 0	†	†	16 0	15 0	27 0	29 0	16 0	16 0	20 0	20 0	120 0	120 0	11 0	11 0
Karnál	18 0	19 0	30 0	32 0	...	...	11 0	11 0	27 0	27 0	18 0	18 0	22 0	22 0	18 0	18 0	28 0	31 0	35 0	35 0	20 0	20 0	140 0	120 0	10 0	10 8
Lahore	19 0	19 0	33 0	33 0	...	...	9 0	9 0	30 0	30 0	18 0	18 0	‡	‡	24 0	20 0	28 0	27 0	29 0	29 0	12 0	12 0	95 0	95 0	12 0	12 0
Sub-montane—																										
Umballa	23 0	24 0	28 0	28 0	...	...	11 0	11 0	27 0	27 0	16 0	16 0	20 0	20 0	10 0	10 0	29 0	29 0	32 0	32 0	20 0	20 0	130 0	130 0	12 0	12 0
Ludhiána	23 0	24 0	40 0	40 0	...	...	12 0	12 0	32 0	33 0	25 0	24 0	†	†	22 0	21 0	29 0	29 0	34 0	34 0	13 0	13 0	110 0	110 0	12 8	12 8
Jullundur	23 0	23 0	40 0	40 0	...	...	8 0	8 0	30 0	30 0	22 0	22 0	*	*	20 0	20 0	26 0	25 0	34 0	32 0	‡	*	100 0	100 0	12 8	12 8
Hoshiárpur	24 0	24 0	32 0	32 0	...	...	12 0	12 0	26 0	29 0	20 0	18 0	12 0	...	20 0	20 0	30 0	25 0	32 0	33 0	17 0	17 0	120 0	120 0	13 0	13 0
Gurdáspur	20 0	20 0	28 0	26 0	...	...	12 0	13 0	23 0	23 0	14 0	14 0	†	†	16 0	16 0	22 0	22 0	26 0	24 0	10 0	10 0	120 0	120 0	13 0	13 0
Amritsar	22 0	22 0	32 0	29 0	...	...	10 0	10 0	25 0	26 0	17 0	19 0	†	†	26 0	24 0	27 0	25 0	29 0	29 0	†	†	90 0	90 0	13 0	14 0
Hills—																										
Simla	14 0	14 0	16 0	‡	...	...	8 0	9 0	16 0	16 0	14 0	14 0	21 0	20 0	8 0	8 0	19 0	17 0	21 0	21 0	9 0	10 0	60 0	65 0	8 8	8 8
Kángra	16 0	15 0	19 0	20 0	...	...	12 0	12 0	12 0	12 0	10 0	10 0	24 0	24 0	8 0	8 0	20 0	20 0	21 0	19 0	12 0	12 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkote	20 0	19 0	32 0	30 0	...	...	11 0	11 0	26 0	26 0	22 0	22 0	‡	‡	20 0	20 0	27 0	25 0	26 0	26 0	13 0	13 0	160 0	160 0	13 0	13 0
Gujránwála	21 0	20 0	34 0	38 0	...	...	10 0	9 0	22 0	22 0	16 0	16 0	‡	‡	16 0	16 0	28 0	28 0	20 0	20 0	‡	‡	95 0	85 0	13 0	13 0
Gujrát	21 0	21 0	40 0	34 0	...	...	9 0	9 0	25 0	25 0	21 0	21 0	†	†	12 0	12 0	25 0	25 0	23 0	23 0	†	†	120 0	120 0	14 0	14 0
Jhelum	20 0	20 0	32 0	32 0	...	...	9 0	10 0	23 0	22 0	20 0	22 0	†	*	‡	12 0	25 0	23 0	23 0	23 0	†	*	140 0	160 0	14 0	14 0
Ráwalpindi	17 0	17 0	32 0	30 0	...	...	12 0	8 0	24 0	24 0	20 0	20 0	*	*	20 0	20 0	23 0	23 0	23 0	22 0	20 0	19 0	98 0	100 0	13 8	13 8
Hazára	17 0	17 0	28 0	23 0	...	...	11 0	12 0	‡	‡	18 0	20 0	†	†	12 0	12 0	21 0	21 0	20 0	20 0	†	†	100 0	100 0	11 0	11 0
Peshawar	18 0	18 0	44 0	35 0	...	...	10 0	10 0	25 0	27 0	14 0	16 0	†	†	18 0	19 0	21 0	21 0	28 0	24 0	22 0	25 0	110 0	109 0	39 0	40 0
Kohát	16 0	16 0	42 0	26 0	...	...	12 0	11 0	16 0	16 0	16 0	15 0	†	†	†	16 0	24 0	24 0	24 0	20 0	†	†	138 0	125 0	54 0	58 0
Western—																										
Shahpur	23 0	22 0	40 0	40 0	...	...	10 0	10 0	34 0	34 0	29 0	30 0	20 0	20 0	20 0	20 0	31 0	31 0	24 0	24 0	*	*	240 0	240 0	13 0	13 0
Jhang	22 0	24 0	31 0	32 0	...	...	10 0	10 0	24 0	24 0	§	16 0	20 0	20 0	22 0	22 0	19 0	20 0	18 0	20 0	10 0	10 0	240 0	240 0	12 0	12 0
Mooltan	17 0	17 0	25 0	27 0	...	...	10 0	10 0	24 0	24 0	19 0	19 0	†	†	24 0	24 0	22 0	21 0	24 0	24 0	†	†	100 0	100 0	13 0	13 0
Bannu	21 0	18 0	35 0	37 0	...	...	11 0	10 0	23 0	24 0	19 0	19 0	8 0	8 0	8 0	8 0	27 0	26 0	24 0	23 0	13 0	13 0	60 0	60 0	40 0	40 0
D. I. Khán	20 0	19 0	37 0	43 0	...	...	8 0	8 0	25 0	25 0	25 0	26 0	‡	‡	6 0	6 0	26 0	24 0	17 0	17 0	14 0	14 0	112 0	112 0	44 0	43 0
Muzaffargarh	20 0	20 0	26 0	27 0	...	...	13 0	12 0	20 0	20 0	21 0	20 0	‡	‡	‡	‡	19 0	21 0	‡	‡	11 0	11 0	110 0	110 0	12 0	12 0
D. G. Khán	19 0	17 0	28 0	26 0	...	...	9 0	9 0	25 0	25 0	20 0	20 0	‡	‡	‡	‡	20 0	19 0	‡	‡	‡	‡	125 0	175 0	27 0	27 8
Sind and Baluchistan—																										
Karáchi	12 0	11 8	17 0	17 0	8 0	8 0	10 0	10 0	16 0	16 0	13 0	13 0	‡	‡	‡	‡	16 0	18 0	14 0	14 0	6 0	7 0	90 0	90 0	14 0	14 0
Hyderabad (Gidu Bandar)	12 8	12 8	18 0	18 0	7 0	7 8	9 8	9 8	18 8	18 0	15 0	15 0	...	...	...	...	17 8	15 8	...	...	...	...	160 0	160 0	11 0	11 0
Thar and Párkar (Umarkot)	13 0	13 0	...	...	...	...	10 0	10 0	...	...	12 0	12 0	...	...	...	...	...	...	...	...	...	...	160 0	160 0	12 0	12 0
Sukkur	13 8	16 0	19 8	20 0	10 8	9 8	12 8	12 0	19 8	22 0	17 0	19 0	...	...	...	...	17 8	18 8	...	...	11 0	11 8	120 0	120 0	12 8	12 8
Shikárpur	12 8	12 0	20 8	17 8	8 12	8 0	10 8	9 0	19 8	19 0	19 0	19 0	...	...	...	...	19 0	15 0	...	...	9 4	10 0	140 0	140 0	11 8	11 8
Upper Sind Frontier	13 0	13 8	20 0	19 8	8 0	8 0	10 0	10 0	22 4	22 0	20 0	20 0	...	...	...	...	20 8	20 0	...	...	10 0	10 0	160 0	160 0	11 0	11 0
Quetta	13 1½	13 10	14 12	15 0	5 0	5 0	8 4	7 12	15 8	16 0	...	‡	...	‡	...	‡	14 12	14 4	15 0	15 0	...	‡	70 6½	64 0	0	9 0
Bombay—																										
Konkan—																										
Karwar	11 0	11 0	...	...	6 8	6 8	10 0	11 0	18 0	18 0	...	...	22 0	22 0	13 0	13 0	12 8	13 0	...	...	10 0	11 0	213 5	235 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	8 8	8 8	11 5	10 9	14 4	14 4	13 8	13 8	16 7	16 7	...	...	11 4	13 4	...	...	9 9	9 9	135 0	135 0	11 8	11 8
Colába (Alibág)	10 0	10 0	...	...	...	...	11 4	11 4	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	122 0	122 0	12 0	12 0
Bombay	10 6	9 9	16 3	17 0	7 0	6 13	11 1	10 13	17 14	16 11	12 10	12 10	15 4	16 15	13 13	14 11	13 15	14 4	17 14	16 13	7 1	7 2	62 6	62 6	11 3	11 3
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 7	9 7	...	...	11 4	11 4	...	...	...	...	12 5	12 5	...	...	9 12	9 12	53 2	53 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	17 0	17 0	...	...	11 0	11 0	12 0	12 0	23 0	23 0	21 0	21 0	31 0	31 0	...	...	14 0	14 0	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Belgaum	15 8	16 8	...	...	11 8	11 8	12 0	12 0	19 0	20 0	18 0	19 0	23 0	24 0	...	...	14 8	15 8	...	...	10 8	11 8	64 0	68 0	12 0	12 0
Satara	10 11	10 11	13 0	13 0	8 3	8 3	10 0	10 0	14 10	14 10	12 15	12 15	16 5	16 5	14 5	14 5	15 9	15 9	19 2	19 2	13 12	13 12	97 1	97 1	13 0	13 0
Sholápur	14 1	14 8	17 6	17 6	7 9	7 9	9 7	9 7	20 11	20 11	17 7	17 7	...	...	...	...	16 1	16 14	...	...	15 1	15 1	82 10	82 10	11 8	11 8
Bijápur	13 8	13 8	10 5	10 5	7 3	7 3	9 2	9 2	18 2	18 2	15 14	15 14	...	...	...	...	15 12	15 12	...	...	10 10	10 10	80 0	80 0	10 8	10 8
Poona (City)	11 8	11 8	13 1	11 14	8 13	8 9	9 3	9 3	16 5	15 4	12 10	12 10	16 6	16 6	...	...	12 10	13 13	...	...	14 6	15 10	60 13	60 13	11 15	11 9
Khandesh—																										
Ahmadnagar	13 6	13 6	...	...	8 0	8 0	9 1	9 1	16 8	16 8	12 8	12 8	...	...	...	...	14 7	14 10	...	...	16 1	16 1	50 0	71 0	11 6	11 6
Násik	14 12	14 12	...	...	9 0	9 0	10 8	10 8	...	...	14 0	14 0	15 14	17 2	...	...	13 10	14 6	...	...	10 1	11 8	106 8	106 8	13 8	13 8
Khandesh (Dhulia)	12 14	12 14	...	...	7 8	7 8	9 6	9 6	16 5	16 5	14 1	14 1	...	...	12 10	12 10	12 10	12 10	...	...	...	...	106 0	110 0	11 6	11 6
Guserat—																										
Surat	10 0	10 0	13 0	13 0	6 0	6 0	8 0	8 0	16 0	15 0	14 0	14 0	...	...	6 0	...	12 0	12 0	...	...	13 0	13 0	110 0	120 0	24 0	12 0
Broach	10 8	10 8	...	...	7 8	7 8	9 8	9 8	15 8	15 8	13 0	13 0	...	...	...	...	10 10	13 0	...	...	12 4	13 0	90 0	90 0	12 12	12 12
Kaira	13 10	13 10	20 0	18 13	7 7	7 7	9 11	9 11	14 8	15 0	14 8	14 8	16 0	16 0	...	...	12 15	12 13	...	...	13 5	13 5	90 0	90 0	13 5	13 5
Baroda Camp (Sadar Bazar)	8 9½	8 9½	13 2½	13 2	6 14	6 14	8 9½	7 7	14 14	14 4	13 2½	13 2	15 6½	13 11	...	...	10 4½	10 4½	...	...	8 9½	8 9½	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	11 8	11 8	21 0	21 0	6 0	6 0	8 0	8 0	14 0	14 0	14 8	14 8	...	...	...	...	15 0	15 0	...	...	9 0	9 0	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	10 0	10 0	...	...	7 2	7 2	10 0	10 0	17 6	17 6	14 4	13 2	17 6	17 6	...	...	15 0	15 0	16 0	16 0	9 4	9 4	160 0	160 0	11 2	11 2
Deesa Cantonment	13 0	13 8	14 12	16 8	6 8	6 14	8 0	8 0	14 8	14 14	13 10	14 0	...	...	...	...	15 13	16 5	...	...	11 6	11 2	150 0	150 0	11 1	11 0
Kathiawar—																										
Rájkot	13 0	13 4	...	...	6 8	6 8	8 0	8 0	14 0	14 4	12 0	12 4	...	...	...	...	13 4	13 8	...	...	6 8	6 8	100 0	100 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	14 3	14 3	...	...	7 8	7 8	11 7	11 7	19 1	19 1	...	...	...	...	...	...	...	...	...	...	10 11	10 11	120 0	120 0	10 14	10 14
Khandwa-Ásirgarh Cant.	13 0	13 0	...	...	9 0	9 0	11 0	11 0	18 0	18 0	17 11	17 8	...	...	13 0	13 0	16 0	16 0	...	...	11 0	11 0	160 0	160 0	10 0	10 0
Hoshangabad	14 8	14 8	...	...	7 0	7 0	8 8	8 8	...	...	...	...	...	...	...	...	19 0	19 0	...	...	13 0	13 0	120 0	120 0	9 8	9 8
Betúl	14 7	14 7	...	...	9 9	9 9	10 0	10 0	17 7	17 7	...	...	...	...	...	...	16 13	16 13	...	...	11 6	11 6	320 0	320 0	7 9	7 9
Chhindwára	15 3	15 3	...	...	8 0	7 5	10 0	9 10	20 9	18 0	...	...	...	...	...	...	19 0	19 0	...	...	10 9	10 9	160 0	150 0	8 0	8 0
Nágpur	16 4	16 4	...	...	8 12	8 7	12 3	12 3	19 11	20 10	...	...	...	...	...	...	18 12	19 11	...	...	13 2	13 12	110 0	119 0	9 13	9 13
Wardha	16 0	17 2	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	17 2	20 0	...	...	16 0	16 0	124 0	124 0	10 11	9 10
Central—																										
Narsinghpur	13 8	13 8	...	...	9 3	9 3	10 6	10 6	...	...	...	...	...	...	...	...	17 10	19 13	...	...	12 10	12 10	200 0	200 0	9 2	9 2
Saugor	15 7	15 15	...	...	8 9	8 9	9 8	9 8	...	...	...	...	...	...	...	...	17 10	19 0	...	...	13 0	12 8	160 0	160 0	9 2	9 2
Damoh	17 2	17 2	...	...	10 15	10 15	12 0	12 0	...	...	...	...	...	...	...	...	24 0	24 0	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	15 0	14 0	...	...	8 8	8 8	10 4	10 8	19 0	20 0	...	...	...	...	...	...	19 8	19 8	...	...	13 0	13 12	130 0	130 0	9 0	9 0
Mandla	18 0	19 0	...	...	8 0	9 0	10 0	11 0	...	...	...	...	...	...	...	...	24 0	24 0	...	...	11 0	11 0	256 0	256 0	9 8	9 0
Seoni	16 10	16 10	...	...	9 5	9 5	12 2	12 2	...	...	...	...	...	...	...	...	19 8	19 8	...	...	10 15	10 15	200 0	200 0	9 2	9 2
Bálághát	18 6	18 6	...	...	13 2	13 2	16 9	16 9	...	...	...	...	...	...	...	...	19 3	19 3	...	...	12 8	12 8	192 0	192 0	8 0	9 0
Bhandára	17 8	17 8	...	...	...	...	14 0	15 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	13 12	12 8	200 0	190 0	9 8	9 2
Chánda	16 2	16 2	...	...	...	...	14 7	17 10	21 5	22 13	...	...	...	...	...	...	21 5	20 0	...	...	14 7	14 6	615 0	615 0	10 0	10 0
Eastern—																										
Biláspur	19 14	19 14	...	...	11 3	11 3	13 8	13 8	...	...	...	...	...	...	...	...	16 12	16 12	...	...	16 8	16 7	64 0	96 0	9 0	9 0
Raipur	20 13	21 14	...	...	10 13	10 13	15 15	15 15	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	50 0	50 0	8 0	8 0
Sambalpur	14 0	15 12	...	...	12 4	12 4	17 8	17 8	...	...	...	...	...	...	...	...	12 0	10 8	...	...	9 0	9 0	160 0	160 0	8 5	8 5
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	11 0	11 0	18 0	18 0	17 0	17 0	...	...	...	...	17 0	17 0	...	...	10 0	11 0	§	§	9 0	9 0
Básim	16 10	18 5	...	...	8 0	7 10	9 13	9 8	24 0	24 10	23 0	23 0	...	...	...	...	19 0	21 8	...	...	13 2	13 5			9 0	9 0
Akola	15 0	16 0	...	...	7 0	7 0	9 0	8 0	17 0	17 0	15 0	15 0	...	...	...	...	16 0	16 0	...	...	19 0	19 0			10 0	10 0
Ellichpur	14 0	14 0	7 0	7 0	7 0	7 0	8 6	8 6	16 0	16 0	13 0	13 0	...	...	...	...	14 6	15 0	...	...	17 4	17 4			9 4	9 4
Amráoti	14 2	14 0	...	...	8 0	6 12	10 0	7 12	17 14	18 0	14 0	13 0	...	...	...	...	15 0	16 0	...	...	12 8	12 12			9 0	9 0
Wún	16 0	17 0	...	...	8 0	8 0	11 0	11 0	20 0	22 0	...	...	...	...	...	...	15 4	17 0	...	...	16 0	18 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 15	12 15	...	...	6 12	6 12	10 3	10 3	17 12	18 4	...	...	...	...	...	...	14 2	14 7	...	...	20 1	18 13	125 0	125 0	9 4	9 0
Boláram	14 9	14 9	...	...	7 6	7 6	8 5	8 5	20 1	20 1	...	...	...	...	...	...	15 9	15 9	...	...	...	...	116 14	116 14	9 0	9 0
Chadarghat	10 12	12 0	...	...	7 0	7 0	9 8	10 0	20 0	21 0	20 0	21 0	...	...	...	...	14 4¶	16 0	...	...	...	...	120 0	120 0	9 12	9 12

* Not sold. † Not produced. ‡ Not procurable. § Firewood is sold by head-loads, cart-loads, and bullock-loads. ¶ Unhusked grain.

RETAIL PRICES FOR THE 2nd HALF OF APRIL 1889—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, cholai, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, cholai, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or thur cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar or thur cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	11 13	11 13	12 10	12 10	*	*	*	*	20 6	20 6	*	*	12 0	12 0	...	...	12 0	12 0	136 2	136 2	11 11	11 11
S. Canara	8 8	8 8	...	...	11 2	11 14	12 13	12 13	*	*	*	*	21 13	21 13	*	*	11 8	11 8	...	...	14 8	14 8	128 13	128 13	13 5	13 5
South, central—																										
Coimbatore	12 5	12 5	...	...	12 10	12 10	13 10	13 10	21 11	21 11	23 13	23 13	26 3	26 3	...	...	12 0	12 0	...	...	14 0	14 0	133 10	133 10	11 11	11 11
Nilgiris	9 14	9 14	...	...	10 6	9 10	11 3	10 6	19 5	20 0	16 13	15 6	21 10	20 3	...	...	12 0	12 0	...	...	15 0	14 8	161 13	161 13	11 0	10 2
Salem	10 3	10 3	...	...	11 13	11 13	13 11	13 11	25 0	25 0	22 2	22 2	30 13	30 13	...	...	12 0	12 0	...	...	16 0	16 0	186 10	186 10	13 8	13 8
Central—																										
Bellary	13 6	13 0	...	...	11 13	12 5	13 0	13 8	28 5	29 10	21 11	21 3	32 0	33 0	...	...	12 0	12 0	...	...	14 0	14 0	97 3	97 3	11 14	11 14
Anantapur	11 8	11 8	...	...	13 14	13 6	16 3	14 0	31 6	31 6	25 6	23 6	32 0	32 0	...	...	12 0	12 0	...	...	14 0	14 0	194 6	194 6	11 5	11 5
Cuddapah	11 13	12 8	...	...	11 2	10 11	13 11	14 2	21 5	22 2	*	29 0	38 8	30 0	...	...	12 0	12 0	...	...	14 0	14 0	140 0	140 0	12 10	12 10
Kurnool	11 6	11 6	...	...	11 2	11 6	11 13	12 3	24 5	24 5	20 0	21 5	*	*	...	...	12 0	12 0	...	...	14 0	14 0	142 14	142 14	10 2	11 5
East Coast, north—																										
Ganjam	9 8	10 5	...	...	10 0	10 0	11 8	10 6	*	*	*	*	18 8	20 2	...	...	12 0	12 0	...	...	10 0	10 0	264 6	264 6	12 0	12 0
Vizagapatam	12 0	12 0	...	...	9 0	9 0	10 3	10 3	20 8	20 8	19 13	19 13	18 3	18 3	...	...	11 8	11 8	...	...	11 0	11 0	116 10	116 10	11 11	11 11
Godávari	11 11	11 11	...	...	13 6	13 6	14 8	14 8	24 0	25 0	21 2	21 2	22 13	22 13	...	...	12 0	12 0	...	...	12 0	12 0	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	12 10	13 2	13 3	13 13	22 2	21 2	*	*	23 13	*	...	...	12 0	12 0	...	...	13 0	13 0	170 2	170 2	13 3	13 3
Nellore	9 14	9 14	...	...	11 6	11 14	12 8	13 0	23 0	23 0	21 13	21 13	26 6	26 6	...	...	12 0	12 0	...	...	13 0	13 0	93 5	93 5	11 11	11 11
East Coast, south—																										
Madras	10 10	10 10	...	...	11 10	10 5	13 6	13 6	*	*	*	*	28 2	27 11	...	...	12 0	12 0	...	...	13 0	13 0	80 14	80 14	12 5	12 5
Chingleput	*	*	...	...	13 8	13 8	15 2	15 2	*	*	*	*	26 0	26 0	...	...	12 0	12 0	...	...	13 0	13 0	122 8	122 8	11 14	11 14
N. Arcot	9 6	9 6	...	...	12 3	12 3	13 3	13 10	*	*	*	*	34 3	34 3	...	...	12 0	12 0	...	...	13 0	13 0	194 6	194 6	11 5	11 5
S. Arcot	7 13	7 13	...	...	12 3	12 3	14 14	15 13	*	*	*	*	23 14	23 14	...	...	12 0	12 0	...	...	13 0	13 0	209 0	209 0	11 11	11 11
Tanjore	8 2	8 2	...	...	14 8	14 14	*	*	*	*	23 2	23 2	26 6	26 6	...	...	12 0	12 0	...	...	13 0	13 0	166 3	166 3	12 14	12 14
Trichinopoly	8 14	8 14	...	...	12 3	12 3	12 11	12 11	*	*	14 14	14 14	24 3	24 3	...	...	12 0	12 0	...	...	13 0	13 0	143 6	143 6	12 3	12 3
Southern—																										
Tinnevelly	9 3	8 14	...	...	12 11	13 2	13 10	13 10	*	*	*	*	*	*	...	...	12 0	12 0	...	...	14 0	14 0	53 5	53 5	14 13	14 13
Madura	10 2	10 2	...	...	13 6	13 14	13 14	14 13	*	*	22 11	22 0	26 5	26 5	...	...	12 0	12 0	...	...	14 0	14 0	136 2	136 2	13 10	13 10
Mysore—																										
Mysore	10 0	10 0	10 0	10 0	10 0	10 8	12 0	12 0	*	*	28 0	29 0	29 0	29 0	24 0	24 0	12 0	12 0	...	...	16 0	16 0	96 0	96 0	9 0	9 0
Bangalore	10 8	10 8	11 0	11 0	9 8	9 8	10 8	10 8	23 0	23 0	...	30 0	34 0	34 0	...	...	11 8	11 8	...	...	14 8	14 8	96 0	96 0	9 4	9 4
Kolar	...	...	10 0	10 0	10 0	10 0	13 0	13 0	24 0	24 0	...	...	43 0	41 0	...	...	12 0	14 0	...	...	15 0	15 0	144 0	150 0	8 0	8 0
Tumkur	11 0	11 0	11 0	11 0	12 0	12 0	13 0	13 0	26 0	26 0	...	...	48 0	48 0	...	...	12 0	12 0	...	...	16 0	16 0	340 0	340 0	9 0	9 0
Hassan	...	...	11 0	11 0	12 0	12 0	14 0	14 0	...	...	...	...	48 0	48 0	...	...	13 0	14 0	...	...	14 0	14 0	96 0	96 0	8 0	8 0
Kadur	10 0	10 0	11 0	11 0	16 0	16 0	18 0	18 0	...	...	...	...	42 0	42 0	...	...	15 0	10 0	...	...	10 0	10 0	320 0	320 0	10 0	9 0
Shimoga	12 10	12 10	...	...	12 10	12 10	13 10	13 10	...	...	...	...	55 0	55 0	70 0	70 0	16 13	16 13	...	...	16 13	16 13	480 0	480 0	8 6	8 6
Chitaldrug	13 0	13 0	15 0	15 0	11 0	11 0	13 0	13 0	32 0	32 0	32 0	32 0	55 0	55 0	70 0	70 0	15 0	15 0	...	...	21 0	21 0	320 0	320 0	9 0	9 0
Coorg—																										
Coorg	9 0	9 8	8 0	8 8	11 8	14 8	14 0	15 8	...	...	...	...	35 8	36 0	...	...	21 0	23 8	...	...	...	...	110 0	110 0	10 0	10 8
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

E. J. SINKINSON,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

EXAMINATIONS FOR THE SELECTION OF CANDIDATES FOR THE UPPER AND LOWER DIVISIONS OF THE GOVERNMENT CLERICAL SERVICE, TO BE HELD AT DIFFERENT TIMES INSTEAD OF SIMULTANEOUSLY.

No. $\frac{14}{1023-36}$.

Extract from the Proceedings of the Government of India in the Home Department (Public),—under date Simla, the 11th June, 1889.

Read—

Home Department Notification No. 1817, dated the 3rd July, 1888, publishing revised rules for the regulation of appointments in the Secretariat Clerical Service of the Government of India and attached Offices.

RESOLUTION.

The Government of India has had under consideration the question whether the examinations for the Upper and Lower Divisions of candidates for admission to clerkships in the Government of India Secretariats and attached Offices should not be held at different times instead of simultaneously as has been done hitherto. Under the existing practice, a candidate who fails for the Upper Division is unable to present himself for examination for the Lower Division in the same year; and as it is possible that this arrangement may prevent candidates who would make specially efficient members of the Lower Division from competing at the examination for it, the Governor-General in Council is pleased to decide that in any future year in which examinations are held for both Divisions, they shall not be held simultaneously. Under the system as now modified the examination for the Upper Division will be held first, and after its results have been announced, the Lower Division examination will begin. Candidates who fail in the examination for the Upper Division will thus have an opportunity to present themselves at the examination for the Lower Division, provided they pay the fees prescribed by the rules for both examinations. When examinations for both Divisions are to take place in the same year, the date on which the examination for each Division is to be held will be duly notified.

ORDER.—Ordered, that a copy of this Resolution be forwarded to the Governments of Bengal, North-Western Provinces and Oudh, and the Punjab, and the Chief Commissioner, Central Provinces, for information;

that a copy be forwarded to the Secretary to the Board of Examiners, Calcutta, for information;

that a copy be communicated to all Departments* of the Government of India for information; and

that a copy be communicated to the Heads† of Offices under the Home Department for information.

* Except Foreign Department.

† Surgeon-General / Sanitary Commissioner with the Government of India. Registrar of the Calcutta University.

Ordered also, that the Resolution be published in the Supplement to the *Gazette of India* for general information.

(True Extract.)

A. P. MACDONNELL,
Secretary to the Government of India.

A

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Circular No. $\frac{37}{29-3}$ Exhibitions.

Extract from the Proceedings of the Government of India, Revenue and Agricultural Department,—(Museums and Exhibitions), dated Simla, the 8th June, 1889.

The following papers received from the Administrator of the Government of New Zealand relative to the New Zealand and South Seas Exhibition to be held at Dunedin in 1889-90, are published for general information:

NEW ZEALAND AND SOUTH SEAS EXHIBITION.

Patrons:

His Excellency Major-General Sir WILLIAM F. DRUMMOND JERVOIS, C.B., G.C.M.G., R.E., etc.

His Excellency the Right Honourable the EARL OF ONSLOW, G.C.M.G.

President:

JOHN ROBERTS, Esq.

Vice Presidents:

The Hon. Sir HARRY ALBERT ATKINSON, K.C.M.G., Premier of New Zealand.
Sir F. DILLON BELL, Agent-General for New Zealand.
Count DE JOUFFROY D'ABBANS, Consul-General of France, New Zealand.
The Hon. T. FERGUS, Minister of Justice and Defence, New Zealand.
The Hon. Sir W. FITZHERBERT, K.C.M.G., Speaker of the Legislative Council, New Zealand.
Sir GEORGE GREY, K.C.B.
The Hon. Sir JOHN HALL, K.C.M.G., M.H.R.
Sir JAMES HECTOR, K.C.M.G.
The Hon. R. OLIVER, M.L.C.
The Hon. Sir MAURICE O'RORKE, Speaker of the House of Representatives, New Zealand.
The Hon. W. H. REYNOLDS, M.L.C.
The Hon. Colonel SARGOOD, M.L.C., Victoria.
The Hon. Sir ROBERT STOUT, K.C.M.G.
The Hon. Sir JULIUS VOGEL, K.C.M.G., M.H.R.
His Honour Mr. JUSTICE WILLIAMS.
His Worship the Mayor of Dunedin (H. GOURLEY, Esq.)

Executive Commissioner:

R. E. N. TWOPENY, Esq.

Commissioners:

A. BARTLEMAN, Esq., J.P.
Rev. Dr. BELCHER.
GEO. BELL, Esq., J.P.
T. BROWN, Esq.
THOS. BRYDONE, Esq., J.P.
W. CARLTON, Esq.
J. H. COCK, Esq., Chairman, Wellington Chamber of Commerce.
Capt. COLBECK, President, Auckland Chamber of Commerce.
W. DAWSON, Esq.
D. DUNN, Esq., Mayor of Oamaru.
J. DUTHIE, Esq., J.P., Mayor of Wellington.
H. S. FISH, Esq., J.P., M.H.R.
Hon. G. FISHER, Minister of Education.
T. FLEMING, Esq., Mayor of Invercargill.
W. GOW, Esq.
B. HALLENSTEIN, Esq., J.P.
T. M. HOCKEN, Esq., M.D.
M. JOEL, Esq.
A. KAYE, Esq., President, Canterbury Chamber of Commerce.
A. LEE SMITH, Esq.
C. LOUISSON, Esq., Mayor of Christchurch.
M. J. MAUDE, Esq., Mayor of Hokitika.
J. MILLS, Esq., M.H.R.
J. H. MORRISON, Esq., J.P.
V. PYKE, Esq., M.H.R.
G. W. RIELY, Esq., Mayor of Blenheim.
A. H. ROSS, Esq., M.H.R.
D. M. ROSS, Esq., Mayor of Timaru.
J. B. ROY, Esq., Mayor of New Plymouth.
JOHN SHARPE, Esq., Mayor of Nelson.
G. H. SWAN, Esq., Mayor of Napier.
J. WHITE, Esq.

Treasurer:

A. BARTLEMAN, Esq.

Secretary:

D. HARRIS HASTINGS.

OFFICIAL PROGRAMME.

It is intended to celebrate the Fiftieth Anniversary of the Foundation of the Colony of New Zealand, by holding in the City of Dunedin an Exhibition of arts, industries, resources, and manners of New Zealand, Australia, and the other Countries and Colonies in the Southern Pacific.

The principal objects of this Exhibition are to practically illustrate the development of the resources of New Zealand during the first half century of her existence, in comparison with the progress made by other Colonies, British and Foreign; to stimulate industry and promote Intercolonial commerce; to strengthen the natural ties which connect all the Countries in the South Pacific Ocean, and to call attention to their position and potentialities.

The recent improvement in the commercial condition of New Zealand, and the prospect of prosperity immediately before her, offers special opportunities for the development of industry and the extension of Intercolonial commerce; whilst many considerations point to the desirability of bringing the importance of the South Sea Islands into notice, and cultivating a closer acquaintance with their peoples.

The Exhibition is held by, and at the risk of a number of New Zealand colonists, who have subscribed a Guarantee Fund for the purpose, after the model of those upon which the Great Exhibition of 1851, the London International Exhibition of 1862, and the Adelaide Jubilee Exhibition of 1887 were carried out.

The Government of New Zealand have recognised this Exhibition as the Official Celebration of the Jubilee of the Colony, and issued invitations to the Governments of Australia and the other Colonies and Islands in the Southern Pacific to be officially represented thereat. They have further undertaken to assist the Exhibition by erecting the main building, which will contain the picture galleries, and themselves exhibiting collections illustrating the fauna, flora, geology, and mineralogy of New Zealand, as well as objects of historical interest. The Government will also with the assistance of the native chiefs, organise a representation of Maori life and customs.

The Commissioners invite exhibits of all kinds from all Colonies, British and Foreign, wheresoever situated, as well as from Islands under British rule in the South Pacific. They are also desirous of obtaining Works of Art, Educational, Scientific, and Machinery Exhibits from other countries; but ordinary Industrial Exhibits from Europe and America can only be admitted under special conditions. Inducements will be offered for the exhibition of processes of manufacture.

With the consent and support of the other chief cities of New Zealand, the Exhibition will be held in Dunedin, which is the centre of the railway system of the southern and most populous island of the Colony. A suitable site has been obtained in the heart of the town, close to the railway station and intercolonial wharves. A line of railway will deliver exhibits into the grounds.

The Exhibition will be open to the public on Tuesday, 26th November, 1889, and close about the middle of April, 1890. It will be open in the evening as well as the day time.

The Government will issue customs regulations for the free admission of Intercolonial and Foreign Exhibits, similar to those in force at Melbourne and other Intercolonial Exhibitions, and similar railway privileges will be allowed for exhibits. The reproduction of exhibits will be prohibited by law.

CONDITIONS AND REGULATIONS.

1. Governments intending to take part in this Exhibition are requested to intimate the same as soon as possible. Applications for space for exhibits from Colonies officially represented must be made through the Commissioners of the Colonies to which the applicant belongs. Applications from countries and colonies not officially represented should be addressed directly to the Secretary at Dunedin.

2. Applications for space, with full particulars, are invited as early as possible, and in the allotment of space precedence will be given, as far as possible, to priority of application. No application will be received later than the 1st of July, 1889. Forms of application and all information can be obtained from the Secretary.

3. The ordinary charge for space will be £1 1*s.* for the first ten square feet or any less space, and a shilling for every additional square foot. Sculpture and paintings approved by the Fine Arts Committee will be admitted free, as well as educational and scientific exhibits shown by Government departments, and exhibits in Classes 34 and 35. Machinery and bulky exhibits will be shown in special annexes, in which space will be charged for at the reduced rate of £1 1*s.* for the first 20 feet, and sixpence for every additional foot. Wall space will be charged at the same rate as machinery. All applications must be accompanied by payment of the full amount of the space required. Special arrangements can be made for the exhibition of articles in the grounds.

4. The Exhibition will be ready for the reception of exhibits on October 1, 1889, and space not occupied by November 1, 1889, will revert to the Commissioners for reassignment. The Executive Commissioner shall at any time have power to reserve or reduce space which, in his opinion, is not fully occupied or misused.

5. The Executive Commissioner may issue at his discretion weekly licenses for the sale of articles manufactured in the Exhibition, but no other exhibit will be allowed to be taken out of the buildings until the close of the Exhibition; and any exhibitor selling goods for immediate delivery renders himself liable to the forfeiture of his space and all rights as an exhibitor.

6. The Exhibition building will be constituted a bonded store, but exhibits sold will be subject to duty.

7. The introduction of dangerous substances is strictly prohibited.

8. Packages intended for the Exhibition must be painted or labelled with the following device as a distinctive mark N.Z.E. together with the name of the exhibitor and country or colony in which court the exhibit will be shown.

9. Customs entries, transportation, receiving, and arranging articles for exhibition must be undertaken by the exhibitor at his own expense, but no charge will be made for the carriage of goods intended for exhibition on the railway lines. New Zealand and Island exhibits will be carried free on the Union S.S. Company's boats, and Australian exhibits the double journey at single freight.

10. The protection of invention capable of being patented and of designs is secured by the patent law of New Zealand. No exhibit may be drawn, copied or reproduced in any manner whatsoever without the joint consent of the exhibitor and the Executive Commissioner. The Commissioners, however, reserve to themselves the right of authorising the production of general views.

11. If exhibits are not intended for competition, notice must be given in the application for space.

12. An official catalogue will be published in English by the Commissioners, by whom the sale of catalogues is reserved. Anything beyond the ordinary description of the exhibit, together with the name of the exhibitor, must be paid for as an advertisement.

13. The representatives of countries and colonies will be allowed to group their exhibits as they may think fit in that portion of the Exhibition buildings allotted to them, subject always to the approval of the Executive Commissioner.

14. Motive power will be supplied to exhibits of processes of manufacture free of charge on application to the Executive Commissioner; but the right is reserved of reducing the amount asked for, or to make a charge for certain portions of the motive power supplied at discretion. The Commissioners desire to encourage the display of machinery in motion, and of all descriptions of manufactures in progress. Requests for motive power must be made to the Secretary prior to 1st July, 1889.

15. All shafting, pulleys, belting, machines, &c., for the transmission of power from the main shafting, must be provided by and at the cost of the Exhibitor.

16. Judges will be appointed by the Commissioners, acting mainly upon the recommendation of the exhibitors themselves. Certificates of first, second, and third order of merit will be awarded.

17. The removal of exhibits from the Exhibition buildings and grounds must be completed within one month from the close of the Exhibition. Goods remaining after that period will be removed by order of the Executive Commissioner, at the risk of exhibitors and sold by auction or otherwise disposed of at his direction, and the net proceeds handed to the exhibitors or their duly appointed agents.

18. Every person who becomes an exhibitor thereby acknowledges and undertakes to observe the rules and regulations established from time to time for the government of the Exhibition.

19. The Commissioners reserve the right to alter, explain, or add to these regulations at any time, whatever may be deemed necessary.

20. Precaution will be taken to preserve exhibits from injury and to guard the buildings, but no responsibility will be taken for damage or loss from whatever cause. Exhibitors will make their own arrangements for effecting insurances.

Form of applications for space and all further information can be obtained from

D. HARRIS HASTINGS, *Secretary.*

CLASSIFICATION OF EXHIBITS.

CLASS 1.—Geological and Mineralogical Collections.
2.—Mining and Metallurgical Machinery and Appliances.
3.—Chemical Manufactures.
4.—Glassware, Pottery, etc.
5.—Household Furniture, Brushware, etc.
6.—Heating and Lighting Apparatus.
7.—Textile Fabrics.
8.—Ready-made Clothing, etc.
9.—Printing, Stationery, etc.
10.—Armament, Native Weapons, etc.
11.—Surgical and Pharmaceutical Appliances.
12.—Hardware.
13.—Carriages, Horse furniture, etc.
14.—Educational Appliances.
15.—Scientific Instruments.
16.—Musical Instruments.
17.—Sanitary and Athletic Appliances.
18.—Works of Art.
19.—Photographs.
CLASS 20.—Machinery for Wood and Metal Working, etc.
21.—Sewing, Knitting, Printing Machines.
22.—Heavy Machinery, Castings, Ship Models, etc.
23.—Forestry Products.
24.—Agricultural Products.
25.—Wines, Spirits, Beers, Cordials, Ærated Waters, and Cooperage.
26.—Animal Food Products.
27.—Boots, Shoes, Saddlery, Leather, etc.
28.—Wood and Fibres.
29.—Stuffed Animals, Insects, Bee-keeping Appliances.
30.—Traps for Game, and Fishing Tackle.
31.—Agricultural Machinery and Implements.
32.—Flowers, Fruit Models, Garden Appliances.
33.—Silversmiths' Work.
34.—Artisan's Individual Work.
35.—Women's Work.

Circular No. $\frac{37}{29-3}$ Ex.

ORDER.—Ordered, that the foregoing papers be published in the Supplement to the *Gazette of India* for general information, and that copies be forwarded to the Local Governments and Administrations noted on the margin,* with a request that the prospectus may be published in the Local Gazette, and that such steps may be taken to make it known among merchants and manufacturers as may be considered desirable.

* Madras.
Bombay.
Bengal.
North-Western Provinces and Oudh.
Punjab.
Central Provinces.
Burma.
Assam.
Coorg.
Hyderabad.
Ajmere and Merwara.

(True Extract.)

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Final Memorandum on the Snowfall of the Cold Weather, 1888-89, in Northern India.

Three snowfall reports have come to hand since the preparation of the preliminary note on the cold weather snowfall in the mountain districts bordering Northern India and the abnormal features of the weather in India during the period January to May, 1889, published in last week's gazette.

The Deputy Commissioner of Kangra has sent the following statement of the reported depth of snow on the higher passes in the Kulu and Plach districts at the end of April. The reported depths at the same date of the two previous years are also given for comparison :

District.	Name of Pass.	Height.	Reported depth of snow, April 30th, 1889.	Reported depth of snow, April 30th, 1888.	Reported depth of snow, April 30th, 1887.
Kulu	Rotang	13,500	15½ feet	4 feet	7 feet
	Hamtu	14,500	13 "	3 "	8 "
	Chandarkhani	...	7 "	5 "	...
	Barsai	...	1½ "	1 foot	...
	Pushtari	...	1 foot	*Nil*	...
	Bubu	10,000	2 feet	4 feet	4 feet
	Lori Achri	...	3 "	3 "	...
	Majang	...	*Nil*	*Nil*	...
	Baragarh	...	1 foot	2 feet	...
Plach	Jalori	1,000	1 "	*Nil*	½ foot
	Raghopur	...	1 "	*Nil*	...
	Namu	...	*Nil*	*Nil*	...
	Chul	...	1 foot	1 foot	...
	Basleo	10,500	2 feet	1 "	1 foot
	Maghin	...	2 "	1 "	...
	Dindku	...	2 "	3½ feet	...
	Srikand	15,000	55 "	14 "	17 feet
	Gargarasan	17,000	2 "	7 "	13 "
	Supakhun	...	1 foot	5 "	...
	Tirath	...	11 feet	7 "	...
	Lambisigran	...	1 foot	*Nil*	...
	Palbach	...	?	2 feet	...

The Assistant Commissioner also states that there was heavy rain on the 10th in these districts, and that snow fell on Sahraj down to 10,000 feet, and in Upper Kulu as low down as 7,000 feet. Slight showers were frequent during the last week or ten days of the month, but on the whole the snow steadily decreased in depth on the higher hills although the quantity still lying is above the normal. The Rotang pass has been open to foot passengers and the Bubu to mules throughout the month. Snow is still lying on the shady sides of the Jalori and Basleo passes, but the Jalori was it is stated crossed by mules towards the end of the month.

The Reverend F. Redslob describes the weather in Ladakh during the month of May as follows: "After very unusual heat during April, May has been for the most part cloudy. Snow fell on two occasions, and rain on the 18th. It has also been occasionally frosty at nights, but the weather is now (May 21st) clearing up and is of the usual character."

The Deputy Commissioner of the Rawalpindi district writes to the effect that no snow fell on the hills adjacent to Kahuta during the month of May.

It will be seen that this additional information confirms the conclusions given in the preliminary note. Hence it may be accepted :

1st.—That the snowfall of the past winter occurred chiefly during the months of December to February, and that the snowfall since that period has not been large in amount. There has been apparently no abnormally heavy snowfall in any part of the Himalayas during the past three months.

2nd.—In the Afghan Highlands the snowfall was not only less in amount than usual, but was melted with greater rapidity than usual in consequence of the occurrence of heavy rain afterwards.

3rd.—The distribution of snowfall in the North-West Himalayas appears to have been very variable. Apparently larger amounts than usual fell on the outer ranges. In the lower elevations of the outer ranges the snowfall was followed by heavy rain which assisted to melt it, and hence the depth of snow is practically no greater in the lower passes of Kulu, &c., than it was last year. The case is different with the higher elevations above 13,000 or 14,000 feet, where the snowfall was unusually heavy, and was not followed by rain. There is hence an unusual accumulation of snow in the higher passes and elevations of Kulu, Plach, and Lahoul. As this extra depth of snow probably only occurs over the area of perpetual snow, it is almost certain that it will have little direct influence on the weather conditions of Northern India. There has on the other hand been less snow than usual in Cashmere and Ladakh. The information of the snowfall in the Gurhwal Himalayas is very limited, but so far as can be judged from the accounts it was not excessive.

4th.—In the Eastern Himalayas the snowfall is, so far as can be judged by the reports of the hillmen, less than it was last year and is probably somewhat below the average.

Experience has shown that it is chiefly abnormally heavy snowfall in the hot weather months of March, April, and May which is influential in modifying the pressure conditions to such an extent as to either retard the monsoon current or deflect it from Upper India into Central or North-Eastern India. The snowfall reports are hence favourable. There has been no heavy unseasonable snowfall during the hot weather months, nor was there during the winter any excessive accumulation of snow on the lower elevations. Hence it may be accepted that the conditions in the mountain districts of Northern India are favourable to an early and steady monsoon.

Abnormal pressure and other weather conditions in India.—These were fully stated for the first four months of the year in the preliminary note. The whole period presents several remarkable features. Amongst the most striking were the excessive rainfall over the whole of Northern India from the Punjab to Behar in the month of February, and the abnormally high temperature and excessive dryness of the air which has prevailed during the months of April and May over the greater part of the country and more especially in the North Deccan, the Central Provinces, Central India, the North-Western Provinces, Behar and Rajputana.

Experience shows that the hot weather is on the whole most influential in modifying the pressure anomalies. The chief feature during the past two years has been excessive pressure in the Deccan, more especially along the eastern base of the West Ghâts. This abnormal feature which has exercised a very powerful influence on the rainfall during the past two years has fortunately disappeared.

The following gives the more important pressure anomalies of the month of May :

(1) Pressure was relatively to the general state in defect over the greater part of the Peninsula and in Burma, Assam, Bengal, Behar, and the northern half of the North-Western Provinces. The deficiency was not large in amount in

the Peninsula or Burmah. It was excessive in Behar and Central Bengal as is shown by the following statement which gives the anomalies:

Burdwan	—·038″
Berhampore	—·046
Dhubri	—·038
Purneah	—·042
Durbhanga	—·044
Patna	—·038

(2) Pressure was relatively in excess in North-Western India including the Punjab, Sind, and Rajputana, but the anomalies are only large in the Punjab, *e.g.*—

Peshawar	+·043″
Dera Ismail Khan	+·031
Multan	+·039
Lahore	+·029
Sirsa	+·028

Experience shows that when the monsoon current invades India it tends to drift more strongly towards areas of deficient pressure and to be diverted from areas of higher pressure than usual, and that any such modification at the commencement of the monsoon tends to become permanent throughout the season.

Assuming this principle and the principle underlying the snowfall theory, the following are the chief inferences respecting the probable character of the south-west monsoon of the present year:

1st.—The weather conditions in May over the land area of India and the character of the cold weather snowfall are both favourable to the probable occurrence of an early and strong monsoon this year. The commencement of the monsoon appears however to depend to a greater extent upon conditions in the south of the Bay and Arabian Sea than upon those of the land area of India, and hence this probability as based on known conditions is not large (not more than three to two).

2nd.—Conditions are unusually favourable to a good monsoon and probably heavier rain than usual over the whole of North-Eastern India, including Burmah, Assam, Bengal, Behar, and the greater part of the North-Western Provinces. It is difficult to estimate the effect of the pressure conditions in Behar, as they were wuch less plainly marked during the second-half of the month than during the first-half, and are hence to some extent temporary in character. The tendency of a persistent low pressure area in Behar during the monsoon would be to give increased rainfall over that area and the districts to the east, south and south-west, that is, over Behar, the greater part of Bengal, Chutia Nagpur, and the Central Provinces, and to diminish the rainfall to the west in the North-Western Provinces. Hence there is a strong probability of Behar, Bengal, and the Central Provinces receiving normal to abundant rain, and of Burmah and the North-Western Provinces receiving normal rainfall.

(3) The conditions in the Peninsula are on the whole favourable, and hence it is probable that the Bombay monsoon current will be at least of normal strength and give normal rainfall over the Peninsula generally.

(4) The conditions in Upper India and more especially the Punjab are more or less unfavourable. The rainfall of the Punjab depends to a somewhat larger extent on the strength of the Bombay current than on that of the Bay of Bengal. The rainfall in the Punjab and Rajputana will hence be probably less than the normal. The deficiency will depend largely on the effect of the Behar low pressure area in diminishing the effect of the Bay of Bengal current in Upper India. If that be a temporary and not a permanent feature of the present monsoon, the deficiency will probably not be marked. On the other hand, if it be permanent, and also deflect the Bombay monsoon current more directly across the Peninsula than usual, the deficiency will probably be large and be relatively greatest in the central and western districts of the Province.

(5) The observations from the observatories in Ganjam and the Northern Circars are unfortunately slightly discrepant and hence somewhat doubtful. So far however as can be judged from these observations, it is on the whole probable that those districts will receive normal rainfall during the present season.

It may be added that the year which approximates most closely in its weather conditions to the present year is 1879. It was characterized by excessive heat in April and May, and the pressure anomalies were very similar. The monsoon rainfall of that year was in excess in all provinces except the Punjab and Rajputana.

JOHN ELIOT,
Meteorological Reporter to the Government of India

SIMLA, *13th June, 1889.*

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending 8 a.m. on Monday, June 10th, 1889.

The past week has been chiefly remarkable for the passage of a large and important cyclonic storm along the Bombay Coast, and for the establishment, whether permanently or not it is difficult to say, of monsoon conditions over a large part of India.

The Chart of the 4th showed that the storm on the West Coast, the first indications of which were noticed last week, was a large and important cyclone. The barometer had fallen about 0·075″ at the West Coast stations, and the centre of the storm apparently lay outside the Coast between Goa and Ratnagiri. At the latter station the barometer read nearly $\frac{1}{6}$ of an inch below the normal height, and a south-easterly strong wind was blowing. On the following day the centre of the storm lay off the Port of Bombay, and the barometer had again fallen there. An east-south-east gale was blowing at Ratnagiri and a strong south-east wind at Bombay. The Chart of the 6th June showed that the storm had apparently been caught within the angle formed by the North Konkan and Kattiawar Coasts and had developed there. The barometer had fallen nearly one-tenth of an inch at Bombay, and the reading was nearly $\frac{1}{4}$ inch below the normal. A strong east-south-east gale was blowing there and fresh gales all around the storm area. On this day pressure was also falling over the Bay, and a disturbance seemed to be forming there. On the 7th the West Coast storm was passing west-north-westward out into the Arabian Sea, and the barometer was rising briskly on the West Coast, though the wind there still blew with the force of a gale. The depression over the Bay proved to have been very slight. By the morning of the 8th the storm had passed out of the region of the Chart, and the barometer had risen moderately to quickly over Sind, Kattiawar, and the Konkan. On this and on the preceding day there had occurred a brisk barometric decrease over the Punjab. The Chart of the 9th showed that a small depression was forming off the Orissa and Ganjam Coasts and that elsewhere the distribution was fairly normal. On the following day the Chart showed that the depression off the Orissa Coast had increased considerably in size, though not in intensity, and had moved north-westward towards the Central Provinces and Behar. A strong southerly wind prevailed on its eastern side, and this wind drawing into east over Bengal passed up the Gangetic plain and joined the circulation existing around the low pressure area over the Indus Valley. At the same time the monsoon current from the West Coast blew over the Central parts of India and of the Peninsula and north-eastward across Guzerat into Rajputana, &c. There was thus established a set of conditions such as ordinarily accompanies a general fall of rain, and the Chart of the 10th showed that, with the exception of one or two regions, rain was falling throughout the country.

Temperature.—The excessive temperatures which prevailed during the previous week continued during the week under review. Maxima varying between 110° and 118° prevailed throughout the week over the Upper Gangetic plain, Sind, Guzerat, Rajputana, and the Central Provinces, and on the 5th a reading of 120° was recorded at Jacobabad. On the 9th and morning of the 10th a rapid fall of temperature occurred, coinciding with the change to damper or rainy conditions noticed in the preceding paragraph.

The following table shows the excess or defect of the mean average temperature of the different Provinces from the normal, both for the present and for the preceding week:

Provinces.	Difference of Mean Temperature of last week from normal.	Difference of Mean Temperature of present week from normal.
Burma	+ 3·6°	+ 3·4°
Bengal	+ 3·3°	+ 1·0°
North-Western Provinces	+ 2·8°	+ 3·9°
Punjab	+ 2·0°	+ 5·1°
Bombay	+ 2·0°	— 0·3°
Central Provinces and Berar	+ 4·0°	+ 4·4°
Guzerat and Central India	+ 5·0°	+ 3·1°
Sind and Rajputana	+ 3·7°	+ 3·9°
Madras	+ 1·2°	+ 1·2°

This table shows that, except in Bombay, where the heavy rainfall occasioned a brisk decrease of temperature, the excess of last week has been maintained, and in Upper India and the Central Provinces has increased.

Rain.—The rainfall over India during the week has been attributable to three sources. There has been, firstly, the heavy daily rainfall which has occurred on the West Coast, due to the northerly progress of the cyclone noticed above; secondly, there has been the steady but generally moderate rain which has fallen over Bengal in connection with the small depressions which have formed off the Orissa and Ganjam Coasts; and thirdly, there has been the general burst of rain which occurred, with the establishment of monsoon conditions, at the close of the week.

On the 4th heavy rain was reported from the West Coast from Cochin to Goa, moderate rain in Assam, slight rain in Lower Burma and Lower Bengal; and a few drops at Ranikhet and Mussoorie. On the 5th heavy rain continued on the West Coast and had extended as far north as Ratnagiri, and slight rain was reported from Burma and Assam. The reports of the 6th showed that heavy rain continued in the West and had spread to Bombay. Heavy showers had fallen at Dacca and Jessore, and slight rain in Assam and Burma. On the 7th there was little change, except that the West Coast rainfall had extended inland over the Central parts of the Peninsula. Slight rain continued in Burma and Bengal. Similar conditions prevailed on the 8th. On the 9th the fall on the West Coast had become light, but rain had extended to the Central Provinces and the East coast of the Peninsula. On the morning of the 10th rain was general. Of the fifty-one rainfall divisions, one gives no returns, three report no rain, twenty-one an excess of rain, and the remainder a deficiency of rain for the week. The greatest excess is reported from the West Coast, but relatively to the average there was considerable excess in Assam, the North-Western Provinces, and the northern parts of Madras. The greatest absolute deficiency is in Burma, but relatively to the average the greatest defect is over Upper and North-Western India.

In Burma all divisions exhibit a deficiency. In Bengal, except the Delta, Orissa, and Chota Nagpur, the rainfall has been heavy. The same is true of the North-Western Provinces, except the Western division. In the south of the Punjab there was a trifling excess, and in other parts of the Province a more or less considerable deficiency. All along the West Coast and inland over Coorg and the Bombay Deccan the rainfall was heavier than the average, and Guzerat to a limited extent shared in this excess; but in Khandeish, all over the Central parts of the country, and the east of the Peninsula, except the north of Madras, the rainfall was short.

The column giving the state of the seasonal rainfall shows that more or less considerable deficiency prevails in Burma, East Bengal, Deltaic Bengal, Chota Nagpur, the west of the North-Western Provinces, the Central and Hill districts of the Punjab, Mysore, Khandeish, the Central parts of the country, Sind, and the Madras Presidency. A more or less considerable excess in Assam, the North-Western Provinces and Oudh, the south of the Punjab, the Konkan, Guzerat, and Kattiawar. Elsewhere the rainfall up to date is fairly normal.

The returns of maximum and minimum are comparatively uninteresting, except in the case of the West Coast. There were no large falls in Burma or Bengal, and even at Cherrapunji the total amount during the week was only 15 inches. In Oudh and the North-Western Provinces there were some falls of between 2 and 3 inches, but these were the largest amounts in Upper India. In Malabar very different conditions prevailed. At one station in Calicut 26 inches and at one in South Kanara 30 inches were collected, while Kumpta in North Kanara received 39 inches. In this district the average rainfall throughout was 34 inches for the week. In the Deccan two places record amounts exceeding 10 inches. Heavy falls were however entirely confined to the West Coast districts, and in the remainder of the divisions there are no falls of any magnitude, though the occurrence of 1 inch of rain at Surada in the Ganjam district is not unimportant in face of the scarcity at present existing there.

Province.	Division.	Rainfall Data for Week ending June 10th, 1889.			Rainfall Data from May 13th to June 10th, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in Inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to June 10th.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	2·64	8·23	—5·59	17·30	26·28	— 34
	Lower Burmah	2·28	4·23	—1·95	5·40	14·35	— 62
	Central Burmah	1·54	3·41	—1·87	5·15	11·02	— 53
	Upper Burmah	3·52	?	?	5·70	?	?
	Arakan	5·68	8·65	—2·97	8·67	25·61	— 66
Bengal and Assam	Eastern Bengal	4·56	4·40	+0·16	8·93	11·50	— 22
	Assam (Surma)	6·89	5·96	+1·02	23·81	18·46	+ 29
	Do. (Brahmaputra)	6·26	4·05	+2·19	15·66	11·75	+ 33
	Deltaic Bengal	1·96	2·39	—0·43	4·13	6·48	— 36
	Central Bengal	2·19	1·88	+0·31	4·81	5·42	— 11
	North Bengal	6·66	5·05	+1·61	12·82	13·13	— 2
	Orissa	0·69	1·14	—0·45	3·44	3·68	— 7
	Chota Nagpur	0 68	1·05	—0·37	1·93	2·94	— 34
	Behar (South)	0·83	0·42	+0·41	1·70	1·59	+ 7
	Do. (North)	1·04	0·89	+0·15	2·23	2·64	— 16
North-Western Provinces and Oudh.	North-Western Provinces (East).	0·56	0·25	+0·31	1·48	0·66	+124
	Oudh (South)	1·52	0·30	+1·22	2·05	0·75	+173
	Do. (North)	0·79	0·51	+0·28	1·68	1·33	+ 26
	North-Western Provinces (Central).	0·87	0·45	+0·42	1·16	0·82	+ 41
	North-Western Provinces (West).	0·50	0·51	—0·01	0·78	1·06	— 26
	North-Western Provinces (Submontane).	0·82	0·64	+0·18	1·38	1·52	— 9
Punjab	Punjab (South)	0·52	0·42	+0·10	1·56	0·85	+ 84
	Do. (Central)	0·09	0·34	—0·25	0·60	0·81	— 26
	Do. (Submontane)	0·16	0·42	—0·26	0·95	1·00	— 5
	Do. (Hill Districts)	0·07	1·42	—1·35	1·67	4·32	— 61
	Do. (North-West)	0	0·43	—0·43	1·17	1·30	— 10
	Do. (West)	0	0·19	—0·19	0·56	0·59	— 5
Bombay and Malabar Coast Districts (Madras).	Malabar	15·73	8·95	+6·78	23·65	21·66	+ 9
	Madras (South Central)	1·18	0·88	+0·30	3·00	3·26	— 8
	Coorg	10·06	6·65	+3·41	14·07	14·06	0
	Mysore	0·40	0·85	—0·45	1·60	3·59	— 56
	Konkan	13·53	5·36	+8·17	15·68	8·77	+ 79
	Bombay Deccan	2·16	1·57	+0·59	4·00	3·88	+ 3
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·63	1·33	—0·70	1·10	2·73	— 60
Central Provinces and Berar.	Berar	0·40	0·92	—0·53	0·90	1·73	— 48
	Central Provinces (West)	0·48	1·21	—0·73	0·59	2·16	— 73
	Ditto (Central)	0·62	1·10	—0·48	0·75	2·03	— 63
	Ditto (East)	0·50	1·68	—1·18	0·99	2·93	— 66
Bombay (North)	Guzerat	0·74	0·65	+0·09	2·56	1·17	+119
	Kattiawar	0·24	0·61	—0·37	1·22	0·95	+ 28
	Sind	0	0·04	—0·04	0·05	0·14	— 64
Rajputana and Central India.	Central India (East)	0·47	0·71	—0·24	1·18	1·37	— 14
	Rajputana (East), Central India (West).	0·74	0·53	+0·21	1·56	1·20	+ 30
	Rajputana (West)	0·10	0·18	—0·08	0·44	0·68	— 35
Madras	East Coast (North)	1·61	0·66	+0·95	3·11	3·34	— 7
	Hyderabad (South)	0·07	0·84	—0·77	0·39	1·97	— 80
	Madras (Central)	0·46	1·16	—0·70	1·29	3·05	— 58
	East Coast (Central)	0·49	0·68	—0·19	0·94	2·00	— 53
	Ditto (South)	0·32	0·38	—0·06	1·48	2·18	— 32
	Madras (South)	0·02	0·36	—0·34	0·89	1·72	— 49

SIMLA, *13th June, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 8th June.*—No rain in Madura and Tinnevelly; good rain on the West Coast and Nilgiris; fair in Ganjam, Vizagapatam, Kurnool, Chingleput, South Arcot; slight elsewhere. Crops generally good, but withering in parts of Cuddapah, South Arcot, and Salem; suffering from want of rain in parts of Vizagapatam, North Arcot, and Coimbatore. Indigo blighted in Cuddapah. Water-supply scarce in Ganjam, insufficient in parts of Vizagapatam, Nellore, Anantapur, Chingleput, and North Arcot. Stock suffering very badly, chiefly from rinderpest, in Malabar, Tanjore, and Anantapur, and badly in Kistna, South Arcot, and Trichinopoly. Prices falling in Bellary, stationary in seven districts, and rising in all others. Prices of all grains have risen in Ganjam. 1,020 deaths from cholera in Ganjam. Labourers employed on last day of week—on Rushikulya works, 5,681; Gopalpore Canal, 5,199; Ghat Roads, 1,426. Average daily number on drinking-water tanks and wells, 4,363. On minor irrigation and other works, 2,439. General prospects favourable, except in Ganjam.

Bombay.—*For week ending 12th June.*—Rain in Guzerat, Konkan, Deccan, Southern Mahratta Country, and Hyderabad. Preparations for *kharif* crops in progress generally. Probable *rabi* outturn in Shikarpur thirteen annas. Damage done to crops by crickets in Upper Sind Frontier.

Bengal.—*For week ending 11th June.*—General rain during the week—heaviest in the Northern and North-Eastern districts. Agricultural prospects have consequently improved, and ploughing and sowing are generally in progress. More rain is however still required in parts of Western and Central Bengal and Behar, Chota Nagpur, and Orissa generally. The early rice and jute seedlings are coming up well; and the condition of sugarcane, indigo, and other standing crops is fair. In Rungpur and Bogra the early rice is said to have suffered considerably from drought, and will be a short crop. Prices of foodgrains are high and almost steady in the affected districts of Durbhunga, Muzaffarpur, and Chumparun. Common rice is quoted at 13¼ seers, 12 seers, and 11 seers per rupee respectively. Distress continues in the Contai subdivision of the Midnapur district.

North-Western Provinces and Oudh.—*For week ending 12th June.*—Good rain has fallen in all districts but Rae Bareilly, Allahabad, Banda, Farukhabad, Agra, and Jhansi, where the heat is intense. Sugarcane and other summer crops being irrigated. Markets fairly supplied. Prices show an upward tendency in some districts. Health of cattle good.

Punjab.—*For week ending 12th June.*—Moderate rain in several districts. Prices stationary throughout the Province, except in Peshawar, where they are unsettled. Threshing operations nearly over. Ploughings for and sowing of *kharif* still in progress. Standing *kharif* crops are in good condition. Outturn is reported good from Rawalpindi. Stock-cattle are reported healthy. Pasturage or fodder sufficient throughout the Province.

Central Provinces.—*For week ending 12th June.*—Weather cloudy, with slight showers; a good fall of rain in Nimar. Land being ploughed and manured. Rice being sown in Bilaspur and Sambalpur. Scarcity of water continues.

Burma.—*For week ending 8th June.*—Heavy rain fell in several districts in Upper Burma. The rainfall generally is seasonable. Ploughing and transplanting are progressing. Cattle-disease is severe in Pegu, Toungoo, and

Bhamo. Fluctuations in the price of paddy are but slight, but at Henzada prices have risen 10 per cent. in the last fortnight, and during the week under report 9 per cent. at Mergui and 11 per cent. at Sagaing. The food-supply is sufficient.

Assam.—*For week ending 12th June.*—Weather seasonable. Rainfall general. Transplanting of late rice continues. Prospects of potatoes in Khasi hills fair. Tea and other crops doing well.

Mysore and Coorg.—*For week ending 12th June.*—Rainfall good in the Shimoga and Kadur districts; elsewhere slight. Standing crops good. More rain wanted in parts of Bangalore, Kolar, and Tumkur districts; otherwise prospects generally favourable. Paddy and sugarcane harvested in parts. No material change in prices.

Very good and general rain in Coorg. Standing crop in good condition. Fevers prevalent.

Berar and Hyderabad.—*For week ending 12th June.*—Weather hot in Berar. A little rain during the week. Preparations for the *kharif* crops completed in some districts. Agricultural stock in good condition. Fodder and water insufficient. Marked change in the price of foodgrains.

Slight rain during the week in Hyderabad. Reaping of hot-weather crops concluded. Preparations for *kharif* sowings commenced. Scarcity of fodder and water still felt. Prices stationary.

Central India.—*For week ending 12th June.*—Slight rain throughout Central India during the week—heaviest fall at Sirdarpur. Fair also in Western Malwa. Sowings commenced in Western Malwa and many parts of Bhopawar. Prices of foodgrains slightly risen in Dhar, and steady and high in Bhopal.

Rajputana.—*For week ending 12th June.*—Rainfall in most States. Agricultural operations commenced. Agricultural stock poor in Meywar and Bikanir. Pasturage or fodder insufficient in Marwar, Kherwara, and Meywar. Prices rising in Meywar, Kotah, and Bhrutpore.

Nepal.—*For week ending 6th June.*—Good rain fell during the week. Weather hot. Prospects improved in the Valley.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. VII of 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 19th May, 1888. Total.	Receipts for week ending 19th May, 1888. Per mile open.	Total mean length open.	Receipts for week ending 18th May, 1889. Total.	Receipts for week ending 18th May, 1889. Per mile open.	Total Receipts from 1st April to 19th May, 1888. Total.	Total Receipts from 1st April to 19th May, 1888. Per mile open per week.	Total Receipts from 1st April to 18th May, 1889. Total.	Total Receipts from 1st April to 18th May, 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
	State Lines worked by Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1st June, 1889	East Indian	1,514	10,02,074	662	1,514	10,30,661	681	69,46,573	656	67,58,508	638	...	1,88,065
1st ditto	Patna-Gya	57	8,338	146	57	8,869	155	68,027	170	68,855	172	828	...
1st ditto	Dildárnagar-Gházipur	12	1,689	141	12	1,083	90	9,712	116	7,117	85	...	2,595
25th May, 1889	Rajputana-Malwa	1,664	4,23,776	255	1,664	4,75,000	285	28,44,751	244	32,44,481	284	3,99,730	...
1st June, 1889	Bengal-Nágpur (a)	186	45,575	245	293	64,062	219	3,11,067	239	4,00,399	199	89,332	...
1st ditto	Southern Mahratta (b)	850	84,298	99	857	1,01,028	118	5,95,461	100	6,30,519	105	35,058	...
1st ditto	Do. Mysore Section	140	11,390	81	219	15,681	72	72,771	74	93,382	61	20,611	...
25th May, 1889	Indian Midland	211	(c) 24,906	118	588	(d) 72,671	124	(c) 1,68,692	114	(d) 4,77,406	118	3,08,714	...
18th ditto	Villupuram-Dharmaveram (Nellore Branch)	83	3,661	44	83	5,862	71	27,343	47	30,240	53	2,897	...
18th ditto	Bareilly-Pilibhit	36	1,746	49	36	2,647	74	12,573	50	16,548	66	3,975	...
	Total	4,753	16,07,453	338	5,323	17,77,564	334	1,10,56,970	332	1,17,27,455	321	6,70,485	...
	State Lines worked by Government.												
1st June, 1889	North-Western (e)	2,411	4,88,209	202	2,386	5,29,424	222	34,01,935	202	37,48,312	229	3,46,377	...
18th May, 1889	Oudh and Rohilkhand	693	1,73,793	251	692	2,00,184	289	12,15,928	252	12,60,775	260	44,847	...
18th ditto	Bengal Central	125	12,857	103	125	12,850	103	80,426	92	93,456	107	13,030	...
1st June, 1889	Wardha Coal	45	13,690	304	45	15,891	353	1,15,978	368	1,37,038	444	21,060	...
18th May, 1889	Eastern Bengal Railways	673	1,47,731	220	673	1,56,450	233	9,89,066	210	10,91,773	232	1,02,707	...
25th ditto	Nalháti	27	1,803	66	27	1,489	54	12,778	67	10,574	55	...	2,204
25th ditto	Tirhoot	259	40,071	155	273	42,498	156	2,80,246	155	2,72,030	143	...	7,616
18th ditto	Lucknow-Sitapur-Sihrámau	105	7,465	71	105	8,432	80	39,560	54	51,168	70	11,608	...
18th ditto	Jorhát	31	931	30	31	995	32	5,979	27	7,431	34	1,452	...
18th ditto	Cherra-Companyganj	7	142	19	7	105	14	466	9	338	6	...	128
25th ditto	Burma	392	67,487	172	553	98,964	179	4,71,366	188	7,02,871	182	2,31,505	...
	Total	4,768	9,54,179	200	4,917	10,67,282	217	66,13,728	200	73,76,366	219	7,62,638	...
	Lines worked by Guaranteed Companies.												
25th May, 1889	Madras	840	1,59,725	190	840	2,06,444	246	11,17,353	190	12,83,372	223	1,66,019	...
18th ditto	South Indian	654	1,11,052	170	654	1,31,768	201	7,46,957	163	7,97,162	178	50,205	...
1st June, 1889	Great Indian Peninsula	1,504	(f) 12,71,458	846	1,447	(g) 9,46,989	655	(f) 83,53,071	794	(g) 66,28,002	668	...	17,25,069
25th May, 1889	Bombay, Baroda and Central India (h)	461	3,33,960	724	461	3,18,000	690	23,30,748	722	23,14,872	732	...	15,876
	Total	3,459	18,76,195	542	3,402	16,03,201	471	1,25,48,129	518	1,10,23,408	473	...	15,24,721
GRAND TOTAL (Guaranteed and State)		12,980	44,37,827	342	13,642	44,48,047	326	3,02,18,827	334	3,01,27,229	322	...	91,598
Gross Estimated Expenses		...	...	...	...	...	...	1,35,90,526	150	1,36,88,710	146	98,184	...
Net Receipts		...	...	...	...	...	...	1,66,28,301	184	1,64,38,519	176	...	1,89,782
	Assisted Companies.												
1st June, 1889	Tárakeshwar	22	5,262	236	22	5,480	246	50,384	324	46,047	296	...	4,337
11th May, 1889	Dibru-Sadiya	...	...	...	...	(i)	...	(j) 49,366	105	(k) 57,064	122	7,698	...
1st June, 1889	Bengal and North-Western	376	63,320	168	376	66,480	177	4,03,081	153	4,16,875	162	13,794	...
18th May, 1889	Rohilkhand-Kumaun	67	5,616	84	67	9,456	141	55,352	118	60,369	129	5,017	...
	Total	465	74,198	160	465	81,416	175	5,58,183	147	5,80,355	156	22,172	...
	Native States.												
25th May, 1889	His Highness the Nizam's Guaranteed	277	25,530	92	354	37,233	105	2,17,972	112	2,90,710	120	72,738	...
25th ditto	His Highness the Gaekwar's	59	3,453	59	59	2,320	39	27,891	68	21,975	54	...	5,916
25th ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	1,314	63	27	1,150	42	9,038	61	8,981	49	...	57
1st June, 1889	Bhávnagar-Gondal-Junagarh-Porbandar	193	27,256	141	260	37,488	144	1,99,894	148	2,67,391	150	67,497	...
25th May, 1889	Morvi	68	5,251	77	68	5,334	78	38,738	95	37,926	93	...	812
25th ditto	Jodhpore	124	8,566	69	124	7,400	60	55,903	64	51,808	61	...	4,095
	Total	742	71,370	96	892	90,925	102	5,49,436	106	6,78,791	111	1,29,355	...

(a) Includes the Katni-Umaria Branch.
(b) Includes the Bellary-Kistna State Railway.
(c) Includes the Sindia State Railway.
(d) Includes the Sindia and Bhopal-Itarsi State Railways.
(e) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(f) Includes the Dhond-Manmad, Khamgaon, Amraoti, and Bhopal-Itarsi State Railways.
(g) Includes the Dhond-Manmad, Khamgaon, and Amraoti State Railways.
(h) Includes the Patri Branch.
(i) Return not received.
(j) Total receipts from 1st April to 12th May, 1888.
(k) Total receipts from 1st April to 11th May, 1889.

M. C. BRACKENBURY, *Major, R.E.,*

Officiating Deputy Secretary.

SIMLA, *13th June, 1889.*

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SUPPLEMENT TO

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first two months of the official year 1889-90, and of the eighteen preceding years.

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE TWO MONTHS, APRIL AND MAY.																							
	BENGAL.				BOMBAY.				SINDH.				MADRAS.				BURMA.				TOTAL BRITISH INDIA.			
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On other Imports.	Total Imports.	Export Revenue.	Total Revenue.
1871-72	1,66	11,62	3,51	16,79	1,46	4,93	88	7,27	18	15	24	57	57	2,06	2,88	5,51	25	73	6,01	6,99	4,12	19,49	13,52	37,13
1872-73	2,17	9,94	4,21	16,32	91	7,09	98	8,98	18	16	72	1,06	66	2,19	2,23	5,08	67	87	8,22	9,76	4,59	20,25	16,36	41,20
1873-74	1,57	9,48	2,67	13,72	98	5,04	86	7,78	15	9	22	46	78	2,11	2,71	5,60	62	80	9,04	10,46	4,10	18,42	22,32	38,02
1874-75	1,64	10,45	2,21	14,30	1,16	5,08	88	7,12	22	8	22	52	56	2,39	2,08	5,03	74	1,10	6,95	8,79	4,32	19,10	12,34	35,76
1875-76	1,67	12,73	2,95	17,35	1,23	6,50	2,31	10,04	18	20	54	92	63	2,33	2,79	5,75	79	71	11,94	13,44	4,50	22,47	20,53	47,50
1876-77	2,28	10,33	1,73	14,34	1,41	6,75	38	8,54	23	9	7	39	95	2,15	1,31	4,39	97	92	8,50	10,39	5,84	26,22	11,99	38,05
1877-78	2,61	12,61	2,20	17,42	1,89	8,17	43	10,49	45	15	12	72	92	1,41	34	2,67	98	1,08	7,14	9,20	6,55	23,42	10,23	49,50
1878-79	2,31	12,38	1,98	16,67	1,55	7,80	49	9,84	39	9	8	56	1,02	1,85	82	3,69	1,45	1,21	7,94	10,60	6,72	23,33	11,31	41,36
1879-80	1,75	11,13	1,37	14,25	1,75	6,38	55	8,68	46	11	7	64	85	1,38	73	2,96	1,31	94	9,82	12,07	6,12	19,94	12,54	38,60
1880-81	2,26	8,39	1,02	11,67	1,68	7,60	44	9,72	88	16	7	1,11	95	1,67	1,68	4,30	85	1,29	9,10	11,24	6,62	19,11	12,31	38,04
1881-82	2,52	9,27	1,97	13,76	1,89	7,56	51	9,96	84	22	10	1,16	75	1,64	1,35	3,94	1,30	1,30	11,24	13,84	7,30	19,99	15,37	42,66
1882-83	2,55	4	2,26	4,85	2,07	—39*	45	2,16	62	2	16	80	86	...	67	1,53	1,80	1	13,64	15,45	7,90	—29*	17,18	24,79
1883-84	2,51	...	3,09	5,60	1,99	12	29	2,40	74	...	12	86	84	...	100	1,84	1,65	4	13,49	15,18	7,73	16	17,99	25,88
1884-85	2,17	7	1,59	3,83	2,01	11	43	2,55	89	2	13	1,04	89	3	1,42	2,34	1,51	3	9,27	10,81	7,47	25	7,73	20,57
1885-86	2,16	3	2,05	4,24	2,03	12	23	2,38	82	...	19	1,01	92	1	38	1,31	1,16	2	11,15	12,33	7,09	18	7,27	21,27
1886-87	2,20	3	2,00	4,23	2,00	12	35	2,47	73	2	25	1,00	1,14	1	86	2,01	1,64	—2*	10,79	12,41	7,71	16	7,87	22,12
1887-88	1,96	7	2,19	4,22	2,73	10	42	3,25	98	2	19	1,19	1,50	...	86	2,36	2,27	...	11,51	13,78	9,44	19	9,63	24,80
1888-89	2,39	64	2,97	6,00	2,72	1,11	45	4,28	91	17	16	1,24	1,66	15	75	2,56	1,77	17	6,91	8,85	9,45	2,24	11,69	22,93
1889-90	2,27	1,15	2,24	5,66	2,97	95	53	4,45	1,08	20	20	1,48	1,68	...	1,02	2,70	1,48	54	11,39	13,41	9,48	2,84	12,32	27,70

* The amount refunded is greater than the duty collected.

E. J. SINKINSON,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 17th June, 1889.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

MODE OF SUBMISSION OF MEMORIALS ADDRESSED TO PARLIAMENT.

No. $\frac{16}{1098-1114}$.

Extract from the Proceedings of the Government of India in the Home Department (Public),—under date Simla, the 20th June, 1889.

Read—

Despatch from the Right Honourable the Secretary of State for India, No. 13 (Political), dated 14th March 1889.

RESOLUTION.

A case having recently occurred in which a memorial addressed to the House of Commons was withheld under Rule XII., clause 3, of the Rules for the submission of Memorials to Her Majesty the Queen, Empress of India, or to the Right Honourable the Secretary of State for India, His Lordship, while expressing the opinion that memorials addressed to Parliament cannot be withheld under the rules above referred to which do not properly apply to such Memorials, has decided that if a petition against the orders of the Secretary of State for India in Council is prepared for presentation to Parliament, it should be submitted to the House of Parliament to which it is addressed through the medium of some unofficial Member of the House, and not through the Secretary of State.

ORDER.—Ordered, that copy, with copy of extracts from the Journals and Standing Orders of Parliament enclosed in the Despatch from the Secretary of State read in the preamble, be forwarded to Local Governments and Administrations for information;

that a copy, with copy of extracts, be forwarded to the several Departments of the Government of India for information; and

that the Resolution and extracts be published in the Supplement to the *Gazette of India* for general information.

(True Extract.)

A. P. MACDONNELL,
Secretary to the Government of India.

HOUSE OF COMMONS.

PUBLIC PETITIONS.

Every Member presenting a Petition to the House must affix his name at the beginning thereof. (*Vide* Commons' Journals, 1833, March 20; 1883, February 19.)

Every Petition must be written and not printed or lithographed. (*Vide* Commons' Journals, 1793, May 6; 1817, March 12.)

Every Petition must contain a prayer. (*Vide* Commons' Journals, 1843, July 10.)

Every Petition must be signed by at least one person on the skin or sheet on which the Petition is written. (*Vide* Commons' Journals, 1817, March 12.)

Every person signing a Petition must write his address after his signature or his signature will not be counted. (*Vide* Appointment of the Select Committee on Public Petitions, 1879, February 18.)

Every Petition must be written in the English language, or be accompanied by a translation certified by the Member who shall present it. (*Vide* Commons' Journals, 1821, March 16; March 21.)

Every Petition must be signed by the parties whose names are appended thereto by their names or marks, and by no one else except in case of incapacity by sickness. (*Vide* Commons' Journals, 1675, November 8; 1689, November 14; 1774, June 2; 1826, December 13; 1836, June 28.)

No letters, affidavits, or other documents, may be attached to any Petition. (*Vide* Commons' Journal, 1826, February 20; November 28; 1856, March 14.)

No erasures or interlineations may be made in any Petition. (*Vide* Commons' Journals, 1827, March 2; 1831, August 12.)

No reference may be made to any Debate in Parliament. (*Vide* Commons' Journals, 1822, March 28.)

No application may be made for any grant of public money, except with the consent of the Crown. (*Vide* Standing Orders.)

No application may be made for a charge upon the revenues of India, except with the consent of the Crown. (*Vide* Standing Orders.)

All Petitions, after they have been ordered to lie upon the Table, are referred to the Committee on Public Petitions, without any question being put; but if any such Petition relate to any matter or subject with respect to which the Member presenting it has given notice of a Motion, and the said Petition has not been ordered to be printed by the Committee, such Member may, after notice given, move that such Petition be printed with the Votes. (*Vide* Standing Orders.)

A Member cannot present a Petition from himself. It is quite competent to any honourable Member to petition the House, but then his Petition ought to be presented by another Member. (*Vide* Rules, Orders, and Forms of Proceeding of the House of Commons.)

MEM.—*Every Petition offered to be presented to the House should be addressed "To the Honourable the Commons of the United Kingdom of Great Britain and Ireland, in Parliament assembled."*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending 8 a.m. on Monday, June 17th, 1889.

The weather of the past week has been much quieter than during the week preceding. No storms of any magnitude have been developed, and the general conditions over the greater part of the country have been such as normally accompany a fairly general incursion of monsoon winds and well distributed rainfall. The Bombay branch of the monsoon current has been far stronger than that from the Bay of Bengal, and hence the rainfall over the Peninsula has been more general and heavier than that over the Gangetic plain. In the latter region there has been comparatively little rainfall, the major part of the monsoon current from the Bay feeding into slight shallow depressions which formed over Lower Bengal and produced the slight but continuous precipitation which characterised that region.

The chart of the 11th showed conditions similar in many respects to those which prevailed at the close of the preceding week. A large but shallow depression, with its centre off the Circars and Orissa coasts, overlay Bengal, the east of the North-West and Central Provinces, and the Circars; a second depression was shown in the Indus Valley, while the highest pressures were reported from Malabar, Ceylon, and the south of the Bay. The winds were normal in direction. A strong westerly wind blew across the West Coast and over the Peninsula; in the Bay of Bengal it drew into south-westerly, and in Burmah and Lower Bengal into south-easterly, while in North Bengal and up the Gangetic plain it was easterly to south-easterly. In North-Western India there existed a partial circulation around the Indus Valley low pressure. On the 12th the principal changes consisted of alterations in the positions of the two areas of low readings. The centre of depression which on the 11th lay off the Orissa and Circars Coasts had passed northward into Lower Bengal, while the Indus Valley depression had passed southward and concentrated in Lower Sind. The winds were very little changed, except that the south-easterly winds from the Bay were interrupted over the North-Western Provinces and no longer penetrated into Upper India. On the 13th the only change of importance was the slight intensifying and northerly movement of the Bengal depression. The general distribution was unaltered, readings being high in the extreme south and relatively low in the Indus Valley and in Bengal. The chart of the 14th showed that the small depression over Bengal had more or less broken up, but that that over Sind had intensified. Gradients were consequently very steep over Sind, and all over that region very strong winds were blowing. The Bombay monsoon current on this day was everywhere exceptionally strong. On the 15th there was very little change in the distribution of pressure. The winds were also very little changed, the Bombay monsoon blowing with abnormal strength, while the Bengal current was weak and irregular. On the 16th there was a marked tendency to the formation of an area of depression and cyclonic circulation in Bengal, but no other change of importance. The chart of the 17th showed that a depression was steadily forming over Bengal, so that while the Bombay monsoon continued strong there was very little passage of air from the Bay into Upper India.

Temperature.—The week on the whole has been a cool one. The rainfall of the earlier days of the week effected a large decrease of temperature, and the showery weather which subsequently prevailed in Northern India prevented any very extensive recovery in that region, while the strong monsoon winds and more or less daily rain which occurred over the region affected by the Bombay current maintained low temperatures over the greater part of the remainder of India.

The coolest day on the whole was the 12th, when very low maxima for the season were experienced. At Patna and Gya on that day the maximum readings exhibited a deficiency of $10\frac{1}{2}°$; at Gorakhpur and Lucknow of 17°; at Lahore of 18°; at Bareilly of 22°; and at Sirsa of 26°. From that day on to the close of the month the changes of temperature were somewhat irregular, but with a general tendency to rise.

The following table shows the excess or defect of the mean average temperatures of the different Provinces from the normal, both for the present and for the preceding week:

Province.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of Present Week from Normal.
Burmah	+ 3·4°	+ 0·1°
Bengal	+ 1·0°	— 1·3°
North-Western Provinces	+ 3·9°	— 6·8°
Punjab	+ 5·1°	— 3·7°
Bombay	— 0·3°	+ 0·2°
Central Provinces and Berar	+ 4·4°	— 2·0°
Guzerat and Central India	+ 3·1°	— 3·3°
Sind and Rajputana	+ 3·9°	— 2·3°
Madras	+ 1·2°	+ 0·5°

From this table it will be seen that relatively to the average there has been a large fall of temperature compared with the preceding week. The only Provinces where the excess of last week has been maintained are Burmah and Bengal. In Bombay the slight deficiency of last week has been changed into a slight excess, while in all other Provinces there has been a deficiency of temperature varying from nearly $1\frac{1}{2}°$ in Bengal to nearly 7° in the North-West Provinces. As mentioned above, the maxima have been abnormally low.

Rain has been fairly general throughout India during the week. Over a large part of the country it was of almost daily occurrence, but both in the east of the Peninsula and in the north-west of India it has been somewhat uncertain, rainy periods alternating with comparatively fine intervals.

The table at the end of this summary shows that of the 51 divisions into which India is divided, only one division, *viz.* Sind, received no rain; in 30 there was a greater or less excess, and in 19 the rainfall was more or less deficient. The greatest excess was in Burmah, where Tenasserim received $10\frac{3}{4}$ inches and Arrakan 17 inches more than the normal. In other parts of the Indian region neither the excess nor the deficiency was relatively large. The maximum falls reported from Burmah were in some cases very large. Tavoy received 26 inches; Moulmein and Amherst, 17 inches; Bassein, 19 inches; Akyab, 36 inches; and Sandoway, 31 inches. Beyond Burmah there were no very heavy falls. Cherrapunji received 23 inches during the week, but this is not a large amount for this proverbially wet station. Falls of between 5 and 8 inches were common throughout Bengal, but advancing north-westward up the Gangetic plain the amounts rapidly decreased, and in the North-Western Provinces and Oudh, except in the submontane districts, falls of 5 inches were the exception. In the Punjab the maximum falls were generally between 1 and 2 inches.

In the West Coast districts, with the exception of Calicut and South Kanara, no heavy falls are reported. In the Central parts of the country good average rain has been received, but in Kattiawar and Sind there has been little or none. In Rajputana there has been heavy, and on the East Coast there has been general and in places fairly heavy rain.

The concluding column of the table shows the state of the seasonal rainfall.

Province.	Division.	Rainfall Data for Week ending June 17th, 1889.			Rainfall Data from May 13th to June 17th, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to June 17th.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	20·34	9·60	+ 10·74	37·64	35·88	+ 5
	Lower Burmah	7·53	4·50	+ 3·03	12·93	18·85	— 31
	Central Burmah	3·61	3·96	— 0·35	8·58	14·98	— 43
	Upper Burmah	5·28	?	?	11·93	?	?
	Arakan	29·63	12·30	+17·33	38·33	37·91	+ 1
Bengal and Assam	Eastern Bengal	6·76	5·78	+ 0·98	15·69	17·28	— 9
	Assam (Surma)	10·05	7·16	+ 2·89	33·86	25·63	+ 32
	Do. (Brahmaputra)	2·57	3·99	— 1·42	17·56	15·60	+ 13
	Deltaic Bengal	4·38	2·91	+ 1·47	8·52	9·38	— 9
	Central Bengal	4·27	2·93	+ 1·34	9·08	8·35	+ 9
	North Bengal	3·77	4·02	— 0·25	16·59	19·56	— 15
	Orissa	3·00	2·02	+ 0·98	6·44	5·69	+ 13
	Chota Nagpur	3·09	2·37	+ 0·72	4·84	5·31	— 9
	Behar (South)	1·36	1·77	— 0·41	3·05	3·35	— 9
	Do. (North)	3·51	2·64	+ 0·87	5·75	5·28	+ 9
North-Western Provinces and Oudh.	North-Western Provinces (East).	1·27	1·09	+ 0·18	2·75	1·75	+ 57
	Oudh (South)	2·37	0·85	+ 1·52	4·13	1·60	+158
	Do. (North)	1·74	1·41	+ 0·33	3·73	2·74	+ 36
	North-Western Provinces (Central).	1·13	0·65	+ 0·48	2·29	1·47	+ 56
	North-Western Provinces (West).	0·52	0·55	— 0·03	1·30	1·61	— 19
	North-Western Provinces (Submontane).	2·23	1·28	+ 0·95	3·60	2·80	+ 29
Punjab	Punjab (South)	0·44	0·36	+ 0·08	2·00	1·21	+ 65
	Do. (Central)	0·30	0·48	— 0·18	0·91	1·28	— 29
	Do. (Submontane)	0·59	0·46	+ 0·13	1·54	1·46	+ 5
	Do. (Hill Districts)	1·91	1·72	+ 0·19	3·58	6·04	— 41
	Do. (North-West)	0·15	0·29	— 0·14	1·32	1·59	— 17
	Do. (West)	0·29	0·11	+ 0·18	0·86	0·83	+ 4
Bombay and Malabar Coast Districts (Madras).	Malabar	8·59	9·71	— 1·12	32·24	31·23	+ 3
	Madras (South Central)	0·69	0·62	+ 0·07	3·69	3·88	— 5
	Coorg	2·90	7·15	— 4·25	16·97	21·21	— 20
	Mysore	0·48	0·72	— 0·24	2·12	4·31	— 51
	Konkan	4·57	7·11	— 2·54	20·26	15·88	+ 28
	Bombay Deccan	1·00	1·25	— 0·25	5·00	5·13	— 3
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	1·20	1·47	— 0·27	2·30	4·20	— 45
Central Provinces and Berar.	Berar	1·24	1·84	— 0·60	2·15	3·57	— 40
	Central Provinces (West)	1·26	2·67	— 1·41	1·97	3·94	— 25
	Ditto (Central)	2·20	1·77	+ 0·43	2·82	3·80	— 26
	Ditto (East)	2·61	2·19	+ 0·42	3·61	5·11	— 29
Bombay (North)	Guzerat	0·70	1·28	— 0·58	3·26	2·45	+ 33
	Kattiawar	0·03	0·73	— 0·70	0·64	1·68	— 62
	Sind	0	0·04	— 0·04	0·07	0·18	— 61
Rajputana and Central India.	Central India (East)	1·54	1·19	+ 0·35	2·80	2·56	+ 9
	Rajputana (East), Central India (West).	1·32	0·67	+ 0·76	9·05	1·88	+381
	Rajputana (West)	1·75	0·21	+ 1·54	2·19	0·89	+146
Madras	East Coast (North)	0·88	0·79	+ 0·09	3·99	4·13	— 3
	Hyderabad (South)	1·44	0·88	+ 0·56	1·83	2·85	— 36
	Madras (Central)	1·09	0·68	+ 0·41	2·38	3·73	— 36
	East Coast (Central)	1·78	0·41	+ 1·37	2·72	2·41	+ 12
	Ditto (South)	0·89	0·34	+ 0·55	2·37	2·52	— 6
	Madras (South)	0·10	0·40	— 0·30	0·99	2·11	— 53

SIMLA, *20th June, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 15th June.*—No rain in Tinnevelly; slight in Madras, Tanjore, Trichinopoly, Madura, and Coimbatore; good elsewhere. About 1¼ inches fell in Ganjam. Crops generally good, but withering in parts of Cuddapah and South Arcot; suffering from want of rain or water in parts of Vizagapatam, North Arcot, Trichinopoly, Tinnevelly, Coimbatore, and Salem. Indigo blighted in Trichinopoly. Water-supply insufficient in Ganjam, parts of Vizagapatam, Nellore, Chingleput, North Arcot, Coimbatore, and Salem. Stock suffering badly, chiefly from rinderpest, in Malabar, Kistna, and Tanjore. Prices rising in eleven districts, falling in five, and stationary in others. Prices of all grains rose in Ganjam: 865 deaths from cholera in that district. Labourers employed last day of week:—Rushikulya works, 3,797; Gopalpur Canal, 2,968; Ghat Roads, 1,646. Average daily number on drinking-water tanks and wells, 4,779; on minor irrigation and other works, 2,623. General prospects favourable; beginning to improve in Ganjam.

Bombay.—*For week ending 19th June.*—Rain in Guzerat, Konkan, Deccan, Southern Mahratta Country, and Shikarpur; insufficient in parts of Karachi, Thana, Nasik, Poona, Sholapur, Dharwar, and Kathiawar. Sowing finished in Colaba; progressing in several districts, but retarded in five talukas of Poona for want of sufficient rain. Young crops doing well in Sholapur, Kanara, and Baroda. Transplantation commenced in Poona. Locusts appeared in Kandiaro taluka of Hyderabad, but no damage done.

Bengal.—*For week ending 18th June.*—The monsoon has now fairly set in, and the rainfall during the week has been general and in many districts considerable. More rain is however needed throughout the Patna Division. Agricultural prospects have improved generally. Ploughing and sowing are general, and the rice and jute where already sown are coming up well. Sugarcane, indigo, and other standing crops have been much benefited by the rain. Prices continue high and almost stationary.

North-Western Provinces and Oudh.—*For week ending 19th June.*—The weather has been unsettled during the week. The eastern districts generally report an average rainfall, the central only light showers, and the western ones little or none at all. Ploughing is in progress in all districts, and *kharif* sowings have commenced in most. Markets are fairly well stocked, and prices are almost stationary, three districts only, Allahabad, Farukhabad, and Moradabad, reporting an upward tendency. From Cawnpore a scarcity of fodder in one tahsil is reported.

Punjab.—*For week ending 19th June.*—Good rain in most districts. Prices rising in Sadr station Lahore, falling in Rawalpindi, unsettled in Peshawar, and stationary elsewhere. Threshing operations nearly completed. Ploughings for and sowing of *kharif* still in progress. Crops are reported to be in good condition in Amritsar. Cotton and sugarcane crops promise well. Outturn of *rabi* is average in Lahore. Cotton slightly damaged by hail in Chunian, and fruit by storm in Sharakpur, Lahore district. Stock cattle are reported healthy. Fodder sufficient throughout the province.

Central Provinces.—*For week ending 19th June.*—Rain general and sufficient. Land being prepared for autumn sowings, which have commenced in some districts under favourable conditions. Prices steady.

Burma.—*For week ending 15th June.*—The rainfall was heavy throughout Burma. Ploughing and sowing are progressing. Cattle-disease continues to be severe in Bhamo. The price of paddy has risen 25 per cent. in parts of Sandoway and 11 per cent. in Tavoy; elsewhere the fluctuations in prices are but slight. The food-supply is everywhere sufficient.

Assam.—*For week ending 19th June.*—Weather seasonable. Rainfall general. Ploughing for winter rice continues. Tea and other crops in general doing well.

Mysore and Coorg.—*For week ending 19th June.*—Good rain in Civil and Military Station; rainfall good in parts of Kadur and Shimoga districts, and insufficient in Bangalore and Kolar districts. Crops good. Agricultural operations progressing. Outturn of crops harvested generally favourable. Prices slightly fallen in Kadur district.

Heavy rain in Coorg. Prospects fair. Much sickness prevalent since wet-weather set in.

Berar and Hyderabad.—*For week ending 19th June.*—Rainfall fair in Berar. Weather warm and cloudy. Cotton sowing in progress. General condition of agricultural stock good. Fodder insufficient. Prices steady.

Good rain at Hyderabad. *Kharif* sowing in progress. Scarcity of fodder still felt. Prices stationary.

Central India.—*For week ending 19th June.*—Rain throughout Central India Agency during the week: heaviest fall in the Bhopawar Agency; slight in Gwalior, Western Malwa, and Goona. Prospects improved in Bhopal, Baghelkhand, and Bundelkhand. Sowing operations in progress in Neemuch, Western Malwa, Bhopawar, and Bhopal.

Rajputana.—*For week ending 19th June.*—Rainfall more or less throughout the Province. Agricultural operations progressing. Agricultural stock poor in Meywar and Bickaneer. Pasturage or fodder sufficient, except in Marwar, Kherwara, and Meywar. Prices rising in Meywar, Harowti, and Dholepore. Steady elsewhere.

Nepal.—*For week ending 13th June.*—Good rain. Weather cloudy. Late autumn rice is being transplanted in the valley. General prospects good.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. VIII OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	RAILWAYS.	Total mean length open.	RECEIPTS FOR WEEK ENDING 26TH MAY, 1888. Total.	RECEIPTS FOR WEEK ENDING 26TH MAY, 1888. Per mile open.	Total mean length open.	RECEIPTS FOR WEEK ENDING 25TH MAY, 1889. Total.	RECEIPTS FOR WEEK ENDING 25TH MAY, 1889. Per mile open.	TOTAL RECEIPTS FROM 1ST APRIL TO 26TH MAY, 1888. Total.	TOTAL RECEIPTS FROM 1ST APRIL TO 26TH MAY, 1888. Per mile open per week.	TOTAL RECEIPTS FROM 1ST APRIL TO 25TH MAY, 1889. Total.	TOTAL RECEIPTS FROM 1ST APRIL TO 25TH MAY, 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
	State Lines worked by Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
8th June, 1889	East Indian	1,514	9,36,307	619	1,514	9,72,280	642	78,82,880	651	77,30,788	638	...	1,52,092
8th ditto	Patna-Gya	57	8,502	149	57	8,052	141	76,529	167	76,907	168	378	...
8th ditto	Dildárnagar-Gházipur	12	1,469	122	12	1,010	84	11,181	117	8,127	85	...	3,054
1st ditto	Rajputana-Malwa	1,664	3,99,457	240	1,664	4,87,000	293	32,44,208	244	37,48,271	287	5,04,063	...
8th ditto	Bengal-Nágpur (*a*)	186	45,139	243	293	54,857	187	3,56,206	239	4,55,256	198	99,050	...
1st ditto	Southern Mahratta (*b*)	850	79,550	94	857	95,363	111	6,75,011	99	7,26,694	106	51,683	...
1st ditto	Do. Mysore Section	140	11,321	81	219	17,125	78	84,092	75	1,11,574	64	27,482	...
1st ditto	Indian Midland	211	(*c*) 24,112	114	588	(*d*) 70,763	120	(*c*) 1,92,804	114	(*d*) 5,51,769	119	3,58,965	...
1st ditto	Villupuram-Dharmaveram (Nellore Branch)	83	4,648	56	83	5,134	62	31,991	48	35,530	54	3,539	...
	Bareilly-Pilibhit	36	1,863	52	36	2,871	80	14,436	50	19,387	67	4,951	...
	TOTAL	4,753	15,12,368	318	5,323	17,14,455	322	1,25,69,338	331	1,34,64,303	322	8,94,965	...
	State Lines worked by Government.												
8th June, 1889	North-Western (*e*)	2,411	4,60,007	191	2,386	5,19,649	218	38,61,942	200	42,67,961	228	4,06,019	...
1st ditto	Oudh and Rohilkhand	693	1,58,601	289	692	1,95,055	282	13,74,529	249	14,60,598	264	86,069	...
1st ditto	Bengal Central	125	11,516	92	125	13,340	107	91,942	92	1,06,074	106	14,132	...
1st ditto	Wardha Coal	45	15,465	344	45	16,705	371	1,31,443	365	1,53,743	435	22,300	...
1st ditto	Eastern Bengal Railways	673	1,50,408	224	673	1,54,650	230	11,39,474	212	12,46,826	232	1,07,352	...
8th ditto	Nalháti	27	1,870	69	27	1,856	68	14,648	67	12,822	59	...	1,826
8th ditto	Tirhoot	259	38,814	150	273	39,459	145	3,19,060	154	3,12,690	143	...	6,370
1st ditto	Lucknow-Sitapur-Sihrámau	105	5,843	56	105	8,344	79	45,403	54	57,832	69	12,429	...
1st ditto	Jorhát	31	1,415	46	25	927	37	7,394	30	8,358	33	964	...
18th May, 1889	Cherra-Companyganj	...	...	...	...	(*f*)	...	(*g*) 466	9	(*h*) 338	6	...	128
1st June, 1889	Burma	392	66,092	169	553	98,390	178	5,37,458	185	8,02,440	181	2,64,982	...
	TOTAL	4,761	9,10,031	191	4,904	10,48,375	214	75,23,759	199	84,29,682	218	9,05,923	...
	Lines worked by Guaranteed Companies.												
1st June, 1889	Madras	840	1,75,301	209	840	1,95,536	233	12,92,654	192	14,73,378	223	1,80,724	...
1st ditto	South Indian	654	1,19,667	183	654	1,21,033	185	8,66,024	166	9,19,045	179	52,421	...
8th ditto	Great Indian Peninsula	1,504	(*i*)12,09,275	804	1,447	(*j*)8,45,589	584	(*i*)95,62,346	795	(*j*)74,78,997	658	...	20,83,349
1st ditto	Bombay, Baroda and Central India (*k*)	461	3,10,782	674	461	3,15,000	683	26,41,530	716	26,47,138	731	5,608	...
	TOTAL	3,459	18,15,025	525	3,402	14,77,158	434	1,43,63,154	519	1,25,18,558	468	...	18,44,596
GRAND TOTAL (GUARANTEED AND STATE)		12,973	42,37,424	327	13,629	42,39,988	311	3,44,56,251	333	3,44,12,543	321	...	43,708
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	1,55,29,571	150	1,57,02,808	146	1,73,237	...
NET RECEIPTS		...	...	...	...	...	...	1,89,26,680	183	1,87,09,735	175	...	2,16,945
	Assisted Companies.												
8th June, 1889	Tárakeshwar	22	5,141	231	22	6,174	277	55,525	312	52,221	293	...	3,304
18th May, 1889	Dibru-Sadiya	...	...	...	...	(*f*)	...	(*g*) 57,413	105	(*h*) 66,667	122	9,254	...
8th June, 1889	Bengal and North-Western	376	66,085	176	376	60,270	160	4,69,166	156	4,77,413	162	8,247	...
1st ditto	Rohilkhand-Kumaun	67	5,804	87	67	7,974	119	61,156	114	67,935	127	6,779	...
	TOTAL	465	77,030	166	465	74,418	160	6,43,260	148	6,64,236	155	20,976	...
	Native States.												
1st June, 1889	His Highness the Nizam's Guaranteed	277	31,653	114	354	38,206	108	2,49,625	123	3,28,916	117	79,291	...
1st ditto	His Highness the Gaekwar's	59	3,050	52	59	2,240	38	30,941	66	25,182	54	...	5,759
1st ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	1,037	49	27	1,050	39	10,075	60	9,936	47	...	139
1st ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	23,637	122	260	35,050	135	2,23,531	145	3,01,599	148	78,068	...
1st ditto	Morvi	68	4,766	70	68	5,149	75	43,504	80	42,910	79	...	594
1st ditto	Jodhpore	124	8,361	67	124	7,900	56	64,264	65	59,063	61	...	5,201
	TOTAL	742	72,504	98	892	88,695	99	6,21,940	105	7,67,606	109	1,45,666	...

(*a*) Includes the Katni-Umaria Branch.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Sindia State Railway.
(*d*) Includes the Sindia and Bhopal-Itarsi State Railways.
(*e*) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(*f*) Return not received.
(*g*) Total receipts from 1st April to 19th May, 1888.
(*h*) Total receipts from 1st April to 18th May, 1889.
(*i*) Includes the Dhond-Manmad, Khamgaon, Amraoti, and Bhopal-Itarsi State Railways.
(*j*) Includes the Dhond-Manmad, Khamgaon, and Amraoti State Railways.
(*k*) Includes the Patri Branch.

M. C. BRACKENBURY, *Major, R.E.,*
Officiating Deputy Secretary.

Simla, 20th June, 1889.

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SUPPLEMENT TO

The Gazette of India.

No. 26.] CALCUTTA, SATURDAY, JUNE 29, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

GENERAL RULES FOR WORKING INDIAN RAILWAYS.

No. 240 R. T., dated Simla, the 14th June, 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Section 8 of Act IV (the Indian Railway Act) of 1879.

Notification by the Government of India in the Foreign Department, No. 136-I.J., dated 10th June 1879.

Public Works Department Notification No. 299, dated 13th September 1880, publishing the General Rules for all Railways in India and Public Works Department Circular No. 17-R., dated 21st August 1880.

Public Works Department letter No. 1062-R.T., dated 20th October 1886.

Notifications by the Government of India in the Foreign Department, Nos. 1143, 1144, and 1145-I., dated the 22nd March 1888.

Read also—

Letter from the Government of Bombay, No. 1598, dated the 19th July 1887, and enclosures.

Notification by the Government of India in the Foreign Department, No. 2065-I., dated the 22nd May 1889.

OBSERVATIONS.—In accordance with the provisions of Section 8 of the Indian Railway Act, IV of 1879, as extended by the Notification of the Government of India in the Foreign Department, No. 136-I.J., dated 10th June 1879, to the Hyderabad Assigned Districts, in which are situated the Khamgaon and

Amraoti State Railways; and as extended by the Notifications of the Government of India in the Foreign Department, Nos. 1143-I., 1144-I. and 1145-I., dated 22nd March 1888 and 2065-I., dated 22nd May 1889, to the lands in the territory of His Highness the Nizam of Hyderabad occupied by the Dhond and Manmad State Railway; the Agent of the Great Indian Peninsula Railway Company has applied that the General Rules for Indian Railways, which have received the sanction of the Governor-General in Council and were published in the *Gazette of India*, dated 18th September 1880, may be applied to the Khamgaon, the Amraoti and the Dhond and Manmad State Railways which are worked by the Great Indian Peninsula Railway Company.

RESOLUTION.—With the exception of Section XVII, which refers to the working of a single line of railway, on the system termed in Rule 3 of the said Rules "Train Despatching," the Governor-General in Council is pleased, under section 8 of the said Act, as so extended, to sanction the application to the Khamgaon, the Amraoti, and the Dhond and Manmad State Railways, of the General Rules for Indian Railways as published in the *Gazette of India*, dated 18th September 1880.

ORDER.—Ordered that the General Rules, which have already been published in the *Gazette of India*, be further notified to the railway servants and the public by a copy thereof [with the exception noted] and of this Resolution being kept open to inspection free of any charge in the office of the Station Master of every station on the said Railways.

Ordered also, that this Resolution be communicated to the Secretary to the Government of Bombay, Public Works Department, for information and guidance, and that it be published in the *Gazette of India*.

R. C. B. PEMBERTON, *Colonel, R.E.*,
Secretary to the Government of India.

Documents accompanying.
Nil.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

WEATHER SUMMARY FOR MAY 1889.

General Weather conditions of the month.—The chief feature of the month is the increase of temperature which proceeds more rapidly in Upper than in Central India. The hottest area during the early part of the month usually includes the Central Provinces, Central India, and the eastern districts of the North-Western Provinces. It is usually transferred to Rajputana and Sind in the third or fourth week of the month. The continued high temperature in Central and Upper India usually diminishes pressure rapidly during the month in those areas and establishes the baric gradients necessary for the extension of the south-east trades winds across the equator and their continuance northwards as the south-west monsoon winds into India.

Usually one or two feeble advances of these humid winds occur during May which give moderate rain to Ceylon, Malabar, and to Tenasserim. The great advance however does not usually take place until the end of May or the beginning of June. This forms what is known as the setting in of the south-west monsoon. Over the whole of Central and Northern India the weather is generally very hot and dry, but hot weather storms occasionally occur and sometimes give very heavy showers, more especially in Bengal and Assam, and in and near the hills in Behar and the North-West Provinces. In Bengal and Assam the amount of rain received from the local thunderstorms is sometimes very considerable, and the showery weather of May occasionally merges at the end of the month almost imperceptibly into the rain of the south-west monsoon.

Temperature.—The past month has been characterized by higher average temperature than usual in all districts except the Punjab and Assam.

The following give the mean temperature data for the various Provinces:

Provinces.	Mean Maximum Temperature May.	Variation from Normal.	Mean Minimum Temperature May.	Variation from Normal.	Mean Daily Temperature May.	Variation from Normal.
	°		°		°	
Burmah	97·4	+ 4·4	78·2	+ 2·6	87·8	+ 3·5
Bengal	98·9	+ 3·5	79·3	+ 2·7	89·1	+ 3·1
Assam	85·4	— 1·2	72·1	— 0·1	78·8	— 0·6
North-Western Provinces	105·8	+ 1·8	77·7	+ 0·1	91·8	+ 1·0
Punjab	100·6	— 1·6	72·2	— 0·5	86·4	— 1·1
Sind and Rajputana	104·1	+ 0·1	78·9	+ 1·5	91·5	+ 0·8
Central India	105·9	+ 0·8	76·6	— 0·3	91·3	+ 0·3
Central Provinces	107·5	+ 1·3	80·9	+ 0·9	94·2	+ 1·1
Bombay	96·2	+ 2·3	77·7	+ 1·0	87·0	+ 1·7
Madras	99·8	+ 0·8	80·3	+ 1·5	90·1	+ 1·2

This table shows that the excess of temperature was greatest for Burmah and Bengal.

Temperature was considerably above the average at the commencement of the month. The 3rd and 4th were very hot days in Bengal and Burmah, and at many stations the maximum day temperature was from 8° to 12° above the normal.

Dry hot weather with excessive temperature continued steadily until the 20th. The 10th and 11th were very hot days in North-East India. The mean maximum temperature averaged 7° above the normal in Bengal and the North-West Provinces, 5° in Burmah, and 4° in the Central Provinces. The hottest area at this time was the eastern districts of the Central Provinces and the adjacent districts of Bengal. The hottest area was transferred to the eastern districts of the North-West Provinces and Central India on the 18th and 19th, on which days very high temperatures were recorded at Allahabad and other stations in these areas. A very rapid reduction of temperature took place on the 22nd in consequence of showers over the greater part of Northern and Central India. In many cases the day temperature was reduced from 20° to 30°. Thus on the 23rd the maximum temperature was 18° below the normal at Sutna, 15° below it at Patna, and 14° at Allahabad. On the 25th it was 22° below it at Ludhiana, 19° at Sialkote, and 15° at Agra. This very cool period lasted until the 26th, during which occasional showers continued to be received. With the cessation of rain the temperature began to rise steadily, and at the end of the month was again considerably above the normal. The excess averaged 7° in the Central Provinces; 5° in Bengal, Central India, Sind, Guzerat, and Rajputana; and 4° in the North-West Provinces and the Punjab. During this period of increasing temperature the area of highest temperature was transferred to Sind.

The following gives the highest temperatures registered during the month at selected stations in Northern India and the highest temperature registered during the same month in the previous 14 years for comparison:

Stations.	Highest Maximum Temperature.	Date.	Highest Maximum Temperature in month of May since 1875.	Year.
Toungoo	107·7	12th & 13th	106·5	1881
Thayetmyo	109·7	9th & 17th	109·5	1881
Jessore	114·3	11th	103·2	1885
Calcutta	101·9	3rd & 5th	105·3	1879
Burdwan	113·7	12th	110·7	1879 & 1885
Berhampore	113·2	12th	113·0	1876
Purneah	108·3	19th	109·7	1879
Patna	113·7	11th	112·4	1884
Gya	114·6	11th	116·0	1884
Benares	114·3	11th	117·3	1884
Allahabad	115·9	11th	117·2	1884
Jhansi	114·5	8th to 10th & 19th.	117·5	1888
Akola	113·5	19th & 31st	115·5	1881
Hoshangabad	115·5	9th	115·6	1883 & 1888
Nagpur	114·2	10th	117·7	1883

Pressure.—One of the most important effects of the prolonged heat of May is to intensify previously existing barometric or pressure anomalies and to develop new ones. The mean pressure of the month for the whole of India was ·031″ above the normal.

The following gives the pressure anomalies or the variations of the mean pressure in each district relative to the general condition of excessive pressure as stated above:

Province.	Mean Pressure Variations.		
	May 1st to 15th.	May 16th to 31st.	May.
Burmah	+·015	—·019	—·002
Bengal	—·036	—·001	—·019
Assam	—·041	—·007	—·024
Behar and Chutia Nagpur	—·052	—·002	—·027
North-West Provinces	—·029	+·012	—·009
Punjab	+·023	+·024	+·024
Sind and Rajputana	+·022	+·006	+·014
Central India	+·019	+·011	+·015
Central Provinces	+·007	+·005	+·006
Madras	+·002	—·013	—·006
Bombay	+·002	—·010	—·004

The chief features as indicated by the above are:

(*a*) Slightly defective pressure in the south and west of the Peninsula.

(*b*) Increased pressure in Upper India, more especially in Rajputana and the Punjab and the adjacent districts of the North-West Provinces. This feature was very persistent throughout the month and was unaffected by the changes of weather during the month. It will hence probably modify to a considerable extent the northward extension of the south-west monsoon current in June.

(*c*) Slightly increased pressure, small in amount, and hence probably of little importance, in Central India and the Central Provinces.

(*d*) Very deficient pressure in Behar, Bengal, Assam, and Burmah. This deficiency was to a large extent produced by the excessive temperature which prevailed in these areas during a large part of the month. This feature was however not so persistent as the excessive pressure in Upper India. The deficiency was large in the first half of May in Bengal, Assam, and Behar, and during the second half of May in Burmah. It will hence probably influence the extension of the south-west monsoon current in June (in the manner stated in the forecast already published), but it is difficult to estimate to what extent.

The only other feature of importance in the pressure conditions of the month are the local depressions. These were in all cases small and in no case gave rise to stormy winds over large areas. The following gives a brief statement of these depressions:

(1) Depression in Central Burmah on the 8th and 9th. It caused moderate rain in South and Central Burmah, and filled up on the 10th.

(2) Depression in Behar on the 14th which accompanied a strong inrush of south-west winds across the Bengal Coast and gave moderate to heavy thundershowers over the greater part of Bengal on that day. It filled up on the morning of the 15th.

(3) Depression in Sind on the 17th, 18th and 19th. This was apparently due to hot weather conditions, and was shortly afterwards followed by the transfer of the area of minimum pressure to Sind and Upper India.

(4) Small depression off the Coromandel Coast on the 21st and 22nd. It gave some light showers on that Coast, and filled up on the 22nd.

(5) Depression of May 22nd to 26th. On the 22nd a small depression lay over the Central Provinces and another over the north of the Bay. The former disappeared on the 23rd, and the depression in the Bay developed slightly and moved westwards towards the coast districts and eastern districts of the Central Provinces. It was throughout a large but a very shallow depression. It determined more or less general rain over a large portion of Central and Northern India, which occurred chiefly as thundershowers in Bengal, the North-West Provinces, Rajputana, Central India, and the Central Provinces. The depression filled up on the 26th and 27th.

(6) A depression began to form off the South Malabar Coast on the 29th. It was at first apparently of small importance, but in the first week of June it advanced northwards along the Bombay Coast and developed into a cyclonic storm. Its history will be given in next month's report.

Storms.—The previous paragraph has shown that there was no large cyclonic storm during the month. Duststorms and thunderstorms were unusually numerous in Northern India, and were in some cases very violent. The following were reported during the month: Severe duststorms at Gya and Nowgong on the 4th; hailstorm at Belgaum on the 7th; violent duststorm at Jacobabad on the 7th; thunderstorm at Negapatam on the 12th, during which 4 inches of rain fell; violent duststorm at Karwar on the 14th; very severe thunderstorm with hail at Kishnaghar on the 19th; duststorm at Sirsa on the 21st; violent duststorm with rain at Indore on the 21st; violent duststorm with hail and rain at Mount Abu on the 22nd; severe duststorm at Sirsa on the 22nd; a very heavy thunderstorm preceded by winds of almost hurricane force lasting for half an hour at Neemuch on the 22nd; and a severe nor'-wester at False Point on the 29th when the wind velocity averaged 32 miles per hour for a short period.

Rainfall.—The rainfall of the month has been of a somewhat unusual character. Rain fell daily in Assam from the 1st to the 13th; occasional showers were also received during this period in East Bengal and Burmah (chiefly on the 8th and 9th). The Punjab obtained local showers on the 10th and 13th, but the amounts were small.

Rain fell in large amounts in Assam from the 14th to the 18th, and nearly the whole of Bengal received moderate to heavy rain from thundershowers during the same period. Berhampore in Bengal obtained 4¼ inches during a thunderstorm on the evening of the 15th. Two feeble advances of moist winds into the south of the Peninsula occurred during this period. The first took place on the 14th and 15th, and the second on the 17th and 18th. As usual the largest rainfall amounts were received in Ceylon and on the Malabar Coast. A brief interval of dry hot weather preceded a period of showery weather extending from the 21st to the 26th over a large part of the country including Burmah, Bengal, the North-West Provinces, Central Provinces, Central India, and Rajputana. Numerous thundershowers occurred during this period over the greater part of Northern and Central India, the chief effect of which was to cool the air very considerably and give a welcome break in the intensely hot weather which prevailed during the greater part of the month.

Assam and Burmah received moderate rain on the 29th, 30th and 31st. Heavy rain fell on the 29th in South-West Ceylon, and on the 30th and 31st on the South Malabar Coast. Colombo received 3½ inches and Mangalore 2¼ inches on the 29th; Cochin 4 inches and Mangalore 2½ inches on the 30th, and Cochin 3¼ inches on the 31st. This burst of rain was the commencement of that advance of south-west winds and general rain along the West Coast which is usually considered as the setting in of the south-west monsoon.

The month was drier than usual over the greater part of India. This was more especially the case in Lower Burmah and Bengal, in which moderately heavy rain is usually received. The actual rainfall in Lower Burmah was only 3·93 inches, the normal being 8·99 inches. The actual average rainfall of Bengal was 3·3 inches and the normal 6 inches. Rajputana, Central India, Guzerat, and the northern districts of the Central Provinces received larger amounts than usual in May due to the unusual fall in the fourth week of the month. The amounts were however not large, and the rainfall hence unimportant. The rainfall of the month was in moderate excess in Ceylon, and considerably above the average in Assam, which received an average of 19·4 inches or 4·8 inches above the normal. The variations in other districts were small and of no great importance.

The following table gives complete data and shows the actual average rainfall and the normal rainfall of the month of the twenty-one districts into which the country is divided, so far as it is indicated by the telegraphic reports of a few stations in each district:

Districts.	Number of Stations.	Normal Average Rainfall in May.	Actual Average Rainfall in May, 1889.	Difference from the Average in May, 1889.
Punjab, West	7	1·31	1·54	+0·23
" East	4	1·59	1·29	—0·30
North-Western Provinces, Trans-Gangetic	7	1·22	0·88	—0·34
" " Cis-Gangetic	3	0·42	0·31	—0·11
Behar	2	1·79	1·45	—0·34
North Bengal	3	5·72	2·79	—2·93
Assam—Cachar	3	14·64	19·43	+4·79
Lower Bengal and Chutia Nagpur	8	6·38	3·87	—2·51
Orissa—North Circars	5	3·23	1·33	—1·90
Central Provinces, South	7	0·87	0·24	—0·63
Berar—Khandeish	2	0·65	0·51	—0·14
Rajputana, Central India, Saugor, and Nerbudda	9	0·61	1·23	+0·62
Sind—Cutch	3	0·07	0·74	+0·67
Guzerat	3	0·22	0·79	+0·57
Konkan	4	1·59	0·39	—1·20
Deccan—Hyderabad	5	1·34	1·56	+0·22
Malabar	5	8·01	6·30	—1·71
Mysore—Bellary	4	4·12	2·81	—1·31
Carnatic	6	2·56	1·92	—0·64
Lower Burmah	7	8·99	3·93	—5·06
Ceylon	1	12·84	14·84	+2·00

SIMLA, *26th June, 1889.*

JOHN ELIOT,
Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending 8 a.m. on Monday, June 24th, 1889.

The weather has again been quiet during the past week. A small depression which was developed over Bengal passed westward into the central parts of the country during the early part of the week. During its existence normal monsoon weather prevailed over the greater part of the country. After its disappearance both the Arabian Sea and the Bay of Bengal currents became somewhat irregular, and the rainfall became patchy instead of general, and the heat, particularly over North-Western India, became very oppressive.

The Chart of the 18th showed that the depression which was forming over Lower Bengal at the close of the previous week had commenced a westerly advance, and its centre lay to the south of Hazaribagh. A strongish current from the Bay blew across the Bengal Coast, and as a south-east wind penetrated far into Upper India. Fairly normal conditions prevailed in other parts of India, though pressure in the western half of the country was more uniform than is usually the case. By the morning of the 19th the depression had reached the Central Provinces, the centre lying between Jubbulpore and Saugor. A well marked but comparatively feeble cyclonic circulation existed around the storm area. In other parts of the Indian region the winds were fairly normal, a westerly current blowing across the Peninsula and the Central parts of the country, a southerly current in Bengal, and a south-easternly current up the Gangetic plain. On the 20th relatively low pressures were reported from the whole of Bengal, the North-Western Provinces, and the north of the Central Provinces, but there was no well marked disturbance such as existed during the two previous days. The cyclonic circulation had consequently ceased, and the south-easterly current up the Gangetic plain had become much weaker and less general. Calms had at the same time appeared on the West Coast, and the wind became variable over the Peninsula, but on the Sind and Guzerat Coasts and inland over that region a strong monsoon was blowing. The Chart of the 21st showed that the south-easterly current up the Gangetic plain had entirely disappeared. On the West Coast and over the Peninsula calms and variable winds prevailed, while in Sind, Guzerat, and Central India strong westerly and south-westerly winds continued to blow. Pressure remained highest in Malabar and lowest in the Indus Valley, while small local depressions were shown in different parts of North-Eastern India. On the 22nd conditions were similar to those reported on the 21st. There was a large difference of pressure between the Malabar Coast and the Punjab, the major part of the difference occurring over North-Western India, where gradients were very steep. The monsoon current blowing from the Arabian Sea into the Peninsula was not strong, but over Sind, Guzerat, and Central India the force of the wind was high. South-westerly winds prevailed in the Gangetic plain, and the current from the Bay, instead of travelling northwestward up the Gangetic plain, passed into Eastern Bengal, Assam, and Burma. The Charts of the 23rd and 24th showed no important change beyond a further weakening of the monsoon current on the West Coast of the Peninsula.

Temperature has been high throughout the week in Upper India, but has been on the whole low elsewhere, more particularly over the Central Provinces, where on the 20th and 21st there was a deficiency of about 10°. In the Peninsula and Bengal temperature has been steady, and the mean average temperature of most days showed very little departure from the normal.

A comparison of the maximum readings of the 20th with the normals for that day exhibits very large variations of temperature over India; for instance, at Dera Ismail Khan the maximum was 119°, or 11° above the average; at Multan 118·8°, or 13° above the average; and at Jacobabad 122·5°, or 11° above the average, while at Hoshangabad the maximum was only 76·2°, or 20° below the average; and at Khandwa 77·2°, or 19·8° below the average.

The following table shows the excess or defect of the mean average temperatures of the different Provinces from the normal, both for the present and for the preceding week:

Province.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of Present Week from Normal.
Burmah	+ 0·1°	+ 0·7°
Bengal	— 1·3°	— 0·2°
North-Western Provinces	— 6·8°	— 3·0°
Punjab	— 3·7°	+ 4·0°
Bombay	+ 0·2°	+ 0·2°
Central Provinces and Berar	— 2·0°	— 4·5°
Guzerat and Central India	— 3·3°	— 2·0°
Sind and Rajputana	— 2·3°	+ 0·2°
Madras	+ 0·5°	+ 0·7°

These figures show that the relatively cool weather which prevailed last week has, except in the Punjab, continued. The main features of the table for the present week are the general agreement of the mean temperature with the normal, the considerable deficiency over the central parts of the country, and the considerable excess in the Punjab.

Rain has fallen in all parts of India, except the west of Rajputana, though all over North-Western India the amounts are very slight. There were some large amounts in connection with the depression which formed over Bengal, but as a rule the rainfall of the past week is made up of moderate general falls.

The reports of the 18th showed that slight rain had fallen in the south-west of the Peninsula, general rain over Burmah, the head of the Bay, Lower Bengal, and the Central Provinces, and scattered showers at a few places in the Gangetic plain. On the 19th rain had become more general both over the Peninsula and over the Gangetic plain, but otherwise the fall was similar to that of the 18th. On the 20th rainfall decreased again in the Gangetic plain, but otherwise there was again no change. The reports of the 21st showed an extension of rain into the Punjab, but that the rainfall all over the country was light. On the 22nd rain ceased all over the central parts of the country, and the fall was practically confined to the Peninsula, Burmah, Assam, North Bengal, and a small tract of country in Upper India containing the stations of Delhi, Lucknow, Bareilly, and Roorkee. On the 23rd rain was a trifle more general in the Gangetic plain, but on the 24th it again fell off, and the principal rainfall districts were the regions noted on the 22nd.

Of the fifty-one rainfall divisions one gives no return, one is not comparable with any average, one reports no rain, fourteen exhibit an excess, and thirty-four exhibit a deficiency.

In Burmah all the divisions, except Central Burmah, exhibit a deficiency. This is also the case in East Bengal and in Assam (Surma), but in Assam (Brahmaputra), Deltaic, Central, and North Bengal as well as in Orissa and Behar the rainfall has exceeded the average. Chota Nagpur and the greater part of the North-Western Provinces have received deficient rainfall, but along the line of the hills both in the North-Western Provinces and Oudh there has been an excess. The Punjab hills also had more than the average, but on the plains, as in the North-Western Provinces, there was a deficiency. The Peninsula and the central parts of the country, with the exception of the following divisions, Madras (South Central), Central Provinces (West), and Central India (East), had less than the normal amount, though in the majority of divisions the deficiency was not very large.

The final column of the table shows that up to date the season's rainfall over the greater part of the country has been fairly good. The divisions, where the deficiency is large, are the North-West Provinces (West), the Punjab (Central), Mysore, Khandeish, Sind, Kattiawar, Hyderabad, and Madras (South). Over Northern India, except the Punjab, there is a general excess.

Province.	Division.	Rainfall Data for Week ending June 24th, 1889.			Rainfall Data from May 13th to June 24th, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to June 24th.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	6·59	9·64	— 3·05	44·23	45·52	— 3
	Lower Burmah	4·18	4·23	— 0·05	17·12	23·07	— 26
	Central Burmah	4·45	3·74	+ 0·71	13·03	18·72	— 30
	Upper Burmah	1·57	?	?	12·52	?	?
	Arakan	10·96	14·35	— 3·39	50·78	52·26	— 3
Bengal and Assam	Eastern Bengal	3·83	4·82	— 0·99	19·52	22·10	— 12
	Assam (Surma)	3·53	5·12	— 1·59	37·38	30·73	+ 22
	Do. (Brahmaputra)	6·80	4·51	+ 2·29	25·04	20·11	+ 25
	Deltaic Bengal	3·90	2·57	+ 1·33	12·42	11·96	+ 4
	Central Bengal	2·90	2·81	+ 0·09	12·70	11·15	+ 14
	North Bengal	8·04	7·37	+ 0·67	24·63	26·92	— 9
	Orissa	2·45	2·16	+ 0·29	8·89	7·85	+ 13
	Chota Nagpur	1·97	2·39	— 0·42	6·80	7·69	— 12
	Behar (South)	2·44	1·71	+ 0·73	5·49	5·06	+ 8
	Do. (North)	3·14	2·43	+ 0·71	8·89	7·71	+ 15
North-Western Provinces and Oudh.	North-Western Provinces (East).	0·91	1·54	— 0·63	3·66	3·29	+ 11
	Oudh (South)	1·14	1·72	— 0·58	5·27	3·32	+ 59
	Do. (North)	1·94	1·68	+ 0·26	5·07	4·41	+ 15
	North-Western Provinces (Central).	0·68	1·02	— 0·34	2·97	2·49	+ 19
	North-Western Provinces (West).	0·22	1·13	— 0·91	1·40	2·74	— 49
	North-Western Provinces (Submontane).	2·07	1·46	+ 0·61	5·95	4·26	+ 40
Punjab	Punjab (South)	0·01	0·43	— 0·42	2·01	1·63	+ 23
	Do. (Central)	0·27	0·93	— 0·66	1·18	2·21	— 47
	Do. (Submontane)	0·23	0·71	— 0·48	1·77	2·18	— 19
	Do. (Hill Districts)	3·49	2·26	+ 1·23	7·07	8·30	— 15
	Do. (North-West)	0·17	0·41	— 0·24	1·63	2·00	— 19
	Do. (West)	0·09	0·16	— 0·07	0·94	0·99	— 5
Bombay and Malabar Coast Districts (Madras).	Malabar	4·78	6·18	— 1·40	37·01	37·41	— 1
	Madras (South Central)	0·89	0·51	+ 0·38	4·58	4·39	+ 4
	Coorg	4·41	4·51	— 0·10	21·38	25·72	— 17
	Mysore	0·37	0·57	— 0·20	2·08	4·88	— 57
	Konkan	3·98	8·21	— 4·23	24·23	24·09	+ 1
	Bombay Deccan	0·33	1·48	— 1·15	5·33	6·61	— 20
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·34	1·03	— 0·69	2·64	5·23	— 50
Central Provinces and Berar.	Berar	1·53	1·81	— 0·28	3·68	5·38	— 32
	Central Provinces (West)	2·57	2·21	+ 0·36	4·51	6·15	— 27
	Ditto (Central)	2·78	2·82	— 0·04	5·59	6·62	— 16
	Ditto (East)	2·05	2·90	— 0·85	5·65	8·02	— 30
Bombay (North)	Guzerat	0·22	1·68	— 1·46	3·48	4·13	— 16
	Kattiawar	0·01	0·88	— 0·87	0·64	2·56	— 75
	Sind	0·02	0·04	— 0·02	0·09	0·22	— 59
Rajputana and Central India.	Central India (East)	1·95	1·53	+ 0·42	4·75	4·09	+ 16
	Rajputana (East), Central India (West).	0·05	0·82	— 0·77	2·79	2·69	+ 4
	Rajputana (West)	0	0·51	— 0·51	2·19	1·40	+ 56
Madras	East Coast (North)	1·18	1·71	— 0·53	5·17	5·85	— 12
	Hyderabad (South)	0·60	1·12	— 0·52	2·43	3·97	— 40
	Madras (Central)	0·50	0·10	+ 0·40	2·88	3·83	— 25
	East Coast (Central)	0·51	0·90	— 0·39	3·23	3·31	— 2
	Ditto (South)	0·30	0·43	— 0·13	2·67	2·99	— 11
	Madras (South)	0·09	0·14	— 0·05	1·08	2·25	— 52

Simla, *27th June, 1889.*

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E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 22nd June.*—Slight rain in Nellore, Cuddapah, Madras, Trichinopoly, Madura, Tinnevelly, Coimbatore; good on West Coast and Nilgiris; fair elsewhere; nearly ¾ inch in Ganjam. Crops generally good, but withering in parts of Ganjam and Cuddapah; suffering from want of rain or water in parts of Vizagapatam, North Arcot, Trichinopoly, Tinnevelly, Coimbatore, and Salem. Dry crops blighted in Coimbatore. Water-supply insufficient in Ganjam, parts of Vizagapatam, Cuddapah, Coimbatore, Tinnevelly, and Salem. Stock suffering badly, chiefly from rinderpest, in Tinnevelly, Malabar, Tanjore, and Anantapur. Prices rising in seven districts, falling in seven, and stationary in others. Prices of all grains rose in Ganjam: 1,478 deaths from cholera in that district. Labourers employed last day of week,—on Rushikulya works, 4,986; Gopalpore Canal, 2,345; Ghat Roads, 1,168. Average daily number on drinking-water tanks and wells, 6,222; on minor irrigation and other works, 5,282. Number on gratuitous relief on 15th, 8,848. No exact information regarding stocks of grain; but judging from special weekly and fortnightly reports, they are believed to be fair. General prospects favourable and beginning to improve in Ganjam.

Bombay.—*For week ending 26th June.*—Rain throughout Presidency Proper and in Karachi, but insufficient in parts of Ahmedabad, Kaira, Broach, Surat, Khandesh, Nasik, Poona, Ahmednagar, Sholapur, Satara, Belgaum, Dharwar, and Kathiawar, and sowing therefore retarded in many places. Sowing progressing in parts of Surat, Thana, Poona, Satara, Bijapur, Dharwar, and Kanara. Young crops good in Colaba, Poona, Sholapur, Belgaum, Kanara, and Baroda, and cotton flourishing in Shikarpur. Transplantation progressing in Poona. *Rati* blight in Mirpur Botoro in Karachi district. Locusts appeared in parts of Karachi, but no damage done. Fodder scarce in Khandesh and in parts of Guzerat, Karachi, Nasik, Poona, Ahmednagar, and Dharwar. Water scarce in parts of Khandesh, Ahmednagar, and Dharwar.

Bengal.—*For week ending 25th June.*—Heavy and general rain during the week. A break is now desirable. Cultivation is proceeding satisfactorily. Paddy and all *bhadoi* sowings are in progress, and the early sown paddy and jute crops are coming up well. Sugarcane, indigo, and all other standing crops have improved by the rain and are now promising. Prices remain steady and high throughout the Province. In the affected districts of Durbhanga, Muzaffarpur, and Champarun common rice is quoted at 12½ seers, 12 seers, and 11 seers per rupee, respectively. In the Sonthal Pergunnahs district test relief works are still going on. Distress continues in the Contai sub-division of Midnapore, and is also reported from the Orissa Tributary Mehals.

North-Western Provinces and Oudh.—*For week ending 26th June.*—Rain has fallen more or less generally over the Provinces, but its distribution has been very unequal: Gorakhpur reporting 9·5 inches, and none in Benares. In Meerut rain is wanted for the area already sown. Ploughings and sowings for the *kharif* are everywhere in progress. Markets are well supplied, though prices have risen in Lucknow, Benares, Ballia, Farukhabad, Sitapur, Kumaun, and Meerut.

Punjab.—*For week ending 26th June.*—Rain has fallen in most districts. Prices rising in Jullundur and Rawalpindi; falling in Shahpur; unsettled in Peshawar; and stationary elsewhere. Ploughings for and sowings of *kharif* in progress. Some *rabi* crops are still uncleaned in certain districts. More rain wanted for *kharif* sowings in Hissar, Delhi, Sialkote, and Shahpur. Standing

crops in good condition. Stock-cattle are reported healthy. Pasturage or fodder sufficient throughout the Province.

Central Provinces.—*For week ending 26th June.*—Good rain has fallen in northern districts, and sowings are progressing favourably, they are somewhat retarded in the south for want of rain. The fall has been moderate in the eastern districts, but enough for sowing.

Burma.—*For week ending 22nd June.*—The rainfall was heavy in most districts throughout Burma. The food-supply is sufficient. Cattle-disease is still prevalent in some of the Lower Burma districts, and is reported to be prevalent in some of the Upper Burma districts. In Lower Burma the fluctuations in the price of paddy are very slight. In Upper Burma a slight rise is noticeable in Shwebo and Kyaukse, in other districts the price is stationary.

Assam.—*For week ending 26th June.*—Weather seasonable. Sowing of winter rice continues. Reaping of summer rice commenced. Prospects of tea good, except in Cachar, where red spider prevalent.

Mysore and Coorg.—*For week ending 26th June.*—Rainfall good in parts of Kadur and Shimoga districts in Mysore, elsewhere scanty. Standing crops good, except in Mysore district. Sowing operations continue in parts, but more rain is wanted in Bangalore, Kolar, and Mysore districts. No material change in prices.

Light intermittent rains in Coorg during the week. Health indifferent.

Berar and Hyderabad.—*For week ending 26th June.*—Weather warm and cloudy in Berar. Average rainfall fair. Cotton sowing in progress. Fodder insufficient. Agricultural stock good. Prices stationary.

Some rain during the week in Hyderabad. *Kharif* sowings in progress. Scarcity of fodder still felt. Prices stationary.

Central India.—*For week ending 26th June.*—Agricultural operations started in Baghelkhand and Goona Agencies. Condition of pasturage slightly improved in Bundelkhand. Prices of food-grains rising in Bundelkhand and Neemuch. Rain fairly general throughout Central India, but Neemuch and Western Malwa still report fall insufficient.

Rajputana.—*For week ending 26th June.*—Rainfall in some States. Agricultural operations progressing generally. Agricultural stock poor in Meywar and Bickaneer. Pasturage or fodder sufficient, except in Marwar, Kherwara, Meywar, and Dholepore. Prices rising in Marwar, Meywar, Harowti, Kishangarh, Kerowli, and Dholepore.

Nepal.—*For week ending 20th June.*—Seasonable rain. Weather hot and cloudy. Agricultural operations are in progress. Prospects good.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. IX of 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 2nd June, 1888. Total.	Receipts for week ending 2nd June, 1888. Per mile open.	Total mean length open.	Receipts for week ending 1st June, 1889. Total.	Receipts for week ending 1st June, 1889. Per mile open.	Total Receipts from 1st April to 2nd June, 1888. Total.	Total Receipts from 1st April to 2nd June, 1888. Per mile open per week.	Total Receipts from 1st April to 1st June, 1889. Total.	Total Receipts from 1st April to 1st June, 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
	State Lines worked by Companies.		*Rs.*	*Rs.*		*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
15th June, 1889	East Indian	1,514	9,08,534	600	1,514	9,08,695	600	87,91,414	645	86,38,658	634	...	1,52,756
15th ditto	Patna-Gya	57	6,794	119	57	7,500	131	83,323	162	83,583	162	260	...
15th ditto	Dildárnagar-Gházipur	12	1,173	98	12	938	78	12,354	114	9,079	84	...	3,275
8th ditto	Rajputana-Malwa	1,664	4,21,039	253	1,664	4,76,000	286	36,65,247	245	42,35,702	287	5,70,455	...
8th ditto	Bengal-Nágpur (*a*)	186	40,605	218	293	48,033	164	3,96,811	237	5,03,289	194	1,06,478	...
8th ditto	Southern Marátha (*b*)	850	80,292	94	857	95,476	111	7,55,303	99	8,21,909	106	66,606	...
8th ditto	Do. Mysore Section	140	10,764	77	219	13,210	60	94,856	75	1,28,778	65	33,922	...
8th ditto	Indian Midland	211	(*c*) 24,189	115	588	(*d*) 68,070	116	(*c*) 2,16,993	114	(*d*) 6,25,598	120	4,08,605	...
8th ditto	Villupuram-Dharmaveram (Nellore Branch)	83	4,942	60	83	4,909	59	36,933	49	40,216	55	3,283	...
8th ditto	Bareilly-Pilibhit	36	1,461	41	36	1,900	53	15,897	49	21,224	66	5,327	...
	Total	4,753	14,99,793	316	5,323	16,24,731	305	1,40,69,131	329	1,51,08,036	320	10,38,905	...
	State Lines worked by Government.												
8th June, 1889	North-Western (*e*)	2,411	4,49,776	187	2,386	5,30,853	222	43,11,718	199	47,98,814	227	4,87,096	...
8th ditto	Oudh and Rohilkhand	693	1,45,259	210	692	1,65,501	239	15,19,788	245	16,41,367	264	1,21,579	...
8th ditto	Bengal Central	125	11,595	92	125	11,920	95	1,03,447	92	1,17,994	105	14,547	...
8th ditto	Wardha Coal	45	13,059	290	45	12,173	271	1,44,502	357	1,65,916	416	21,414	...
8th ditto	Eastern Bengal Railways	673	1,60,562	239	673	1,64,880	245	13,00,036	215	14,11,706	233	1,11,670	...
8th ditto	Nalháti	27	1,604	59	27	1,797	66	16,252	66	14,704	60	...	1,548
8th ditto	Tirhoot	259	34,488	133	273	40,161	147	3,53,548	152	3,52,424	143	...	1,124
8th ditto	Lucknow-Sitapur-Sihrámau	105	5,503	52	105	9,040	86	50,906	54	67,175	71	16,269	...
1st ditto	Jorhát	31	1,336	44	25	1,521	60	8,230	31	9,879	37	1,149	...
18th May, 1889	Cherra-Companyganj	...	...	...	...	(*f*)	...	(*g*) 466	9	(*h*) 338	6	...	...
1st June, 1889	Burma	392	64,376	164	553	94,404	171	5,97,983	182	8,91,502	179	2,93,519	...
	Total	4,761	8,87,468	186	4,904	10,32,250	210	84,07,376	197	94,71,819	218	10,64,443	...
	Lines worked by Guaranteed Companies.												
8th June, 1889	Madras	840	1,60,688	191	840	1,83,789	219	14,53,342	192	16,37,943	220	1,84,601	...
8th ditto	South Indian	654	1,21,987	187	654	1,22,319	187	9,88,611	168	10,43,000	180	54,389	...
8th ditto	Great Indian Peninsula	1,504	(*i*) 11,45,040	762	1,447	(*j*) 7,52,429	520	(*i*) 1,07,07,386	791	(*j*) 82,38,783	643	...	24,68,603
8th ditto	Bombay, Baroda and Central India (*k*)	461	2,93,543	637	461	3,02,000	655	29,35,073	707	29,56,358	724	21,285	...
	Total	3,459	17,21,258	498	3,402	13,60,537	400	1,60,84,412	517	1,38,76,084	461	...	22,08,328
	GRAND TOTAL (Guaranteed and State)	12,973	41,08,519	317	13,629	40,17,518	295	3,85,60,919	331	3,84,55,939	318	...	1,04,980
	Gross Estimated Expenses	...	...	...	...	...	...	1,74,79,875	150	1,76,23,421	146	1,43,546	...
	Net Receipts	...	...	...	...	...	...	2,10,81,044	181	2,08,32,518	172	...	2,48,526
	Assisted Companies.												
15th June, 1889	Tárakeshwar	22	5,216	237	22	5,106	232	60,741	303	58,994	295	...	1,747
25th May, 1889	Dibru-Sadiya	...	...	...	...	(*f*)	...	(*l*) 66,481	107	(*m*) 76,405	122	9,924	...
15th June, 1889	Bengal and North-Western	376	74,752	199	376	57,400	153	5,43,918	161	5,36,356	161	...	7,562
8th ditto	Rohilkhand-Kumaun	67	7,484	112	67	7,633	114	68,640	114	74,731	124	6,091	...
	Total	465	87,452	188	465	70,139	151	7,39,780	151	7,46,486	155	6,706	...
	Native States.												
8th June, 1889	His Highness the Nizam's Guaranteed Company	277	29,735	106	354	35,805	101	2,79,000	112	3,64,721	116	85,721	...
8th ditto	His Highness the Gaekwar's	59	2,878	49	59	2,470	42	33,819	64	27,811	53	...	6,008
8th ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	952	45	27	1,000	37	11,027	58	11,218	47	191	...
8th ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	21,920	114	260	27,414	105	2,45,451	141	3,29,101	143	83,650	...
8th ditto	Morvi	68	4,767	70	68	4,636	68	48,271	79	47,239	77	...	1,032
8th ditto	Jodhpore	124	7,286	59	124	6,500	52	71,550	64	65,023	59	...	6,527
	Total	742	67,538	91	892	77,825	87	6,89,118	103	8,45,113	107	1,55,995	...

(*a*) Includes the Katni-Umaria Branch.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Sindia State Railway.
(*d*) Includes the Sindia and Bhopal-Itarsi State Railways.
(*e*) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(*f*) Return not received.
(*g*) Total receipts from 1st April to 19th May, 1888.
(*h*) Total receipts from 1st April to 18th May, 1889.
(*i*) Includes the Dhond-Manmad, Khamgaon, Amraoti, and Bhopal-Itarsi State Railways.
(*j*) Includes the Dhond-Manmad, Khamgaon, and Amraoti State Railways.
(*k*) Includes the Patri Branch.
(*l*) Total receipts from 1st April to 26th May, 1888.
(*m*) Total receipts from 1st April to 25th May, 1889.

M. C. BRACKENBURY, *Major, R.E.,*

Under Secretary.

SIMLA, *27th June, 1889.*

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 1st HALF OF MAY 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu. (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or thur cadjan pea (*Cajanus indicus*.)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	10 4	11 1	11 5	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	19 7	19 7
Tavoy	...	...	...	...	11 13	11 4	14 13	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	24 2	24 2
Moulmein and Amherst	3 15	3 15	...	...	10 8	10 8	12 2	12 2	...	...	...	...	...	...	...	...	7 9	7 9	12 2	12 2	...	...	220 0	220 0	20 3	20 3
Pegu (deltaic)—																										
Pegu	...	...	...	...	9 7	9 7	11 3	11 3	...	...	...	...	...	...	...	...	11 3	11 3	...	...	...	...	145 0	150 0	18 7	17 10
Rangoon	11 2	12 3	...	...	12 6	12 6	13 2	13 2	...	...	...	...	...	...	...	...	11 2	15 2	...	...	...	...	250 0	250 0	16 10	14 9
Thongwa	...	...	...	...	10 11	11 6	13 11	13 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	18 11	18 11
Bassein	...	...	...	...	11 0	11 9	14 0	14 0	...	...	...	...	...	...	...	...	11 2	8 14	...	...	...	...	215 13	215 13	14 3	14 3
Pegu (inland)—																										
Shwaygyin	...	...	...	...	9 1	9 13	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	11 5	11 5
Tharawadi	...	...	...	...	12 8	13 5	15 8	15 8	...	...	...	...	...	...	...	...	11 7	11 7	...	...	8 2	8 2	450 0	450 0	14 0	14 0
Henzada	...	...	...	...	10 4	11 15	15 10	15 10	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	183 8	183 8	17 11	17 11
Prome	10 6	10 6	...	...	11 3	12 3	13 12	14 7	...	...	...	...	...	...	...	...	11 5	10 6	...	...	...	...	167 9	167 9	14 0	11 3
Toungoo	...	...	...	...	9 2	9 2	12 13	12 13	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	200 0	200 0	14 1	14 1
Thayetmyo	11 3	11 3	...	...	10 12	11 11	12 9	13 13	...	...	...	...	...	...	...	...	12 12	12 12	...	...	...	...	326 11	326 11	11 3	11 3
Upper Burma—																										
Mandalay	10 11	11 0	...	...	11 5	10 2	12 9	11 3	...	...	...	...	...	...	...	...	8 4	8 0	13 11	16 10	7 0	6 9	70 0	75 0	16 0	16 0
Arakan—																										
Sandoway	...	...	...	...	16 9	18 0	18 12	20 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	13 7	14 0	14 11	15 8	...	...	...	...	...	...	...	...	5 0	5 0	...	...	...	...	333 0	333 0	30 0	36 0
Akyab	...	...	...	...	13 0	14 0	16 0	17 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	180 0	180 0	21 0	20 0
Assam—																										
Surma—																										
Sylhet	10 0	9 4	...	...	14 14	14 14	15 12	15 12	...	...	...	...	...	...	...	...	12 8	13 4	...	...	...	...	108 0	108 0	9 4	9 4
Cachar	7 8	7 12	...	...	12 8	13 0	13 8	15 0	...	...	...	...	...	...	...	...	12 0	11 0	...	...	20 0	...	80 0	80 0	9 8	9 8
Khási and Jaintiá Hills	...	...	...	...	6 0	6 4	10 0	9 13	...	...	...	...	...	...	...	...	8 0	9 8	16 0	15 8	...	...	100 0	100 0	7 2	7 8
Garo Hills	...	...	...	...	6 0	6 0	17 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	16 0	16 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	20 0	80 0	80 0	10 0	10 0
Kámrúp	10 0	10 0	...	...	8 0	8 0	16 0	16 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	160 0	160 0	9 0	9 0
Darrang	7 0	7 0	...	...	12 12	12 0	16 0	16 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	150 0	150 0	9 0	9 0
Nowgong	8 0	8 0	...	...	7 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	8 0	9 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	6 8	6 8	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	200 0	200 0	8 0	8 0
Lakhimpur	9 0	9 0	...	...	8 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	14 0	14 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	10 0	10 0	11 6	11 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	8 0	8 0	15 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	...	...	...	14 0	12 0	...	...	...	...	...	...	...	...	4 8	4 0	...	...	...	...	100 0	80 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	10 8	10 8	12 0	12 0	...	...	...	...	...	...	...	...	16 0	17 0	...	...	...	...	120 0	120 0	9 9*a*	8 14
Noakholly	...	...	...	...	12 0	12 0	13 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	9 0*b*	9 0
Chittagong	11 0	11 0	...	...	10 0	11 0	12 0	13 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	...	...	100 0	100 0	9 0*c*	9 0
Tipperah	12 0	12 8	...	...	13 0	13 8	14 0	14 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	...	...	8 0	8 0
Dacca	13 0	15 8	26 0	26 0	12 0	13 4	14 0	15 4	...	...	...	...	...	...	...	...	14 0	13 0	...	...	16 0	16 0	160 0	120 0	10 0*d*	10 0
Mymensingh	12 0	10 8	...	...	13 0	13 0	16 0	18 0	...	...	...	...	...	...	...	...	13 0	16 0	...	...	16 0	16 0	...	...	10 0*e*	10 0
Deltaic—																										
Koolna	...	...	...	...	10 11	12 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	14 0	...	...	...	...	180 0	160 0	9 0*f*	9 0
24-Pergunnahs	13 4	13 0	18 0	16 0	8 0	8 0	14 0	13 8	...	...	...	...	...	...	12 0	12 0	17 0	17 8	...	...	17 0	15 0	100 0	100 0	10 8*g*	10 8
Midnapore	10 0	10 0	40 0	40 0	11 0	12 0	15 8	16 8	...	...	...	...	...	...	...	...	14 0 to 14 8	14 0 to 14 8	...	...	14 0	14 0	160 0	160 0	10 4*h*	10 4
Howrah	14 0	§	...	...	10 0	10 0	13 8	13 8	...	...	...	...	...	...	...	...	18 0	19 0	...	...	13 0	13 0	100 0	100 0	10 8	10 8
Calcutta	12 4	12 14	17 0	17 2	8 13	9 3	12 15	13 1	16 13	16 10	13 3	12 3	...	...	19 13	17 12	15 12	16 13	...	...	16 4	15 10	100 0	99 0	10 8	10 5
Hooghly	13 0	18 0	...	...	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	120 0	120 0	9 0*i*	9 0
Nuddea (Kishnaghur)	14 15	14 15	20 0	20 0	12 0	12 4	14 2½	16 0	...	...	...	...	...	...	...	...	19 0	20 0	...	...	16 0	16 0	...	...	9 2*j*	9 2
Jessore	11 4	11 0	...	...	11 0	11 0	14 0	15 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	20 0	21 8	160 0	160 0	9 2*k*	9 2
Furreedpore	16 0	20 0	18 0	25 0	8 0	9 0	11 0	12 0	...	...	...	...	...	...	...	...	20 0	22 0	...	...	10 0	14 0	120 0	120 0	9 0	9 0
Central—																										
Bankoora	14 0	14 0	18 0	18 0	15 0	15 0	17 8	17 8	...	...	...	...	...	...	...	...	16 0	16 0	21 0	21 0	16 0	17 8	280 0	280 0	10 0	10 0
Burdwan	13 4	13 2	*	*	11 10	12 6	15 6	15 3	...	...	...	...	...	...	...	...	18 0	17 0	*	*	19 0	18 0	107 0	107 0	9 14¾*l*	9 14¾
Beerbhoom	14 4	14 4	...	...	12 0	12 0	13 8	13 8	...	...	...	...	...	...	...	...	18 8	18 0	...	...	12 0	12 0	160 0	160 0	10 0	10 0
Moorshedabad	13 4	15 0	...	...	11 0	11 0	14 0	14 0	...	...	...	...	...	...	...	...	18 4	20 0	...	...	18 12	20 0	200 0	200 0	9 0*m*	9 0
Sonthal Pergunnahs	12 0	13 0	...	...	12 0	13 0	14 0	15 0	...	...	...	...	...	...	...	...	17 0	17 0	17 0	18 0	22 0	22 0	200 0	200 0	9 0	9 0
Pubna	17 4	16 14	...	...	7 8	7 8	15 0	15 12	...	...	...	...	...	...	...	...	18 0	22 0	...	...	18 12	21 0	200 0	200 0	9 2*n*	9 2
Bogra	13 8	15 0	...	...	13 8	13 8	16 8	18 12	...	...	...	...	...	...	...	...	16 8	19 8	...	...	...	...	90 0	96 0	9 0	9 6
Rajshahye	15 12	16 8	19 8	24 0	12 0	12 0	13 8	13 14	...	...	...	...	...	...	...	...	19 8	21 0	...	...	19 1	20 9	240 0	240 0	8 10*o*	8 13
Maldah	15 0	16 0	...	...	10 0	10 0	13 13	15 4	...	...	...	...	...	...	...	...	22 8	24 0	...	...	...	...	160 0	160 0	9 0	9 8
Northern—																										
Rungpore	14 8	14 8	...	...	10 8	10 8	15 3	16 0	...	...	...	...	...	...	...	...	13 0	10 5	...	...	13 0	13 0	120 0	120 0	9 6*p*	9 6
Dinagepore	12 0	12 0	16 0	...	13 0	13 0	15 8	15 8	...	...	...	...	...	...	...	...	16 0	13 0	...	...	12 0	11 0	160 0	160 0	9 8*q*	9 8
Jalpáiguri	10 0	10 0	16 0	16 0	8 0	8 0	16 0	17 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 0	10 0	128 0	128 0	9 0*r*	9 0
Darjeeling	10 0	10 0	6 0	6 0	6 0	6 0	11 0	12 0	...	...	...	...	11 0	12 0	...	...	9 0	9 0	18 0	18 0	...	...	120 0	120 0	7 0*s*	7 0
Orissa—																										
Pooree	11 13	13 2	...	...	11 13	11 13	15 12	15 12	...	...	...	...	...	...	...	...	15 12	15 12	...	...	14 7	13 2	80 0	80 0	10 8	10 8
Cuttack	10 8	14 7	...	...	10 8	10 8	14 7	14 7	...	...	...	...	...	...	...	...	19 11	21 0	...	...	19 11	19 11	80 0	80 0	8 0	11 0
Balasore	17 0	17 0	13 0	13 0	12 0	12 0	17 0	17 0	...	...	...	...	...	...	...	...	14 0	13 0	...	...	...	...	160 0	160 0	10 0*t*	10 0
Chota-Nagpur—																										
Singbhoom	11 0	14 0	16 0	16 0	12 0	14 0	16 0	22 0	...	...	...	...	...	...	...	...	10 0	12 0	...	22 0	15 0	16 0	200 0	200 0	7 0	7 0
Manbhoom	12 0	13 0	...	20 0	13 0	13 0	19 0	18 0	...	...	...	...	...	...	...	...	17 0	16 8	25 0	25 0	16 0	16 0	200 0	200 0	8 0*u*	9 0
Lohardugga	12 0	13 0	14 0	16 0	12 0	13 0	13 8 to 15 0	15 0	...	...	...	...	25 0	27 0	...	...	12 0	13 0	16 0	...	12 0 to 14 0	12 8	140 0	140 0	8 0	8 0
Hazáribágh	12 4	14 8	17 0	18 0	8 0	8 0	13 8	15 0	§	...	§	...	20 0	21 8	§	§	14 0	14 8	15 0	16 0	17 0	18 8	320 0	320 0	8 0	8 8

* Not sold. † Re. 1-4-0 per 100 cobs. ‡ None in market. § Not procurable.

a In sub-divisions retail prices of salt per rupee are:—Patuakhali 9 sers, Perozepore 9 sers, and Bhola 8 sers.
b At Feny Hat retail price of salt 8 sers per rupee.
c At Cox's Bazar retail price of salt 8 sers per rupee.
d In sub-divisions retail prices of salt per rupee are:—Manickgunge 9 sers, Munshigunge 8 sers 14 chts., and Narainganj 10 sers.
e In sub-divisions retail prices of salt per rupee are:—Kishoregunge, Sherepore and Netrokona 8 sers, and Jamalpore 10 sers.
f In sub-divisions retail prices of salt per rupee are:—Sukhira 9 sers 13 chts., and Bagirhat 8 sers.
g In sub-divisions retail prices of salt per rupee are:—Baraset and Bussirhat 9 sers, Diamond Harbour (at Kulpihat) 8 sers, Barrackpore 9-2 sers, and Dum-Dum 10 sers.
h In sub-divisions retail prices of salt per rupee are:—Contai 10 sers 12 chts., Tumlook 8 sers, and Contai 9 sers.
i In sub-divisions retail prices of salt per rupee are:—[illegible]pore and Jehanabad 10 sers.
j In sub-divisions retail prices of salt per rupee are:—[illegible] and Ranaghat 10 sers, Meherpore 10 sers 8 [illegible] and Chuadanga 9 sers.
k In sub-divisions retail prices of salt per rupee are:—Jhenida 9 sers, Magura 10 sers, Narail 9⅜ sers, and Bongong 10 sers.
l In sub-divisions retail prices of salt per rupee are:—Culna 10 sers, Cutwa 9-13 sers, and Raneegunge 11 sers.
m At Lalbagh, Kandi and Jungipore sub-divisions retail price of salt 10 sers per rupee.
n At Serajgunge retail price of salt 10 sers 8 chts. per rupee.
o In sub-divisions retail prices of salt per rupee are:—Nattore 9 sers 12 chts., and Nowgong 9 sers 9 chts.
p In sub-divisions retail prices of salt per rupee are:—Gaibanda 8 sers, Kurigram 9 sers.
q At Thakurgaon sub-division retail price of salt 8 sers per rupee.
r At Fallacotta in Alipore sub-division retail price of salt 8 sers per rupee.
s Retail price of salt at Kurseong 8 sers, and Siliguri 9 sers per rupee.
t At Bhadruck retail price of salt 9 sers per rupee.
u At Govindpore retail price of salt 9 sers per rupee.

RETAIL PRICES FOR THE 1st HALF OF MAY 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum. Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu. Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi. Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar or thur cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	16 4	16 13	21 0	22 0	10 8	12 9	11 9	13 2	...	...	...	...	...	...	...	16 13	16 0	21 10	16 12	21 10	16 12	18 10	147 0	147 0	10 0*v*	9 8
Gya	16 8	15 8	23 0	21 0	8 8	8 8	12 12	12 8	...	...	...	...	...	...	11 0	11 0	19 0	19 0	...	...	18 0	18 4	200 0	200 0	9 2	9 2
Patna	15 8	15 0	22 0	20 8	10 0	10 0	13 8	13 8	...	20 0	...	...	...	...	12 0	12 0	21 8	20 0	...	19 0	21 0	21 0	130 0	130 0	10 0	10 0
Shahabad	14 8	14 8	20 0	20 0	8 8	8 8	13 8	13 8	...	20 0	...	...	...	...	...	...	20 0	20 8	...	...	13 0	13 4	160 0	160 0	10 0*w*	10 0
Behar, north—																										
Purneah	20 0	14 0	...	...	16 0	13 0	17 0	15 0	...	...	...	...	...	...	...	...	20 0	16 0	...	...	...	16 0	...	200 0	...*x*	9 0
Bhágalpur	15 2	16 6	18 15	21 7	11 9	12 10	13 4	13 4	...	...	...	...	...	...	...	...	18 4	20 3	16 12	17 10	18 15	20 3	176 12	176 12	10 1	10 1
Durbhunga	13 11	13 11	19 6	19 6¼	9 2	10 4¼	12 9	13 2	17 2	...	...	...	18 4	18 4¾	16 0	...	19 6	20 9¼	16 0	19 6¼	18 4	19 6½	160 0	183 4¼	9 14*y*	11 6¼
Mozufferpore	12 0	12 8	16 0	18 0	9 0	9 0	11 0	11 0	...	...	...	...	...	...	...	...	19 0	19 0	16 0	16 0	20 0	20 0	160 0	160 0	10 0*z*	10 0
Sarun	13 8	14 8	19 8	20 8	8 8	8 8	12 2	12 14	...	...	...	...	20 0	20 0	11 0	11 0	19 4	20 8	18 8	16 8	17 8	21 0	160 0	160 0	10 0	10 0
Champarun	11 8	12 0	18 0	21 0	7 0	7 0	10 0	11 8	...	...	...	...	...	...	...	...	16 0	17 8	15 8	17 0	20 0	21 0	160 0	160 0	9 8*z*1	9 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 0	14 8	18 0	19 0	7 0	7 0	11 0	11 0	17 0	16 0	15 0	14 8	15 0	15 0	12 0	12 0	18 0	18 0	18 0	18 0	19 0	18 0	110 0	110 0	9 0	10 0
Benares	14 1½	14 6	17 14	17 14	8 11	8 15	12 3	12 7	17 5½	16 13	14 1½	13 9	12 7	14 10	12 8	13 0	18 2	18 7	20 1	21 2	18 11	20 1	120 0	120 0	10 6½	10 6½
Ghazipur	15 7	14 13	20 0	20 9	6 7	7 1	11 0	11 9	18 0	18 0	15 7	15 7	20 9	20 9	15 7	15 7	20 10	21 4	18 0	18 0	20 10	20 10	154 0	154 0	9 10	9 10
Jaunpur	13 8	14 0	18 8	16 8	7 0	7 0	14 0	14 0	...	...	...	...	...	...	...	...	19 0	19 8	...	...	21 0	22 0	140 0	140 0	8 8	8 8
Allahabad	13 8	13 8	19 4	19 4	8 0	8 0	11 0	10 8	18 0	18 0	16 0	16 0	...	...	...	...	19 8	20 4	16 0	16 0	19 8	18 12	120 0	120 0	10 0	10 0
Central—																										
Bánda	16 8	16 0	21 8	22 0	8 0	8 0	11 8	12 0	...	...	...	...	...	...	...	...	22 8	21 8	...	...	15 0	16 0	160 0	160 0	9 8	10 0
Fatehpur	17 8	15 8	21 0	20 12	11 8	11 8	12 0	12 0	...	...	...	...	...	...	...	...	19 0	19 0	...	...	23 12	25 0	160 0	160 0	10 8	10 8
Hamírpur	17 13	17 2	23 0	24 0	9 0	9 0	11 0	11 0	...	...	...	...	...	...	...	...	23 14	24 10	...	...	26 7	26 7	140 0	140 0	11 0	11 4
Jalaun	17 0	17 0	22 0	22 0	9 0	9 0	10 0	10 0	18 0	18 0	17 0	17 0	15 0	15 0	16 0	16 0	24 0	24 0	18 0	18 0	24 0	28 0	140 0	140 0	10 0	10 0
Cawnpore	17 0	17 0	23 0	24 0	8 0	8 0	12 0	12 0	23 0	25 0	20 0	21 0	...	...	20 0	21 0	23 0	24 8	...	30 0	23 0	24 0	160 0	160 0	12 0	12 0
Etáwah	16 4	16 7	23 0	24 0	7 0	7 0	13 8	12 0	19 8	19 8	20 4	19 8	20 0	20 0	16 0	20 0	24 8	24 0	17 0	23 8	25 8	26 0	120 0	120 0	11 0	11 0
Farukhabad	16 8	16 4	22 8	23 0	6 8	6 8	10 4	10 0	...	...	...	...	...	...	...	...	23 8	23 4	...	...	25 8	26 0	150 0	140 0	10 0	10 4
Mainpuri	18 6	19 6	25 4	27 0	4 8	4 8	13 8	14 8	...	...	...	...	...	...	...	...	25 12	26 12	...	...	26 12	27 6	160 0	160 0	10 0	11 0
Etah	18 4	18 12	25 2	28 4	7 8	6 8	13 0	12 8	...	...	18 0	19 0	...	...	16 0	16 0	30 0	24 0	...	...	18 8	21 4	160 0	160 0	11 4	11 4
Western—																										
Lalitpur	16 0	17 0	21 0	23 0	9 0	9 0	10 8	10 8	20 0	21 0	15 0	15 0	20 0	20 0	15 0	15 0	18 0	20 0	21 0	21 0	12 4	13 0	160 0	160 0	10 0	10 0
Jhánsi	17 1	17 12	22 1½	23 1½	8 0	8 0	12 0	12 8	22 8	23 3	21 0	21 0	...	...	...	...	21 1	23 1½	...	...	...	...	180 0	180 0	10 8	10 8
Agra	15 0	15 8	21 0	22 0	5 0	5 0	9 0	9 0	20 0	22 0	18 8	19 0	...	...	16 0	17 0	22 0	24 0	28 0	31 0	17 8	18 0	110 0	110 0	12 0	12 0
Muttra	15 0	16 8	22 8	23 0	7 6	8 0	11 6	12 0	18 0	20 0	18 0	20 0	...	...	8 0	10 0	23 0	24 8	25 0	30 0	28 0	30 0	140 0	140 0	11 8	12 0
Aligarh	16 8	17 4	25 0	27 4	6 0	5 8	11 0	10 8	23 0	22 0	19 8	21 8	...	...	15 0	15 0	25 8	28 8	28 0	31 0	27 8	32 8	160 0	160 0	12 0	12 0
Bulandshahr	18 0	17 4	26 0	26 8	7 0	7 0	10 8	11 0	20 0	20 0	20 0	20 0	...	...	16 0	16 0	26 0	26 0	30 0	32 0	19 0	19 0	120 0	120 0	11 4	11 4
Meerut	16 0	16 8	26 0	26 0	5 8	6 0	11 0	13 0	22 0	26 0	20 0	20 0	14 0	14 0	14 0	14 0	23 0	24 12	25 0	30 0	24 0	24 0	100 0	100 0	11 4	11 4
Sub-montane—																										
Ballia	15 0	15 0	20 8	19 8	8 4	9 4	13 0	15 8	...	...	...	...	...	...	...	...	22 8	23 12	...	...	20 8	22 8	155 0	155 0	10 4	10 4
Azimgarh	13 4	14 0	21 6	20 10	7 6	8 14	12 3	11 13	...	...	...	...	...	...	...	...	17 11	17 11	23 10	23 10	14 12	14 12	177 8	177 8	9 13	9 13
Gorakhpur	13 15	12 11	20 13	20 14	9 0	9 1	12 2½	12 15	...	...	...	...	...	...	14 6½	15 4	20 0	18 14	...	...	16 0	14 8	140 0	140 0	10 6½	9 15
Basti	16 0	17 8	23 0	28 0	...	...	22 0	23 0	16 0	16 0	...	...	22 0	22 0	10 0	10 0	22 8	23 0	20 0	22 0	21 0	22 0	140 0	140 0	10 0	10 0
Shahjahanpur	17 8	18 8	25 8	28 8	8 8	8 8	14 0	14 0	...	...	...	...	...	...	20 0	24 0	22 8	25 8	...	...	27 8	26 0	160 0	160 0	11 0	11 0
Budaun	18 4	18 4	28 8	28 4	6 0	6 0	11 6	11 4	...	...	...	...	...	...	...	...	26 4	25 12	...	...	31 0	30 0	192 0	192 0	10 0	11 0
Pilibhit	16 4	18 4	25 0	29 8	12 8	12 8	13 12	13 12	25 0	25 0	20 0	20 0	...	...	...	...	21 12	23 4	25 0	25 0	25 0	26 4	160 0	160 0	10 8	11 4
Bareilly	15 15	16 9	23 2	24 6	6 4	6 4	10 10	12 8	22 8	22 8	18 12	18 12	...	...	15 0	15 0	21 4	21 14	23 12	23 12	23 12	25 10	150 0	150 0	10 10	10 10
Moradabad	18 2	18 12	28 0	28 2	8 0	10 8	11 12	12 12	27 0	26 8	19 0	20 8	...	...	16 0	16 0	23 0	25 0	28 0	31 0	26 0	28 0	165 0	165 0	11 12	11 8
Tarái	20 0	18 12	33 0	25 8	8 12	8 12	12 8	13 2	25 0	27 8	20 0	20 0	...	...	20 0	22 8	23 2	21 4	27 8	29 0	27 8	27 0	100 0	100 0	10 0	10 0
Bijnor	18 0	17 12	30 6	29 4	9 0	9 0	12 10	12 6	...	...	...	...	...	...	...	...	24 12	24 12	...	...	28 2	27 0	135 0	135 0	11 0	10 11
Muzaffarnagar	17 2	17 1	32 14	35 4	6 9	6 9	11 10	12 2	25 4	25 4	17 10	17 10	17 10	17 10	16 8	16 8	25 4	26 6	22 0	22 0	13 3	14 5	132 0	132 0	11 0	11 9
Saháranpur	18 13	19 5½	27 15	27 15	7 8½	7 8½	10 12	11 13	23 10½	26 13½	21 8	21 8	32 4	32 4	26 13½	32 4	26 13½	27 6	29 0½	26 13½	21 8	17 3	129 0	129 0	11 12	11 4½
Dehra Dún	18 0	18 0	28 0	28 0	6 8	6 8	10 4	10 4	20 0	20 0	18 0	18 0	24 0	24 0	...	...	22 8	22 0	24 0	24 0	18 0	18 0	160 0	160 0	10 8	10 8
Kumaun	13 0	12 0	16 0	16 0	11 0	12 0	12 0	13 0	...	...	...	...	16 0	16 0	20 0	20 0	12 0	12 0	16 0	16 0	10 0	9 0	160 0	130 0	7 0	7 0
Garhwal	19 0	16 0	22 8	22 8	7 12	7 12	10 12	10 8	...	...	...	...	25 0	22 8	...	...	11 14	10 8	...	...	8 8	8 8	180 0	180 0	7 8	7 8
Oudh—																										
Southern—																										
Partabgarh	17 4	17 2	23 4	22 8	11 8	11 8	13 0	13 0	...	...	...	...	...	...	...	...	22 11	22 12	...	...	17 0	16 0	160 0	200 0	10 0	9 4
Sultánpur	17 0	17 0	22 0	22 0	9 0	9 0	13 0	13 0	19 0	19 0	16 0	16 0	24 0	24 0	20 0	20 0	26 0	26 0	16 0	16 0	20 0	20 0	160 0	160 0	10 0	10 8
Rae-Bareli	17 0	17 0	20 0	21 8	7 0	7 0	13 8	13 4	20 0	20 0	14 8	15 0	23 0	24 0	16 0	16 0	25 0	25 8	16 0	16 0	24 0	24 0	180 0	180 0	10 0	10 0
Unao	17 8	17 4	23 0	22 0	8 0	8 0	11 8	12 8	20 0	21 0	16 0	16 0	...	...	12 0	12 0	24 0	25 0	21 0	22 0	14 8	15 0	160 0	160 0	11 0	11 0
Lucknow	15 6	17 0	22 2	24 0	6 0	6 0	12 0	12 0	24 0	24 0	19 0	19 8	...	...	20 0	20 0	22 0	23 0	21 8	21 0	22 8	24 8	130 0	130 0	10 8	11 0
Hardoi	18 0	19 0	24 8	27 0	7 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	26 0	29 0	...	...	15 0	15 0	120 0	120 0	11 0	11 0
Northern—																										
Fyzabad	14 2	15 0	21 4	22 4	10 0	9 8	12 8	12 12	16 8	18 8	16 0	18 0	15 0	15 0	14 0	14 8	21 4	21 8	19 8	20 0	21 12	23 0	120 0	120 0	10 0	10 0
Barabanki	15 0	15 12	22 0	23 0	9 8	9 8	11 0	11 8	22 0	20 0	16 0	18 0	18 0	20 0	16 0	16 0	23 0	23 0	19 8	20 8	23 0	24 8	120 0	120 0	10 0	10 0
Gonda	16 12	19 0	26 0	26 0	11 8	12 8	12 8	13 0	20 0	22 0	16 0	18 0	20 0	24 0	14 0	16 0	22 0	22 8	22 0	23 0	25 0	26 0	200 0	200 0	10 12	10 12
Bahraich	16 8	18 0	26 0	29 0	11 0	12 0	13 0	15 0	30 0	31 0	...	...	28 0	28 0	9 0	11 0	23 0	25 0	23 0	24 0	26 0	29 0	140 0	140 0	10 8	10 8
Sitapur	18 4	18 8	27 0	27 8	8 0	8 0	13 8	13 0	22 0	21 0	18 0	16 0	24 0	20 0	16 0	16 0	26 0	20 0	20 0	24 0	25 8	28 8	160 0	160 0	10 8	10 8
Kheri	18 0	18 14	27 0	30 8	8 0	8 0	14 0	15 0	26 0	36 0	16 0	18 0	27 0	34 8	14 0	17 0	26 0	30 8	26 0	36 0	27 0	26 8	140 0	140 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	13 12	13 7	17 8	17 8	6 4	6 4	7 8	7 8	15 10	16 4	10 0	10 0	...	...	...	...	15 0	15 0	15 10	16 14	18 12	18 12	...	...	14 6	15 1
Bánswára	† 16 4	16 4	16 4	15 0	5 0	6 4	9 6	10 0	...	...	...	...	...	...	...	...	15 0	15 0	16 9	16 14	10 0	9 5	...	...	10 0	10 0
Meywar (Oodeypore)	10 8¾	11 5¼	13 4¼	14 7¼	7 6¾	7 13	7 13	8 3¼	13 4¼	14 1	11 11¼	10 8¾	*Nil*	*Nil*	9 2½	10 8¾	13 4¼	12 8	12 8	13 10¼	9 2½	10 8¾	160 0	160 0	9 6	9 12¼
Sirohi	11 8	12 0	20 0	20 0	7 0	6 12	8 0	8 0	13 0	13 0	15 0	15 0	...	...	19 0	19 0	14 0	14 0	13 0	18 0	10 4	10 4	160 0	160 0	12 0	12 0
Erinpura	13 14	13 14	19 0	19 0	...	...	9 0	9 0	18 0	18 0	17 0	17 0	...	...	...	...	17 14	17 14	...	...	...	...	260 0	260 0	12 0	12 0
Ajmere	13 8	14 0	19 8	19 0	3 0	3 0	8 0	8 0	18 0	18 0	15 0	15 0	...	...	...	...	18 0	19 0	18 0	18 0	...	...	80 0	80 0	12 0	12 0
Abu	11 8	11 8	16 12	17 14	6 8	6 4	8 0	8 0	...	...	13 0	14 8	...	...	...	...	14 0	14 12	15 0	15 0	10 4	10 0	...	...	11 0	11 0
Kishengarh	15 12	15 4	20 4	20 8	9 0	9 0	10 0	10 0	20 8	20 4	15 4	16 0	...	...	...	...	19 4	19 4	19 8	18 4	...	...	...	...	12 12	13 0
Boondee	20 4	21 0	30 0	30 0	7 8	9 0	8 0	9 8	26 0	28 0	...	...	...	...	...	...	26 4	29 8	...	...	...	...	160 0	160 0	10 8	10 8
Kotah	17 0	18 0	20 0	20 0	7 0	7 0	8 0	8 0	22 8	22 8	11 0	11 0	...	...	...	...	20 0	21 0	16 0	16 0	20 0	20 0	240 0	240 0	11 8	11 8
Jhalláwar	15 4	15 7	17 1	18 15½	7 5½	7 5½	9 6	9 6	19 7½	18 11½	15 3	15 3	...	...	8 14	9 15½	18 15½	19 2	...	19 7½	8 14	8 14	175 0	175 0	9 12	9 12
Tonk	15 14	16 8	23 10	24 7	8 4	8 8	9 6	9 8	26 2	26 6	...	...	...	...	...	...	21 8	24 4	...	...	...	...	130 0	135 0	11 3	12 0
Jeypore	16 8	16 0	22 8	22 4	4 12	4 12	7 12	7 12	23 0	20 8	19 0	19 8	...	...	13 8	13 8	19-0 to 20 0	19-0 to 20 12	22 8	25 8	26 0	26 0	115 0	115 0	12 0	12 0
Kerauli	17 3	17 8	23 2	24 6	10 0	10 0	11 10	11 4	21 4	23 12	18 12	21 4	...	...	12 8	12 8	21 10	24 6	...	...	27 8	31 4	200 0	200 0	10 15	10 15
Dholpur	15 8	16 3	23 2	23 1	9 15	10 2	11 4	11 8	17 8	18 1	16 7	17 9	...	...	13 8	13 8	24 14	26 14	...	...	30 11	32 1	90 0	90 0	11 8	11 8
Bhartpur	15 13	17 8	22 2	24 14	7 12	7 12	9 8	9 8	18 4	19 8	16 8	17 8	...	...	12 4	12 4	21 8	24 10	22 0	24 0	30 0	30 8	170 0	170 0	11 8	11 8
Alwar	17 3	17 14	33 5	25 1	7 12	7 14	9 13	10 6	25 6	24 8	20 6	21 7	...	...	14 3	14 8	22 10	24 7	24 15	27 0	27 15	29 8	200 0	200 0	12 8	12 8
Deoli Cantonment	17 3	17 4	22 8	22 7	4 0	4 0	8 0	9 0	25 3	24 12	16 12	17 1	...	...	...	...	21 2½	22 7	...	...	...	...	220 0	220 0	11 0	11 0
Nasirabad Cantonment	15 11	16 0	20 8	20 15½	7 0	7 0	8 0	8 0	21 0	20 15	17 0	17 0	...	...	12 0	12 1¼	19 0	19 0½	20 0	20 0	13 0	13 0	100 0	96 10	12 4	12 4
Hilly Tracts of Meywar	11 4	11 0	14 0	13 0	...	...	9 0	8 0	...	...	...	...	...	...	...	...	12 8	12 0	15 0	15 0	...	...	‡	‡	11 0	11 0
Bálmer	10 2	11 6	...	...	5 0	5 0	6 8	6 8	...	...	12 4	12 8	...	...	...	...	11 6	11 6	...	...	...	...	260 0	260 0	12 8	12 8
Anádra	12 4	12 6	17 0	18 0	6 8	6 8	8 0	8 0	...	...	14 0	14 0	...	...	...	...	14 8	15 2	16 8	16 8	11 0	11 0	...	...	12 0	12 0
Shahpura	15 8	17 8	20 4	22 0	8 0	8 4	10 12	11 0	20 0	21 0	16 4	17 0	...	...	...	...	18 4	19 8	16 8	17 0	...	...	160 0	160 0	11 8	11 8
Western—																										
Jodhpur	12 13	13 2	16 14	18 7	6 4	6 4	7 8	7 8	13 12	15 0	14 6	14 6	...	...	...	...	15 10	17 3	15 0	15 0	...	...	...	...	13 2	13 7
Jaisulmer	10 10	10 12	...	...	8 0	8 0	9 10	9 6	12 8	13 4	10 14	11 8	...	...	...	...	10 12	10 4	...	...	...	...	...	...	21 0	21 0
Bickanir	12 10	13 8	...	...	2 14	4 14	6 12	7 10	...	...	13 8	13 8	...	...	...	...	15 8	16 3	...	...	8 0	8 0	100 0	100 0	12 8	12 8
Central India—																										
Indore	13 12	14 0	13 0	13 0	8 0	8 0	9 0	9 0	20 0	19 0	17 0	16 0	...	...	...	...	16 0	17 0	20 0	20 0	16 8	17 0	120 0	120 0	10 4	10 4
Nimach Cantonment	13 12	14 5	19 0	20 12	8 0	8 0	10 0	10 0	17 8	17 14½	14 11	15 0	...	...	...	...	17 15	17 10½	17 0	17 12	18 8	18 8	180 0	180 0	12 0	12 0
Baghelkhand (Satna)	18 4	18 12	23 8	26 0	8 0	8 0	14 0	14 8	...	...	...	...	...	...	...	...	19 8	20 12	...	...	21 8	24 0	200 0	200 0	10 6	10 9
Goona	19 8	20 0	15 0	15 0	8 0	8 0	8 8	8 8	24 0	24 0	...	...	...	...	...	...	24 0	26 0	24 0	24 0	...	...	200 0	200 0	10 0	10 0
Gwalior	13 15	14 8	21 5	21 2	6 13	6 13	9 1	8 10	17 2	16 13	15 10	15 9	...	...	10 14	14 8	20 14	21 7	22 3	18 2	23 9	25 10	126 14	135 15	10 4	10 4

† These prices (cave rice) are for unhusked grain.

v In sub-divisions retail prices of salt per rupee are:—Begusarai 9-4 sers and Jamui 9 sers.

w In sub-divisions retail prices of salt per rupee are:—Buxar 10-4 sers, Bhabuah 9-8 sers, and Sasseram 10 sers.

x In sub-divisions retail prices of salt per rupee are:—Kishengange 8 sers and Arrariah at Raniganj 9-8 sers.

‡ Six pies per bundle.

y In Madhubani and Tajpore sub-divisions retail price of salt 10 sers per rupee.

z At Hajipore retail price of salt 10 sers per rupee.

*z*1 At Bettiah retail price of salt 10 sers per rupee.

RETAIL PRICES FOR THE 1st HALF OF MAY 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or thur cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	18 0	19 0	25 0	28 0	...	...	10 0	10 0	22 0	27 0	21 0	25 0	†	†	†	†	25 0	26 0	18 0	18 0	†	†	90 0	85 0	10 0	10 0
Ferozepore	20 0	20 0	33 0	36 0	...	...	10 0	10 0	28 0	26 0	20 0	20 0	...	†	16 0	16 0	27 0	28 0	30 0	30 0	11 0	11 0	100 0	100 0	13 4	13 4
Montgomery	20 0	20 0	28 0	28 0	...	...	10 0	9 0	28 0	28 0	15 0	15 0	‡	‡	28 0	28 0	26 0	26 0	28 0	24 0	12 0	12 0	200 0	200 0	11 0	11 0
Central—																										
Gurgaon	18 0	20 0	27 0	30 0	...	...	10 0	11 0	20 0	28 0	19 0	24 0	†	†	†	†	24 0	20 0	20 0	25 0	20 0	16 0	130 0	130 0	11 0	11 0
Delhi	18 0	18 0	24 0	26 0	...	...	11 0	11 0	24 0	24 0	18 0	20 0	†	†	12 0	12 0	25 0	25 0	24 0	24 0	27 0	27 0	80 0	80 0	11 0	11 0
Rohtak	18 0	19 0	28 0	28 0	...	...	11 0	11 0	25 0	27 0	22 0	22 0	†	†	16 0	16 0	27 0	27 0	16 0	16 0	20 0	20 0	120 0	120 0	11 0	11 0
Karnál	17 0	18 0	29 0	30 0	...	...	11 0	11 0	26 0	27 0	18 0	18 0	22 0	22 0	18 0	18 0	27 0	28 0	32 0	35 0	20 0	20 0	160 0	140 0	10 0	10 0
Lahore	19 0	19 0	31 0	33 0	...	...	9 0	9 0	30 0	30 0	18 0	18 0	‡	‡	24 0	24 0	27 0	28 0	29 0	29 0	12 0	12 0	95 0	95 0	12 0	12 0
Sub-montane—																										
Umballa	22 0	23 0	24 0	28 0	...	...	11 0	11 0	25 0	27 0	16 0	16 0	21 0	20 0	10 0	10 0	28 0	29 0	35 0	32 0	19 0	20 0	120 0	130 0	13 0	12 0
Ludhiána	22 0	23 0	33 0	40 0	...	...	12 0	12 0	27 0	32 0	25 0	25 0	†	†	22 0	22 0	29 0	29 0	38 0	34 0	13 0	13 0	110 0	110 0	12 8	12 8
Jullundur	23 0	23 0	36 0	40 0	...	...	8 0	8 0	28 0	30 0	22 0	22 0	*	*	24 0	20 0	27 0	26 0	34 0	34 0	*	‡	100 0	100 0	12 8	12 8
Hoshiárpur	24 0	24 0	32 0	32 0	...	...	12 0	12 0	27 0	26 0	18 0	20 0	12 0	12 0	24 0	20 0	28 0	30 0	32 0	32 0	17 0	17 0	120 0	120 0	13 0	13 0
Gurdáspur	24 0	20 0	28 0	26 0	...	...	12 0	12 0	22 0	23 0	14 0	14 0	†	†	12 0	16 0	22 0	22 0	24 0	26 0	9 0	10 0	120 0	120 0	13 0	13 0
Amritsar	22 0	22 0	31 0	32 0	...	...	10 0	10 0	26 0	25 0	17 0	17 0	†	†	23 0	26 0	26 0	27 0	30 0	29 0	†	†	90 0	90 0	13 0	13 0
Hills—																										
Simla	16 0	14 0	20 0	16 0	...	...	9 0	8 0	16 0	16 0	14 0	14 0	24 0	21 0	8 0	8 0	20 0	19 0	22 0	21 0	9 0	9 0	70 0	60 0	9 0	8 8
Kángra	19 0	16 0	28 0	19 0	...	...	12 0	12 0	13 0	12 0	10 0	10 0	25 0	24 0	8 0	8 0	20 0	20 0	26 0	21 0	12 0	12 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkote	21 0	20 0	32 0	32 0	...	...	11 0	11 0	26 0	26 0	22 0	22 0	‡	‡	20 0	20 0	26 0	27 0	26 0	26 0	13 0	13 0	160 0	160 0	13 0	13 0
Gujránwála	19 0	21 0	34 0	34 0	...	...	10 0	10 0	22 0	22 0	16 0	16 0	‡	‡	16 0	16 0	26 0	28 0	20 0	20 0	‡	‡	100 0	95 0	13 0	13 0
Gujrát	22 0	21 0	35 0	40 0	...	...	9 0	9 0	25 0	25 0	22 0	21 0	†	†	10 0	12 0	26 0	25 0	23 0	23 0	†	†	120 0	120 0	14 0	14 0
Jhelum	21 0	20 0	31 0	32 0	...	...	9 0	9 0	23 0	23 0	21 0	20 0	†	†	*	‡	25 0	25 0	25 0	23 0	12 0	†	160 0	140 0	14 4	14 0
Ráwalpindi	17 0	17 0	35 0	32 0	...	...	12 0	12 0	25 0	24 0	21 0	20 0	*	*	15 0	20 0	25 0	23 0	24 0	23 0	20 0	20 0	90 0	98 0	13 8	13 8
Hazára	18 0	17 0	33 0	28 0	...	...	12 0	11 0	‡	‡	‡	18 0	†	†	‡	12 0	22 0	21 0	20 0	20 0	†	†	100 0	100 0	11 0	11 0
Peshawar	21 0	18 0	44 0	44 0	...	...	10 0	10 0	26 0	25 0	15 0	14 0	†	†	18 0	18 0	20 0	21 0	27 0	28 0	22 0	22 0	100 0	110 0	40 0	39 0
Kohát	22 0	16 0	46 0	42 0	...	...	12 0	12 0	16 0	16 0	16 0	16 0	†	†	‡	†	20 0	24 0	27 0	24 0	†	†	125 0	138 0	54 0	54 0
Western—																										
Shahpur	25 0	23 0	40 0	40 0	...	...	10 0	10 0	33 0	34 0	29 0	29 0	20 0	20 0	20 0	20 0	30 0	31 0	24 0	24 0	*	*	240 0	240 0	13 0	13 0
Jhang	20 0	22 0	28 0	31 0	...	...	10 0	10 0	22 0	24 0	16 0	...	20 0	20 0	20 0	22 0	17 0	19 0	20 0	18 0	10 0	10 0	240 0	240 0	12 0	12 0
Mooltan	16 0	17 0	25 0	25 0	...	...	12 0	10 0	24 0	24 0	20 0	19 0	†	†	24 0	24 0	20 0	22 0	25 0	24 0	†	†	100 0	100 0	12 0	13 0
Bannu	26 0	21 0	36 0	35 0	...	...	11 0	11 0	25 0	23 0	19 0	19 0	9 0	8 0	9 0	8 0	30 0	27 0	30 0	24 0	13 0	13 0	60 0	60 0	40 0	40 0
D. I. Khán	20 0	20 0	35 0	37 0	...	...	8 0	8 0	25 0	25 0	24 0	25 0	‡	‡	6 0	6 0	22 0	26 0	17 0	17 0	14 0	14 0	112 0	112 0	44 0	44 0
Muzaffargarh	18 0	20 0	26 0	26 0	...	...	13 0	13 0	20 0	20 0	21 0	21 0	‡	‡	‡	‡	19 0	19 0	‡	‡	11 0	11 0	110 0	110 0	12 0	12 0
D. G. Khán	17 0	19 0	25 0	28 0	...	...	10 0	9 0	25 0	25 0	22 0	20 0	‡	‡	‡	‡	16 0	20 0	‡	‡	‡	‡	125 0	125 0	27 0	27 0
Sind and Baluchistan—																										
Karáchi	12 0	12 0	17 0	17 0	8 0	8 0	10 0	10 0	16 0	16 0	13 0	13 0	‡	‡	‡	‡	16 0	16 0	14 0	14 0	6 0	6 0	90 0	90 0	14 0	14 0
Hyderabad (Gidu Bandar)	12 8	12 8	17 8	18 0	7 0	7 0	9 8	9 8	18 8	18 8	14 8	15 0	...	...	...	...	17 8	17 8	...	...	...	...	160 0	160 0	11 0	11 0
Thar and Párkar (Umarkot)	13 0	13 0	...	...	...	...	9 12	10 0	...	...	12 0	12 0	...	...	...	...	...	...	...	...	...	...	140 0	160 0	12 0	12 0
Sukkur	15 0	13 8	20 0	19 8	10 0	10 8	12 0	12 8	20 0	19 8	18 0	17 0	...	...	...	...	17 8	17 8	...	...	11 0	11 0	120 0	120 0	12 8	12 8
Shikárpur	12 8	12 8	19 8	20 8	8 12	8 12	11 0	10 8	19 8	19 8	19 0	19 0	...	...	...	...	19 0	19 0	...	...	10 4	9 4	140 0	140 0	11 8	11 8
Upper Sind Frontier	13 0	13 0	11 0	20 0	8 0	8 0	11 0	10 0	23 0	22 4	19 0	20 0	...	...	...	...	20 8	20 8	...	...	10 0	10 0	160 0	160 0	11 0	11 0
Quetta	14 0	13 4	14 8	14 12	5 0	5 0	8 4	8 4	16 0	15 8	...	...	...	...	...	...	13 4	14 12	16 0	15 0	...	...	64 0	70 6½	9 0	9 0
Bombay—																										
Konkan—																										
Karwar	11 30	11 0	...	...	6 8	6 8	10 0	10 0	18 0	18 0	...	...	20 0	22 0	12 0	13 0	11 0	12 8	...	...	10 0	10 0	213 5	213 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	8 8	8 8	11 5	11 5	14 4	14 4	13 8	13 8	16 7	16 7	...	...	11 14	11 4	...	...	9 9	9 9	135 0	135 0	11 8	11 8
Colába (Alibág)	10 0	10 0	...	...	...	...	11 4	11 4	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	122 0	122 0	12 0	12 0
Bombay	9 13	10 6	17 6	16 3	6 10	7 0	10 8	11 1	15 1	17 14	13 4	12 10	16 15	15 4	12 10	13 13	13 14	13 15	15 11	17 14	7 2	7 1	67 1	62 6	11 3	11 3
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 7	9 7	...	...	11 4	11 4	...	...	...	...	12 5	12 5	...	...	9 12	9 12	71 2	53 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	15 0	17 0	...	...	11 0	11 0	12 0	12 0	21 0	23 0	19 0	21 0	28 0	31 0	...	...	13 0	14 0	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Belgaum	16 0	15 8	...	...	11 8	11 8	12 0	12 0	19 0	19 0	18 8	18 0	24 0	23 0	...	...	14 0	14 8	...	...	10 0	10 8	64 0	64 0	12 0	12 0
Satara	10 11	10 11	13 0	13 0	8 3	8 3	10 0	10 0	14 10	14 10	13 15	12 15	16 5	16 5	14 5	14 5	15 9	15 9	19 2	19 2	11 0	13 12	97 1	97 1	13 0	13 0
Sholápur	14 1	14 1	17 6	17 6	7 9	7 9	9 7	9 7	20 11	20 11	17 7	17 7	...	...	...	...	16 1	16 1	...	...	15 1	15 1	82 10	82 10	11 8	11 8
Bijápur	13 8	13 8	10 5	10 5	7 3	7 3	9 2	9 2	18 2	18 2	15 14	15 14	...	...	...	...	15 12	15 12	...	...	10 10	10 10	80 0	80 0	10 8	10 8
Poona (City)	11 8	11 8	13 10	13 1	8 13	8 13	9 3	9 3	16 5	16 5	12 10	12 10	16 6	16 6	...	...	12 10	12 10	..	...	14 6	14 6	60 13	60 13	11 15	11 15
Khandesh—																										
Ahmadnagar	12 13	13 6	...	...	8 0	8 0	9 1	9 1	14 11	16 8	12 8	12 8	...	...	...	...	12 13	14 7	...	...	14 7	16 1	100 0	50 0	11 6	11 6
Násik	14 12	14 12	...	...	9 0	9 0	10 8	10 8	...	...	14 0	14 0	15 14	15 14	...	...	13 10	13 10	...	...	10 1	10 1	106 8	106 8	13 8	13 8
Khandesh (Dhulia)	12 7	12 14	...	...	7 8	7 8	9 6	9 6	15 7	16 5	15 0	14 1	...	...	12 10	12 10	11 13	12 10	...	...	...	...	106 0	106 0	12 4	11 6
Guserat—																										
Surat	10 0	10 0	13 0	13 0	6 0	6 0	8 0	8 0	16 0	16 0	14 0	14 0	...	...	6 0	6 0	12 0	12 0	...	...	8 0	13 0	110 0	110 0	12 0	24 0
Broach	10 8	10 8	...	...	7 8	7 8	10 8	9 8	15 8	15 8	13 0	13 0	...	...	...	...	10 10	10 10	...	...	12 4	12 4	100 0	90 0	12 12	12 12
Kaira	13 10	13 10	20 0	20 0	7 7	7 7	9 11	9 11	14 8	14 8	14 8	14 8	16 0	16 0	...	...	12 15	12 15	...	...	13 5	13 5	90 0	90 0	13 5	13 5
Baroda Camp (Sadar Bazar)	9 2½	8 9½	13 2½	13 2½	6 14	6 14	8 9½	8 9½	16 0	14 14	13 2½	13 2½	16 0	15 6½	...	...	10 4½	10 4½	...	...	8 9½	8 9½	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	10 0	11 8	20 0	21 0	6 8	6 0	8 0	8 0	15 0	14 0	14 0	14 8	...	...	...	...	16 0	15 0	...	...	10 0	9 0	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	10 0	10 0	...	...	7 2	7 2	10 0	10 0	17 6	17 6	14 4	14 4	17 6	17 6	...	...	15 0	15 0	16 0	16 0	9 4	9 4	160 0	160 0	11 2	11 2
Deesa Cantonment	12 8	13 0	14 8	14 12	6 0	6 8	8 0	8 0	14 0	14 8	13 0	13 10	...	...	...	...	14 0	15 13	...	...	9 6	11 6	150 0	150 0	11 8	11 1
Kathiawar—																										
Rájkot	12 12	13 0	...	...	6 8	6 8	8 0	8 0	14 0	14 0	12 0	12 0	...	...	...	...	13 8	13 4	...	...	6 8	6 8	100 0	100 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	14 4	14 3	...	...	7 8	7 8	10 9	11 7	19 1	19 1	...	...	...	...	...	...	...	...	...	...	10 11	10 11	120 0	120 0	10 14	10 14
Khandwa-Asirgarh Cant.	12 12	13 0	...	...	9 0	9 0	11 0	11 0	17 1	18 0	18 0	17 11	...	...	13 0	13 0	16 0	16 0	...	...	11 0	11 0	160 0	160 0	10 0	10 0
Hoshangabad	14 8	14 8	...	...	6 8	7 0	8 0	8 8	...	...	...	...	...	...	...	...	19 0	19 0	...	...	13 0	13 0	120 0	120 0	9 8	9 8
Betúl	14 7	14 7	...	...	9 9	9 9	10 0	10 0	17 7	17 7	...	...	...	...	...	...	16 0	16 13	...	...	9 12	11 6	320 0	320 0	7 9	7 9
Chhindwára	15 3	15 3	...	...	8 0	8 0	...	10 0	18 0	20 9	...	...	...	...	...	...	19 0	19 0	...	...	10 4	10 9	160 0	160 0	8 8	8 0
Nágpur	16 4	16 4	...	...	8 7	8 12	12 3	12 3	20 10	19 11	...	...	...	...	...	...	18 12	18 12	...	...	13 2	13 2	110 0	110 0	9 13	9 13
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	17 2	17 2	...	...	16 0	16 0	124 0	124 0	10 11	10 11
Central—																										
Narsinghpur	13 8	13 8	...	...	9 3	9 3	10 6	10 6	...	...	...	...	...	...	...	...	17 10	17 10	...	...	12 10	12 10	200 0	200 0	9 2	9 2
Saugor	15 7	15 7	...	...	8 9	8 9	9 8	9 8	...	...	...	...	...	...	...	...	17 15	17 10	...	...	13 0	13 0	160 0	160 0	9 2	9 2
Damoh	17 2	17 2	...	...	10 15	10 15	12 0	12 0	...	...	...	...	...	...	...	...	24 0	24 0	...	...	10 11	10 11	200 0	200 0	8 12	9 2
Jubbulpore	15 4	15 0	...	...	8 4	8 8	10 8	10 4	16 4	19 0	...	...	...	...	...	...	20 0	19 8	...	...	13 8	13 0	130 0	130 0	9 0	9 0
Mandla	18 0	18 0	...	...	9 0	8 0	12 0	10 0	...	...	...	...	...	...	...	...	25 0	24 0	...	...	12 0	11 0	256 0	256 0	9 0	9 8
Seoni	16 10	16 10	...	...	9 5	9 5	12 2	12 2	...	...	...	...	...	...	...	...	19 8	19 8	...	...	10 15	10 15	200 0	200 0	9 2	9 2
Bálághát	18 6	18 6	...	...	10 8	13 2	15 6	16 9	...	...	...	...	...	...	...	...	18 0	19 3	...	...	11 4	12 8	192 0	192 0	9 0	8 0
Bhandára	17 8	17 8	...	...	...	...	13 12	14 0	...	...	...	...	...	...	...	...	18 12	20 0	...	...	12 8	13 12	190 0	200 0	9 8	9 8
Chánda	15 7	16 2	...	...	...	...	12 13	14 7	21 5	21 5	...	...	...	...	...	...	15 8	21 5	..	...	14 7	14 7	615 0	615 0	10 0	10 0
Eastern—																										
Biláspur	18 15	19 14	...	...	10 3	11 3	13 8	13 8	...	...	...	...	...	...	...	...	16 12	16 12	...	...	16 8	16 8	96 0	64 0	9 0	9 0
Raipur	20 13	20 13	...	...	10 12	10 13	15 15	15 15	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	50 0	50 0	8 0	8 0
Sambalpur	14 0	14 0	...	...	12 4	12 4	15 12	17 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	9 0	160 0	160 0	8 5	8 5
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	10 0	11 0	18 0	18 0	17 0	17 0	...	...	...	...	16 0	17 0	...	...	10 0	10 0	§	§	9 0	9 0
Básim	16 7	16 10	...	...	7 0	8 0	9 10	9 13	24 2	24 0	23 0	23 0	...	...	...	...	19 2	19 0	...	...	13 1	13 2			9 3	9 0
Akola	15 0	15 0	...	...	7 0	7 0	8 0	9 0	17 0	17 0	15 0	15 0	...	...	...	...	16 0	16 0	...	...	17 0	19 0			10 8	10 0
Ellichpur	14 0	14 0	8 6	7 0	7 0	7 0	8 6	8 6	16 0	16 0	13 0	13 0	...	...	...	...	13 12	14 6	...	...	17 8	17 4			9 8	9 4
Amráoti	14 0	14 2	16 0	...	7 0	8 0	8 0	10 0	17 0	17 14	14 0	14 0	...	...	...	...	14 0	15 0	...	...	12 0	12 8			9 0	9 0
Wún	15 0	16 0	...	...	8 0	8 0	11 0	11 0	23 0	20 0	...	...	...	...	...	...	18 0	15 4	...	...	18 0	16 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 7	12 15	...	...	6 12	6 12	10 0	10 3	18 4	17 12	...	...	...	...	...	...	14 7	14 2	...	...	20 1	20 1	120 0	125 0	9 2	9 4
Boláram	13 8	14 9	...	...	7 6	7 6	8 5	8 5	20 1	20 1	...	...	...	...	...	...	15 9	15 9	...	...	...	...	116 14	116 14	9 0	9 0
Chadarghat	12 8	10 12	...	...	7 8	7 0	9 8	9 8	21 0	21 0	21 0	20 0	...	...	...	...	15 0	14 4	...	...	...	...	120 0	120 0	9 12	9 12

* Not sold. † Not produced. ‡ Not procurable. § Firewood is sold by head-loads, cart-loads, and bullock-loads.

RETAIL PRICES FOR THE 1st HALF OF MAY 1889—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Past fortnight.	Maruva or ragi (*Eleusine coracana*). Present fortnight.	Maruva or ragi (*Eleusine coracana*). Past fortnight.	Kangni or karun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or karun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or thur cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar or thur cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	11 13	11 13	12 10	12 10	*	*	*	*	20 6	20 6	...	...	11 8	12 8	...	...	12 0	12 0	136 2	136 2	11 11	11 11
S. Canara	8 8	8 8	...	...	11 2	11 2	12 0	12 0	*	*	*	*	21 13	21 13	...	...	11 8	11 8	...	...	13 8	14 8	128 13	128 13	13 5	13 5
South, central—																										
Coimbatore	12 5	12 5	...	...	12 10	12 10	13 10	13 10	21 11	21 11	23 13	23 13	28 0	26 3	...	...	12 0	12 0	...	...	14 8	14 0	133 10	133 10	11 11	11 11
Nilgiris	9 14	9 14	...	...	10 6	10 6	11 3	11 3	19 5	19 5	16 13	16 13	21 10	21 10	...	...	12 0	12 0	...	...	16 0	16 0	161 13	161 13	11 0	11 0
Salem	10 3	10 3	...	...	11 13	11 13	13 11	13 11	25 14	25 0	22 2	22 2	30 13	30 13	...	...	12 0	12 0	...	...	16 0	16 0	186 10	186 10	13 8	13 8
Central—																										
Bellary	13 14	13 6	...	...	11 3	11 13	12 6	13 0	28 10	28 5	20 11	20 11	32 0	32 0	...	...	12 0	12 0	...	...	14 0	14 0	97 3	97 3	11 14	11 14
Anantapur	11 8	11 8	...	...	13 14	13 14	16 3	16 3	31 6	31 6	25 6	25 6	32 0	32 0	...	...	12 0	12 0	...	...	16 0	16 0	194 6	194 6	11 5	11 5
Cuddapah	12 8	11 13	...	...	11 2	11 2	14 2	13 11	21 5	21 5	*	*	28 *	28 8	...	...	12 0	12 0	...	...	13 0	13 0	140 0	140 0	12 10	12 10
Kurnool	11 6	11 6	...	...	11 6	11 2	11 13	11 13	24 5	24 5	20 0	20 0	*	*	...	...	12 0	12 0	...	...	13 0	13 0	142 14	142 14	10 2	10 2
East Coast, north—																										
Ganjam	9 8	9 8	...	...	10 0	10 0	12 0	11 8	19 6	20 8	17 13	19 13	18 8	23 13	...	...	11 8	12 0	...	...	12 0	12 0	264 6	264 6	11 0	12 0
Vizagapatam	13 0	12 0	...	...	9 0	9 0	10 3	10 3	25 0	24 0	21 2	21 2	18 3	26 6	...	...	12 0	12 0	...	...	14 0	14 0	116 10	116 10	11 11	11 11
Godávari	11 11	11 11	...	...	12 14	13 6	14 0	14 8	24 0	24 0	21 2	21 2	22 13	22 13	...	...	12 0	12 0	...	...	16 0	16 0	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	12 0	12 10	11 11	13 3	22 2	22 2	*	*	23 13	23 13	...	...	12 0	12 0	...	...	13 0	13 0	170 2	170 2	13 3	13 3
Nellore	9 14	9 14	...	...	11 6	11 6	12 8	12 8	23 0	23 0	21 13	21 13	26 6	26 6	...	...	12 0	12 0	...	...	15 0	15 0	93 5	93 5	11 11	11 11
East Coast, south—																										
Madras	10 10	10 10	...	...	11 10	11 10	13 6	13 6	*	*	*	*	28 2	28 2	...	...	12 0	12 0	...	...	15 0	15 0	90 8	89 14	12 5	12 5
Chingleput	*	*	...	...	13 8	13 8	15 2	15 2	*	*	21 2	21 2	26 0	26 0	...	...	12 0	12 0	...	...	15 0	15 0	122 8	122 8	11 14	11 14
N. Arcot	9 6	9 6	...	...	12 3	12 3	13 3	13 3	*	*	*	*	33 6	34 3	...	...	14 4	16 13	...	...	16 13	16 13	194 6	194 6	11 5	11 5
S. Arcot	8 10	7 13	...	...	12 3	14 8	14 14	23 2	*	*	23 2	23 2	23 14	23 14	...	...	15 0	16 0	...	...	16 0	16 0	209 0	209 0	11 11	11 11
Tanjore	8 2	8 2	...	...	14 2	14 8	*	*	*	*	23 14	23 14	26 6	26 6	...	...	15 0	15 0	...	...	15 0	15 0	166 3	166 3	12 14	12 14
Trichinopoly	8 14	8 14	...	...	12 3	12 3	12 11	12 11	*	*	20 5	20 5	24 14	26 3	...	...	14 0	15 0	...	...	14 0	15 0	143 6	143 6	12 3	12 3
Southern—																										
Tinnevelly	10 11	9 3	...	...	12 5	12 11	13 10	13 10	*	*	*	*	*	*	...	...	14 4	16 13	...	...	16 13	16 13	53 5	53 5	14 6	14 13
Madura	10 2	10 2	...	...	13	13 6	13 14	13 14	*	*	*	*	26 5	26 5	...	...	15 0	15 0	...	...	18 0	20 0	140 14	136 2	13 10	13 10
Mysore—																										
Mysore	10 0	10 0	10 0	10 0	10 0	10 0	12 0	11 8	22 2	22 2	*	*	29 0	29 0	24 0	24 0	11 8	12 8	...	...	12 0	12 8	96 0	96 0	8 8	9 0
Bangalore	10 8	10 8	11 0	11 0	9 0	9 8	10 0	10 3	23 0	24 0	17 13	19 13	32 0	34 0	...	...	11 8	14 8	...	...	13 8	14 8	96 0	96 0	9 4	9 4
Kolar	...	...	10 0	10 0	10 0	10 0	12 0	12 0	23 0	23 0	21 2	21 2	43 0	43 0	...	...	12 0	14 0	...	...	14 0	14 0	144 0	144 0	8 0	8 0
Tumkur	11 0	11 0	11 0	11 0	11 0	12 0	13 8	13 0	...	...	...	...	48 0	48 0	...	...	12 0	13 0	...	...	16 8	16 8	340 0	340 0	9 0	9 0
Hassan	...	...	11 0	11 0	11 0	12 0	13 0	13 0	...	...	...	...	48 0	48 0	...	...	12 0	13 0	...	...	16 0	16 0	96 0	96 0	8 0	8 0
Kadur	10 0	10 0	11 0	11 0	12 0	16 0	18 0	18 0	...	...	...	...	42 0	43 0	...	...	14 0	14 0	...	...	10 0	10 0	320 0	320 0	10 0	10 0
Shimoga	12 10	12 10	...	15 0	11 9	14 11	13 10	13 10	31 8	33 10	21 13	21 13	45 2	45 0	16 13	16 13	15 0	16 13	...	...	13 10	13 10	480 0	480 0	9 7	8 6
Chitaldrug	13 0	13 0	15 0	15 0	11 0	11 0	13 0	13 0	48 0	48 0	32 0	32 0	55 0	55 0	20 0	20 0	18 0	20 0	...	...	20 0	20 0	320 0	320 0	8 0	8 0
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	12 0	11 8	14 8	14 0	31 8	33 10	32 0	32 0	35 8	35 8	...	...	19 8	21 0	...	...	...	...	110 0	110 0	10 0	10 0
Aden—																										
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	9 4	9 4	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

E. J. SINKINSON,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
Commercial Branch.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Irrigation.

REVENUE REPORT OF IRRIGATION WORKS IN SIND FOR 1887-88.

No. 122 I., dated Simla, the 28th June, 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Letter from the Government of Bombay, No. 56 W. I.—783, dated 29th April 1889, submitting the Revenue Report of the Irrigation Department in Sind for 1887-88, with a Memorandum by the Commissioner in Sind and the Resolution of the Government of Bombay on the subject.

The Irrigation system of Sind consists of a great network of canals led off from the Indus, watering a country which is almost rainless and devoid of wells, and which but for these canals would produce hardly any crops, except in basins flooded by the spill of the river. It also includes a system of embankments whose object it is to shut in the flood waters of the river and prevent its spill. But though these canals and embankments practically constitute one combined system, managed indiscriminately by the same engineering and collecting staff, they are distinguished for account purposes into four classes according to the nature of the funds employed in their construction. In the first class, Major Works, are four canals constructed from Loan Funds; in the second, Minor Works for which Capital and Revenue Accounts are kept, are seven canals constructed from Revenue. The rest of the canals fall into the third class, Minor Works for which only Revenue Accounts are kept, having for the most part been constructed from Revenue in earlier years before a careful system of Capital Accounts was started. The fourth class, Agricultural Works, consists chiefly of the embankments in Upper Sind, which are less closely connected with irrigation than with the protection of the country and the retention of the river in its proper course. Few of these canals are entirely new, though all have been greatly improved under British rule. In order to shew what credit is due to the capital expended on them, a calculation has been made of the earnings of the first two classes before improvement; and this sum is deducted from the figures which shew what the financial returns of those canals are. This amount has been fixed for the present at Rs. 4,03,007; but no similar allowance has been made on the other side for the former average cost of maintenance and collection.

2. The main features of the year under review were that the inundation of 1887 was a poor one. The river rose late and fell early; and though it rose to a height at Bukkur which, with one exception, was the highest recorded, it only remained for one day at this height. The general results of the year were nevertheless very satisfactory on the whole. The area irrigated was larger by 56,464 acres than in the previous year; the collections were greater by Rs. 1,06,270. The assessments or gross earnings, including actual miscellaneous receipts, were greater by Rs. 1,26,032; but the expenditure increased, by Rs. 1,68,173. Thus the net earnings of the canals fell off by Rs. 42,141, or about 2 per cent. of the entire net earnings of the Canal system.

3. The Irrigation system was increased by three miles of canals and eight miles of embankments constructed in the Eastern Nara district during the year 1887-88. It consists now of 5,827 miles of canals and 610 miles of

embankments. Capital Accounts are kept of the works on which expenditure is shewn in the following statement; they comprise in all 2,552 miles of canals and 236 miles of embankments:

	Number of Works.	During the Year 1887-88.			To End of the Year 1887-88.		
		Direct.	Indirect.	Total.	Direct.	Indirect.	Total.
		Rs.	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
MAJOR WORKS.							
Productive Public Works . .	4	1,87,226	6,615	1,93,841	80,34,617	2,76,461	83,11,078
MINOR WORKS.							
Works of which Capital and Revenue Accounts are kept.	7	...	...	...	30,75,000	1,35,284	32,11,184
TOTAL .	11	1,87,226	6,615	1,93,841	1,11,10,517	4,11,745	1,15,22,262

The Capital Expenditure was chiefly on the distributaries of the Desert and Eastern Nara Canals. The estimated cost of the four Productive Works is Rs. 88,16,984, including indirect charges, so a little over five lakhs remain for expenditure. The estimates of the Minor Works aggregate Rs. 32,98,676, of which only a sum of Rs. 87,492 is still unspent.

4. The following statement shews the actual collections and expenditure on the first two classes of Canals in the year 1887-88:

CANAL.	Capital Outlay to end of 1887-88.	Gross Revenue.				Working Expenses.			Net Revenue.	Deduct Average Receipts before improvements.	Balance or Net Revenue due to Capital Expenditure.	Percentage of Net Revenue on Capital Outlay.
		Irrigation.		Plantations and Miscellaneous less Refunds.	Total.	Direct.	Indirect.	Total.				
		Government Land.	Jaghir Land.									
1	2	3	4	5	6	7	8	9	10	11	12	13
	Rs.	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
MAJOR WORKS.												
Productive Works—												
Desert Canal	12,16,349	91,709	36,742	229	1,28,680	49,588	1,337	50,925	77,755	...	77,755	6·39
Unharwah	3,38,915	53,206	10	30	53,246	16,860	341	17,201	36,045	...	36,045	10·63
Begari Canal	16,73,079	2,40,604	25,026	465	2,66,095	83,096	1,925	85,021	1,81,074	24,856	1,56,218	9·34
Eastern Nara Canal	50,82,735	3,15,967	819	15,170	3,31,956	87,063	2,813	89,876	2,42,080	3,444	2,38,636	4·69
Total Productive Works	83,11,078	7,01,486	62,597	15,894	7,79,977	2,36,607	6,416	2,43,023	5,36,954	28,300	5,08,654	6·12
MINOR WORKS.												
Works of which Capital and Revenue Accounts are kept.												
Sukkur Canal	13,88,713	1,69,443	479	652	1,70,574	43,571	909	44,480	1,26,094	71,550	54,544	3·93
Ghar Canal	4,40,977	4,59,614	819	3,836	4,64,269	1,60,721	3,419	1,64,140	3,00,129	1,16,832	1,83,297	41·56
Mehrabwah	67,869	23,181	...	202	23,383	9,188	198	9,386	13,997	...	13,997	20·62
Alibhar Kacheri Canal	23,917	12,536	635	15	13,186	5,967	158	6,125	7,061	8,427	—1,366	...
Marak Great Canal	2,01,553	81,723	1,895	308	83,926	18,183	376	18,559	65,367	36,459	28,908	14·34
Surfrazwah	1,24,680	30,906	1,540	348	32,794	11,893	281	12,174	20,620	11,155	9,465	7·59
Fuleli Canal	9,63,475	4,88,786	18,924	4,637	5,12,347	2,47,849	5,200	2,53,049	2,59,298	1,30,284	1,29,014	13·39
Total Minor Works of which Capital and Revenue Accounts are kept.	32,11,184	12,66,189	24,292	8,998	13,00,479	4,97,372	10,541	5,07,913	7,92,566	3,74,707	4,17,859	13·01
TOTAL	1,15,22,262	19,67,675	86,889	25,892	20,80,456	7,33,979	16,957	7,50,936	13,29,520	4,03,007	9,26,513	8·04
TOTAL FOR 1886-87	1,13,28,421	18,43,767	1,11,385	28,013	19,83,195	6,58,129	18,145	6,76,274	13,06,921	4,03,007	9,03,914	7·97

NOTE.—These figures, which are compiled from Statements I B. and I C., combined with Table VIA., differ from the Finance Accounts in the following respects:—The Capital Outlay in column 2 includes Indirect charges, which are not shewn in the Finance Accounts. The Indirect charges in column 8, which are mainly a calculation of liability for leave and pension allowances, are not shewn in the Finance Accounts. The figures in column 7 (Direct Working Expenses) do not agree with the Finance Accounts, in that they include Collection charges in the Civil Department, which in the Finance Accounts are deducted from Indirect Revenue. Of the Receipts in column 3, which are shewn in the Accounts under the head "Indirect Receipts," only that portion which pertains to Major Works after deducting Average Receipts before Improvements (column 11), is shewn in the Finance Accounts.

The net revenue of the Major Works is Rs. 62,547 greater, and that of the Minor Works Rs. 39,948 less, than in the previous year, the aggregate return on capital being 8·04 as compared with 7·97 per cent.

5. The third class of canals, chiefly in the Hyderabad and Karachi districts, for which only Revenue Accounts are kept, comprise 3,275 miles of channels and 374 miles of embankments. These gave the following results in 1887-88:

	Gross Revenue.	Working Expenses.	Net Revenue.
Direct	(a) 44,739	10,02,394	...
Indirect	17,71,973	...	...
TOTAL	18,16,712	10,02,394	8,14,318
1886-87	18,05,069	8,47,630	9,57,439

(a) NOTE.—This figure differs from that shewn in the Finance Accounts (Rs. 44,979) by Rs. 240, due to an adjustment of that amount on account of an error in the preliminary Canal return received in the Examiner's Office by transfer from Works for which Capital and Revenue Accounts are not kept to Works for which Capital and Revenue Accounts are kept.

6. The fourth class, called Agricultural Works, cost Rs. 1,12,491 for extensions, maintenance, and establishment; and a revenue of Rs. 7,212 was realised.

7. Thus the actual gross revenue collected and working expenses incurred in 1887-88 on the Irrigation Works in Sind as compared with that for the preceding year were—

	Gross Revenue.		Working Expenses.	
	1887-88.	1886-87.	1887-88.	1886-87.
(1) Major Works	7,79,977	7,10,178	2,43,023	2,35,771
(2) Minor Works of which Capital and Revenue Accounts are kept	13,00,479	12,73,017	5,07,913	4,40,503
(3) Minor Works of which Revenue Accounts only are kept	18,16,712	18,05,069	10,02,394	8,47,630
(4) Agricultural Works	7,212	9,846	1,12,491	1,73,744
TOTAL	39,04,380	37,98,110	18,65,821	16,97,648

8. But the figures, which shew the amount paid by the canals into the Government Treasury during the year, do not fully express the gross earnings of the works from a commercial point of view. There is a further sum, known as the "difference of assessment in Jaghir lands," which has to be added. This sum is the difference between the assessment actually made on these lands and that which would be made were they not specially favoured at the expense of the canals on account of their tenure. The "difference of assessment on Jaghir lands" in 1887-88 was Rs. 4,00,830, divided thus:

	Rs.
Class (1)	70,750
Class (2)	1,73,186
Class (3)	1,56,894

If the Net Revenue (given in column 12 of the statement in paragraph 4) be increased by the amounts belonging to classes (1) and (2), it will be found that the Irrigation Works in Sind of which Capital Accounts are kept paid in 1887-88 more than ten per cent. on their Capital cost.

Indeed, it is doubtful whether the works might not fairly be credited with even higher profits; for the "working expenses" include the repairs of the embankments in Sind. And these, although they are, in many cases, essential for the protection of irrigated lands, also serve other useful purposes.

9. The major irrigation works in Sind, that is, the four Productive Public Works, shew, collectively, a net profit to the State up to the end of the year of Rs. 7,26,982; that is, the total net revenue up to the end of the year has exceeded the interest charges by that amount. This result is obtained by the profitable working on three out of the four systems; but one, the Eastern Nara Canal, has at present a deficit of Rs. 8,57,285. Commencing from 1887-88, a reduction in the deficit has been made; and there is every reason to expect that further reductions will annually occur.

10. The foregoing paragraphs refer to the revenue collected during the year.

In the following statement, which has been prepared from Tables III and VI and Form I-C., columns 2, 3, 8, and 9 shew the assessments of the year on account of irrigation alone, omitting miscellaneous receipts from plantations, &c. In order to obtain the true rate at which the charge for water is assessed on the irrigated acre, columns 4 and 10 have been added, which shew the amount assessed on Jaghir land but remitted to the Jaghirdars.

	1887-88.							1886-87.						
	Water Share of Net Revenue.	Hakaba.	Difference on Jaghir Assessments.	Total.	Area irrigated.	Rate per acre.	Water Share of Net Revenue.	Hakaba.	Difference on Jaghir Assessments.	Total.	Area irrigated.	Rate per acre.
	2	3	4	5	6	7	8	9	10	11	12	13
MAJOR WORKS.	Rs.	Rs.	Rs.	Rs.	Acres.		Rs.	Rs.	Rs.	Rs.	Acres.	
Productive Public Works—												
Desert Canal	89,722	38,615	30,893	1,59,230	88,552	1·79	65,311	36,936	29,723	1,31,970	76,562	1·72
Unharwah	53,155	10	...	53,165	29,406	1·80	43,773	...	...	43,773	24,322	1·79
Begari Canal	2,30,789	28,478	34,085	2,93,352	157,600	1·86	2,51,196	33,405	40,791	3,25,392	171,960	1·89
Eastern Nara Canals	3,15,802	1,123	5,772	3,22,697	170,781	1·88	2,56,550	1,566	7,101	2,65,017	136,327	1·94
Total Productive Public Works	6,89,463	68,226	70,750	8,28,444	446,339	1·85	6,16,830	71,707	77,615	7,66,152	409,171	1·87
MINOR WORKS.												
Works of which Capital and Revenue Accounts are kept—												
Sukkur Canal	168,122	834	4,471	1,73,427	72,331	2·39	1,61,967	719	3,767	1,66,453	67,571	2·46
Ghar Canal	4,56,605	1,015	9,835	4,67,455	166,239	2·81	4,79,818	1,378	13,329	4,94,425	174,654	2·83
Mehrabwah	23,181	...	431	23,612	12,890	1·83	21,110	...	...	21,110	11,858	1·78
Alibhar Kacheri Canal	12,206	288	1,819	14,313	6,616	2·16	13,298	441	2,397	16,136	7,801	2·06
Marak Great Canal	78,685	1,630	12,026	92,341	41,118	2·24	80,656	1,700	12,205	94,561	41,923	2·25
Surfrazwah	28,987	1,471	9,089	39,547	23,415	1·68	28,598	1,487	7,953	38,038	24,294	1·56
Fuleli Canal	4,88,618	18,600	1,35,515	6,42,733	277,166	2·31	4,36,882	18,914	1,01,012	5,56,808	254,020	2·19
Total Minor Works	12,56,404	23,838	1,73,186	14,53,428	599,325	2·42	12,22,329	24,639	1,10,563	13,57,531	582,121	2·38
Minor Works of which Capital and Revenue Accounts are not kept	17,67,461	26,231	1,56,894	19,50,586	821,110	2·37	17,40,688	27,252	1,32,036	18,99,976	818,089	2·32
TOTAL	37,13,333	1,18,295	4,00,830	42,32,458	1,867,274	2·26	35,79,847	1,23,598	3,50,214	40,53,659	1,809,381	2·24

The Hakaba assessments are taken from Form I-C. and Table D., page 4 of the report. It is uncertain whether the figures given under this head under Minor Works for which Capital and Revenue Accounts are not kept are quite accurate: they are nowhere separately given in the Report.

11. The areas irrigated in 1887-88 by the different classes of works are shewn in the following statement as compared with those of the three previous years:

	1887-88.			1886-87.	1885-86.	1884-85.
	Government Lands.	Jaghir Lands.	Total.			
	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
Productive Public Works . .	373,895	72,444	446,339	409,171	402,004	392,388
Minor Works (of which Capital and Revenue Accounts are kept)	526,394	73,431	599,825	582,121	541,070	592,448
Minor Works (of which Capital and Revenue Accounts are not kept)	749,498	71,612	821,110	818,089	790,973	794,355
Agricultural Works . .	3,840	...	3,840	5,269	5,872	3,984
TOTAL . .	1,653,627	217,487	1,871,114	1,814,650	1,739,919	1,783,173

The area irrigated is greater than that of the previous year, which was the largest on record except that of 1878-79. The increase was distributed over the majority of the works, but was largest on the Eastern Nara Canals. There was a decrease in Irrigation on the Begari and Ghar Canals and on some few of the other works. The decrease on the Begari Canal was due to the defective supply in June, caused partly by the low inundation of the year, and partly by the defective supply in a channel called the Waddu Dhand.

12. The following statement shews the working expenses, including indirect charges, of the year under review, compared with the corresponding figures of the previous three years:

	Working Expenses.	Rate per acre irrigated.	Working Expenses.		
	1887-88.		1886-87.	1885-86.	1884-85.
MAJOR WORKS—CLASS (1).	Rs.	Rs.	Rs.	Rs.	Rs.
Productive Public Works—					
Desert Canal	50,925	0·57	48,915	39,992	44,642
Unharwah	17,201	0·58	15,935	9,870	...
Begari Canal	85,021	0·53	76,683	78,861	83,054
Eastern Nara Canals	89,876	0·52	94,238	90,229	88,964
TOTAL PRODUCTIVE PUBLIC WORKS . .	2,43,023	0·54	2,35,771	2,18,952	2,16,660

	Working Expenses.	Rate per acre irrigated.	Working Expenses.		
	1887-88.		1886-87.	1885-86.	1884-85.
	Rs.	Rs.	Rs.	Rs.	Rs.
MINOR WORKS—CLASS (2) *of which Capital and Revenue Accounts are kept.*					
Sukkur Canal	44,480	0·61	30,444	41,416	32,791
Ghar Canal	1,64,140	0·98	1,69,591	1,98,721	1,88,385
Mehrabwah	9,386	0·72	15,420	9,562	17,581
Alibhar Kacheri Canal	6,125	0·92	5,936	7,938	8,822
Marak Great Canal	18,559	0·45	16,207	16,477	19,543
Surfrazwah	12,174	0·51	15,990	11,466	12,334
Fuleli Canal	2,53,049	0·91	1,86,915	1,95,600	2,12,186
Total Minor Works of which Capital and Revenue Accounts are kept . . .	5,07,913	0·84	4,40,503	4,81,180	4,91,642
Grand Total Works of which Capital and Revenue Accounts are kept	7,50,936	0·71	6,76,274	7,00,132	7,08,302
Rate per acre irrigated	...	0·71	0·68	0·74	0·71
(CLASS 3.)					
Minor Works of which only Revenue Accounts are kept	10,02,394	1·22	8,47,630	8,13,623	8,37,165
Rate per acre irrigated	...	1·22	1·04	1·02	1·05

Indirect charges are not shewn in the case of Works of the third class.

The average rate per acre of working expenses on all the three classes of canals has been—

	1887-88.	1886-87.	1885-86.	1884-85.
Area	1,867,274	1,809,381	1,734,047	1,779,189
Amount	1,753,330	1,523,904	1,513,755	1,545,467
Rate per acre of working expenses. . .	0·93	0·84	0·87	0·86

For the Agricultural works the figures are—

	Working Expenses.	Working Expenses.		
	1887-88.	1886-87.	1885-86.	1884-85.
	Rs.	Rs.	Rs.	Rs.
Working Expenses	1,12,491	1,73,744	63,238	55,935

13. It will be noticed that the working expenses of all the three classes of canals have increased in the year under review. This increase is explained generally by the Superintending Engineer (paragraph 13, page 7) in the following words:

"The excess expenditure was rendered necessary by the short amount of grants in previous years and the consequent decay of the canals. However, it is a matter of congratulation that the expenditure well paid for itself, and there is no doubt that a much larger expenditure on canals in Sind would be much more than covered."

The Government of Bombay does not admit the accuracy of this statement. The matter is ably dealt with in paragraphs 14 to 18 inclusive of the Resolution of that Government. It is shewn that the allusion to the decay of the canals

is refuted by evidence in the report itself, and the following extract gives the opinion of the Government of Bombay:

"Government concur in the advantage financially of a liberal expenditure on canals in Sind; but the question as to the specific direction in which outlay may be made most productive is one requiring very careful consideration. As regards clearances, it is observed that the revenue is dependent principally on the character of the inundation and not on actual bed clearances; and it is apparent that money spent in any one season on extraordinary bed clearances of the canals running much below the level of the country might be almost, if not entirely, wasted, if the following inundation was a favourable one. This is exemplified by the reports, which shew that in 1886-87, after a good inundation and comparatively small expenditure, there were no complaints; whereas in 1887-88, after a poor inundation and large expenditure, there are demands for increased outlay. The outlay beyond a certain point is, in fact, only an insurance against an unfavourable inundation level; and it is a question if better *average* results would not be obtained by improvements in alignment, width, &c., rather than by extra clearance outlay, except perhaps on the tails of some of the canals, *e.g.*, the Fuleli, which require thorough clearance, as well as improvements."

The Government of India concurs generally in this opinion. With regard to the conclusion that, provided financial requirements admit, an average of nine lakhs of rupees should be annually devoted to the maintenance and repairs of these canals, the reply of the Bombay Government is awaited to the call for information on the subject of the cost of clearances in Sind which was made in the course of 1888. On the 30th October 1888 the Government of Bombay reported that that information was ready and would be forwarded at once; but it has not yet been received.

14. The details of the working expenses of works of Classes 1 and 2 for which Capital and Revenue Accounts are kept are as follows:

	1887-88.	1886-87.
	Rs.	Rs.
Extensions and Improvements	17,552	25,036
Maintenance and Repairs	4,34,190	3,52,520
Establishment	2,81,556	2,78,219
Tools and Plant	681	2,354
Indirect Charges	16,957	18,145
TOTAL	7,50,936	6,76,274

The charge for Establishment is made up of the following items:

	1887-88.	1886-87.
	Rs.	Rs.
Share of Direction and Accounts	31,946	34,855
Executive Officers	89,189	94,770
Establishment under Civil Officers	1,60,421	1,48,594
	2,81,556	2,78,219

The Establishment charges are distributed in the same manner as those in the Bombay Presidency (*vide* paragraph 9 of Government of India Resolution No. 30-I. of 22nd February 1889). The establishment under Civil Officers is a share of the cost of Civil Establishments employed in collecting revenue, and is calculated at 10 per cent. on the actual revenue collected in that department.

15. The Commissioner in Sind, in paragraphs 38 to 40 of his memorandum No. 399 of 31st January 1889, refers to the expenditure on Working Expenses. He points out that the establishment charged to "Works and Repairs" is more costly than the regular establishment, which is accounted for under its proper head. The comparison made by the Commissioner is not quite an accurate one, as he omits to notice that a considerable proportion of the charge for permanent establishment is properly chargeable to "Revenue management" and not to "Maintenance." However, there can be no doubt that the charges for "work establishment" are most abnormally large, being, for the works for which Capital Accounts are kept, apparently more than half the total charges to "Works." This matter appears to call for the early attention of the Government of Bombay.

16. The remissions of Revenue on Government lands were Rs. 61,937, or less than half those of the previous year, and considerably below the average of former years. The unrealized balance on account of Government lands were considerably decreased during the year. The amount outstanding for 1886-87 was 92,055; that for 1887-88, only Rs. 42,597. The unrealized balance for Jaghir lands, however, increased from Rs. 90,289 to Rs. 94,813. In this case the largest arrears are in Khelat: the question of the assessments and collections in this territory is now under the consideration of the Government of India.

17. The report is accompanied by a memorandum by the Commissioner in Sind, which contains some important suggestions concerning the following points:

(1) The necessity of early clearances and early openings of the canals.

(2) The danger of canalising the Indus.

(3) The injury done by keeping out spill water, which used to fertilise the land. If this is set against the advantages of the canals, the result is a less and not a greater cultivated area.

(4) Absorption of water by landholders living near the heads of the canals.

(5) Payment for the use of surplus water let out over grazing lands.

(6) Fuller information as to cultivation and crop areas on each canal, and as to expenditure on maintenance.

The Government of Bombay has decided to refer the suggestions of the Commissioner for the opinion and remarks of the Superintending Engineer and the Examiner of Public Works Accounts. The Government of India will be glad to learn the result of these references.

18. The Government of India has under separate consideration the question of the very late date on which the Revenue Report of Irrigation operations in Sind is invariably submitted. It is noticed that in the forwarding letter the Government of Bombay again mentions the time taken in printing as one of the chief causes of delay. This reason is not one to which much weight should be attached, as the amount of printing is trifling.

ORDER.—Ordered, that a copy of this Resolution be forwarded to the Government of Bombay in the Public Works Department for information.

Ordered also, that a copy of this Resolution, of the Report, and of the Resolution by the Government of Bombay, be forwarded for information to the Governments noted in the margin in the Public Works Department; and that a copy of this Resolution, of the Report, and of the Resolution by the Government of Bombay, be forwarded to the Department of Finance and Commerce, and to the Revenue and Agricultural Department, for information.

Madras; Bengal; the North-Western Provinces and Oudh; and the Punjab.

Ordered further, that a copy of this Resolution, the Resolution by the Local Government, and the Memorandum by the Commissioner in Sind, together with the General Abstract of Financial Results, be published in the Supplement to the *Gazette of India*; and that copies of this Resolution be forwarded to Her Majesty's Secretary of State for India.

R. HOME, *Colonel, R.E.*,
Deputy Secy. to the Govt. of India.

Enclosure to Public Works Department Resolution No. 122-I. of 1889.

RESOLUTION—*By the Government of Bombay, Public Works Department.*

No. 56 W. I.—783, dated 29th April 1889.

Read—

Letter from the Superintending Engineer for Irrigation in Sind, No. 3861, dated 20th December 1888.—Submits the Revenue Report of Irrigation Works in Sind for 1887-88, with the usual tables, charts and index map of Sind, and also a comparative statement showing a series of readings of the gauges at Bukkur and Kotri.

Memorandum from the Commissioner in Sind, No. 399, dated 31st January 1889.—Forwards the above with remarks.

Letter from the Superintending Engineer for Irrigation in Sind, No. 540, dated 11th February 1889.—Forwards an explanation of certain mistakes noticed by the Commissioner in Sind in the Tables attached to the Revenue Report for 1887-88. Submits fresh copies of Tables IV and VIA, which are now correct.

Telegram from the Superintending Engineer in Sind, dated 4th April 1889 :—"Discrepancy, Government Resolution 812, due to write off. Alter column 2, gross revenue to Rs. 34,94,180 and collection charges to Rs. 3,42,170."

Telegram from the Superintending Engineer in Sind, dated 4th April 1889 :—"Please adopt Examiner's figures of Revenue Account."

Telegram from the Superintending Engineer in Sind, dated 4th April 1889.

Telegram from the Superintending Engineer in Sind, dated 6th April 1889.

RESOLUTION.—The inundation of 1887 is characterised by the Superintending Engineer as a very poor one: the river rose late and fell early, and, though the maximum height at Bukkur was the highest on record, except that of 1882, it only remained at that height for one day—a most unusual incident. The Commissioner in Sind describes it as somewhat irregular and deficient, but says the season was on the whole favourable, as the rainfall was seasonable and the prices of produce ruled unusually high.

2. The mileage of canals and river embankments was 5,827 and 610 miles respectively, or practically the same as in the previous year.

3. The agricultural operations and financial results of the year are the best on record. The area of cultivation on the canals was 1,871,114 acres, including 217,487 acres of jaghir: the irrigation share of net consolidated assessment was Rs. 37,20,291, and the total canal revenue (assessed) was Rs. 38,82,426, as follows:

Treated in the Accounts as Indirect Revenue.

	Rs.
Consolidated land and water assessments	41,95,588
Deduct—Remissions	61,937
Net consolidated assessments	41,33,651
Deduct—Land share	4,13,360
Irrigation or water share of net consolidated assessments	37,20,291

Revenue accounted for as Direct Receipts.

	Rs.	
Assessments on jaghir cultivation	1,18,295	
Deduct—Remissions	1,450	
		1,16,845
Miscellaneous Receipts (actuals)		45,290
		38,82,426

4. The expenditure on maintenance and repairs was Rs. 13,02,617 and that on extensions and improvements Rs. 2,04,096. The charge debited to the canals for share of collection charges incurred in the Revenue Department was Rs. 3,42,170. The total charges were thus Rs. 18,48,883. This is exclusive of a charge of Rs. 16,957 under Indirect charges (Leave and Pension Allowances) included in the Examiner's statement showing the Financial Results of the works for which Capital Accounts are kept.

The outlay incurred on Capital Account during the year amounted to Rs. 1,93,841. To this there is no allusion anywhere in the report. It was incurred wholly on the four works classed as Major Works.

5. Comparing the results of the year with those of the previous year (one of 'very good' inundation), there was an increase in the area of cultivation of 56,464* acres. Of the increase on the Government lands, 29,523 acres was in the rabi area. The irrigation share of net consolidated assessments shows an increase of Rs. 1,30,792, of which Rs. 55,806 was in the rabi assessments.

	1886-87.	1887-88.	Difference.
* Government	1,593,666	1,653,627	+59,961
Jaghir	222,984	217,487	−3,497
Total	1,814,650	1,871,114	+56,464

The total canal revenue (assessed) shows an increase of Rs. 1,45,814, as follows:

	Rs.
Increase in net consolidated assessments	1,30,792
Increase in net assessment on jaghir cultivation	18,189
	1,48,981
Deduct—Decrease in miscellaneous receipts	3,167
Net increase	1,45,814

The increase in jaghir assessment is due to a large reduction in the remissions, which, in 1886-87, were Rs. 24,942,† as compared with Rs. 1,450 in 1887-88. Of this latter amount, Rs. 170 were on account of the previous year.

† Written off as irrecoverable in Khelat Territory.

The decrease in miscellaneous receipts is explained by the Commissioner as principally due to decreased receipts from fisheries.

6. The expenditure of the year again shows a large increase, amounting to Rs. 1,69,375, as follows:

	Outlay.		Increase.	Decrease.
	1886-87.	1887-88.		
	Rs.	Rs.	Rs.	Rs.
Extensions and Improvements	2,00,615	1,67,420	...	33,195
Maintenance and Repairs	8,27,922	10,41,501	2,13,579	...
Public Works Establishment	3,21,577	2,97,792	...	23,785
Total in Public Works Department	13,50,114	15,06,713	1,56,599	...
Revenue (collection charges)	3,29,394	3,42,170	12,776	...
TOTAL	16,79,508	18,48,883	1,69,375	...

No description is given of the works carried out from expenditure classed as extensions and improvements. This omission should be supplied in future reports. The expenditure on maintenance and repairs was largely in excess of that in the previous year, or in any previous year, and almost the whole‡ of the increase was spent on the canals themselves and not on the river embankments.

‡ 92 per cent.

It is argued from the smallness of the remissions of Government revenue (less than half those of the average of the previous six years and only 1·5 per cent. on the assessed revenue) that the canals were in excellent order, and, had this not been so, the admirable results shown for the year's cultivation and revenue would not have been realised owing to the poor inundation. From the figures given relating to cultivation on the Ghar (see paragraph 21 of this Resolution) the decrease in remissions would appear to be largely due to the flexibility of the irrigational settlement.

The charge for Public Works Establishment shows a reduction of Rs. 23,785. Including the sums debitable to Capital, the Establishment charges were—

	1886-87.	1887-88.
	Rs.	Rs.
Capital	41,379	47,252
Revenue	3,21,577	2,97,792
	3,62,956	3,45,044

showing a net reduction of Rs. 17,912.

7. The net canal revenue (assessed) during the year was Rs. 20,33,543, as compared with Rs. 20,57,104 in 1886-87, showing a decrease of Rs. 23,561, or only 1 per cent., in spite of the heavy charges incurred. In both cases the charges for river embankments are treated as debits to revenue, though those for the bunds in Upper Sind are accounted for under Agricultural Works for which no Capital or Revenue Accounts are kept.

8. There were, it is reported, no very sweeping changes in the course of the river during 1887, but in the delta, where the river bifurcates, extensive erosion took place, and further changes seem likely.

9. The suggestion made in paragraph 24 of last year's review, in regard to distinguishing between figures showing assessments and realizations, has been followed in the tables accompanying the report, but not in those given in the body of the report. Tables A and B in paragraphs 5 and 6 both show assessments, but in the latter and again in paragraph 7 the expression "consolidated revenue" is used where "consolidated assessments" are referred to. The Table C in the latter paragraph and Table D (*a*) in paragraph 10 include the irrigation share of the net consolidated assessments and actual receipts under Hakaba—an inconvenient combination: in respect of miscellaneous receipts included in Table C, it may not be feasible to give the assessments. There is a small discrepancy in the total shown as actual realizations in Table D, as compared with the corresponding figures in Tables D (*a*) and II and III.

10. The question of the irrigation in Khelat Territory is under reference to the Government of India, and it is hoped that arrangements may be made for the systematic assessment of the lands irrigated beyond the Frontier, and for the control of remissions and the punctual realization of the revenue. It is observed that the water supply was reported as good, and that, on the basis of partial measurements, a large increase in cultivation in Khelat Territory was at one time anticipated, but the returns show a decrease. In the Finance Accounts of the year, the Examiner explains the delay in realizing the revenue in Khelat Territory as due to the removal of the Naib and his establishment by His Highness the Khan of Khelat. This is not alluded to by the Superintending Engineer.

11. The sum shown as loss to the canals by the difference between the Hakaba levied on jaghir cultivation and the assessment thereon calculated at the ordinary rates in force for Government lands, is Rs. 4,00,830, as compared with Rs. 3,80,214 in the previous year. A large proportion of this loss is on the canals in the Hyderabad District. The Commissioner observes that in some instances additional contributions in the shape of enhanced Hakaba may be possible, and the subject is engaging his attention.

12. The Table E gives a comparison between assessments and realizations of the consolidated land and water revenue (not the total revenue as stated). The total for collection should apparently be—

	Rs.
Outstandings	92,055
Net assessments of the year	41,33,651
	42,25,706

instead of Rs. 42,05,183. A similar discrepancy was remarked upon last year, and it was subsequently explained as due to deductions of remissions on account of previous years. Instructions were given that explanation regarding such discrepancies should be given in future reports, but this has not been attended to. The form of Table E should be modified to afford the information in future.

13. The remissions of the year amounted to Rs. 61,937, or Rs. 74,482 less than the previous year, and with the exception of 1881-82 were considerably lower than in any of the previous six years. This, as observed by the Commissioner, is very satisfactory: the inference drawn therefrom as regards the state of the canals and the effect of the irrigational settlement, has already been commented upon.

14. The statement made in paragraph 13 of the Superintending Engineer's report that the excess expenditure incurred in 1887-88 was rendered necessary by the short amount of grants in previous years and the consequent decay of the canals, requires some explanation. The subject was reviewed at some length in a Resolution of this Government of 25th January 1888,* which showed that ever since 1881-82 inclusive, the estimate of the requirements put forward by the Irrigation Officers in Sind had been accepted by this Government, and not only so, but that the grants actually allotted were considerably in excess of those estimates. The expenditure in 1886-87 was—

* No. 10 W. I.—188 A. of 1888.

	Rs.
Major Works	1,20,178
Minor Works	7,07,744
	8,27,922

as compared with—

	Rs.
Major Works	1,52,000
Minor Works	6,64,000
	8,16,000

the estimate of requirements framed by the Superintending Engineer in 1884. It should be noted that as regards Major Works there never has been any difficulty or restriction on

allotments, and the fact that the outlay was less than the estimate must be understood as implying that the canals of that class did not require a larger expenditure for their maintenance. It will be observed that the outlay on canals classed as Minor Works was in 1886-87 Rs. 43,744 in excess of the estimates of 1884. That this was sufficient may further be judged from the fact that no complaints as to the insufficiency of the clearance grants or as to the state of the canals were made in the Report for 1886-87. The inundation of 1886 was a very good one, and the Commissioner reported the results of the year "in all divisions were satisfactory so far as they could be controlled by the department." From the date of the enquiry ordered by the Secretary of State, or from 1881-82 to 1886-87 inclusive, therefore no complaint can hold good which would attribute any shortcomings in the state of the canals to short amount of grants in previous years, unless it is intended to imply that the estimates of requirements put forward by the then responsible officers were insufficient and that those officers were ignorant of the state in which the canals were, as the result of the expenditure which even exceeded those estimates.

As regards the year 1887-88 the Original Budget grant was—

	Rs.
Major Works	1,24,000
Minor Works	7,16,000
	8,40,000

or, as regards Minor Works, still considerably in excess of the estimate of requirements framed in 1884. In January 1887, before the issue of the Budget for 1887-88, the Superintending Engineer in Sind represented that this grant would be insufficient, and referring to a report he had written in February 1886 on the financial question of provincializing the works in Sind then under consideration, urged that the grant for repairs in 1887-88 should be increased to the amount therein estimated as the basis for such an arrangement, namely 9 lakhs. He further then reported that he had been sanctioning clearance estimates on the supposition that under the new Provincial contract the full amount of 9 lakhs would be granted for 1887-88. In other words, he had in 1886-87 been forestalling the grant for 1887-88 and in consequence in October 1887 his successor represented that only Rs. 1,34,429 were then in hand for the entire Province to commence work with and carry on up to 31st March 1888. He represented a further grant as absolutely necessary partly on these grounds and partly on the grounds that owing to the numerous rises and falls of the river during the previous season (1887) the canals were more silted than usual. A large additional grant was sanctioned on this representation, but it is evident from the foregoing explanation that it was necessitated partly to put a stop to the system of forestalling grants and partly by reason of special conditions resulting from the character of the inundation of the year 1887.

15. Further the allusion to the decay of the canals is refuted by evidence in the report itself, which shows that the canals were in excellent working order, and that, had this not been so, the revenue would have been affected by the poor inundation, and not have increased in the satisfactory way it is shown to have done. Moreover, if there was any such decay, it was the duty of the Superintending Engineer to have reported it at once. This was not done, neither is there any allusion to the matter, important as it is, in any of the previous Revenue Reports, and Government must regard the expression as one entirely unsupported by any evidence.

16. Government concur in the advantage financially of a liberal expenditure on canals in Sind, but the question as to the specific direction in which outlay may be made most productive is one requiring very careful consideration. As regards clearances it is observed that the revenue is dependent principally on the character of the inundation and not on actual bed clearances, and it is apparent that money spent in any one season on extraordinary bed clearances of the canals running much below the level of the country might be almost, if not entirely, wasted, if the following inundation was a favourable one. This is exemplified by the reports which show that in 1886-87, after a good inundation and comparatively small expenditure, there were no complaints, whereas in 1887-88, after a poor inundation and large expenditure there are demands for increased outlay. The outlay beyond a certain point is, in fact, only an insurance against an unfavorable inundation level, and it is a question if better *average* results would not be obtained by improvements in alignment, width, &c., rather than by extra clearance outlay, except perhaps on the tails of some of the canals, *e.g.*, the Fuleli, which require thorough clearance as well as improvements.

17. The Commissioner, in paragraph 8 of his report, alludes to 9 lakhs of rupees a year, which he, the late Commissioner, and late Superintending Engineer, as well as the present Superintending Engineer, agree in considering essential for the ordinary clearance and maintenance of Sind canals. This is the estimate of February 1886, above referred to, and the amount is comprised as follows:

		Rs.
Major Works		1,31,000
Minor Works—		
Canals	Rs. 6,46,000	
Bunds	1,23,000	
		7,69,000
		9,00,000

D

Transfers from the head Major Works to Minor Works are not allowable, and the foregoing statement is in excess of the actual demands under the head Major Works, as submitted in the Superintending Engineer's Budget for the last two years, which demands have been complied with in full:

The grant for 1888-89 was—

	Rs.
Major Works	1,24,000
Minor Works	7,99,000
	9,23,000

That for 1889-90 is—

	Rs.
Major Works	1,24,000
Minor Works	7,69,000
	8,93,000

The latter figures were communicated to the Superintending Engineer on 19th January last, the earliest possible date.

18. Government are not prepared to admit that the possible fluctuations in Budget grants under this head are such as to interfere with the preparation of a well-considered programme for the season's operations, but if it will in any way aid to such an end, it may be assumed that the grant will, as recommended, not be less in the ensuing five years than rupees 9 lakhs, of which Rs. 1,31,000 is for Major Works, the actual grant under that head being fixed according to the detailed Budgets.

19. The question of adjusting a portion of the cost of the maintenance of the river embankments in Upper Sind to the debit of the Railway is an accounts one. It is undoubtedly incorrect that the whole amount should be treated as a charge against the canal revenue, but in fact this is done in determining the net canal revenue of the Province for comparative purposes only. The outlay on the Kashmor and Kasimpur bunds in Upper Sind is accounted for under the head Agricultural Works for which no Capital or Revenue Accounts are kept. On the other hand, it is wrong that special repairs to protective embankments should, when required, be executed at the expense of the canals. This, however, is a matter which rests entirely with the Superintending Engineer, who, if special grants for embankments not solely for the protection of canal revenue are required, should represent it, and not sanction them by re-appropriation from the grants for canals. Such re-appropriations involve a transfer from Revenue Account Works to Agricultural Works, and it will perhaps be advisable to make a rule prohibiting such transfers without the previous sanction of Government. The question is moreover not of the importance that might be supposed from the figures given in Table G (*a*), as, for instance, out of the total of Rs. 1,82,743, shown as expenditure on repairs to bunds in 1887-88, Rs. 89,585 was on embankments in Lower Sind, purely for the protection of canal revenue, and therefore presumably just as essential as canal clearances.

20. The financial result of the four Major Works for the year are as follows:—

	During the year.			To end of the year.		
	Direct.	Indirect.	Total.	Direct.	Indirect	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Major Works— Capital Outlay	1,87,226	6,615	1,93,841	80,34,617	2,76,461	83,11,078
Gross Revenue	78,491	6,73,186	7,51,677	9,51,747	92,86,601	1,02,38,348
Working Expenses	2,36,607	6,416	2,43,023	45,99,982	1,66,168	47,66,150
Net Revenue		5,08,654			54,72,198	
Simple Interest		3,17,639			47,45,216	
Net profit after paying Interest.		1,91,015			7,26,982	

In the previous year the net profit was Rs. 1,36,908, and the figures thus show an improvement of Rs. 54,107, or nearly 40 per cent. All the works show an increase except the Begari Canal, which suffered from a deficiency in the supply in the Dhand (side channel or back water) from which it is fed; its working expenses too were heavier than in the previous year. The increase was largest on the Eastern Nara Works, which show satisfactory progress.

The comparison with figures of the previous year is as follows:

	1886-87. Rs.	1887-88. Rs.
Gross Revenue	6,81,883	7,51,677
Working Expenses	2,35,776	2,43,023
Net Revenue	4,46,107	5,08,654

21. The Minor Works for which Capital and Revenue Accounts are kept show the following results, as compared with the previous year:

	1886-87. Rs.	1887-88. Rs.
Capital Outlay	32,11,184	32,11,184
Gross Revenue	8,98,310	9,25,791
Working Expenses	4,40,503*	5,07,932†
Net revenue	4,57,807	4,17,859

* Includes Rs. 11,385 for indirect charges.
† Includes Rs. 10,541 for indirect charges.

The increase in Gross Revenue was principally on the Fuleli and Sukkur Canals: on the Ghar, on the other hand, there was again a large falling off, due to the lower assessment on jowari crops, which, owing to the deficient inundation, extensively replaced rice. The area of the latter crop fell from 128,889 acres in 1886-87 to 44,539 acres in 1887-88, while that of the former increased from 28,230 to 81,089 acres. The increase in Working Expenses was principally on the Sukkur Canal and Fuleli: on the former Rs. 14,036, and on the latter Rs. 66,134.

22. The class "Works for which only Revenue Accounts are kept" gave the following results:

	1886-87. Rs.	1887-88. Rs.
Gross Revenue	18,05,069	18,16,712
Working Expenses	8,47,630	10,02,394
Net Revenue	9,57,439	8,14,318

23. Under the head "Agricultural Works for which neither Capital nor Revenue Accounts are kept," which includes the Kashmor and Kassimpur Bunds in Upper Sind, the figures of the year compare with those of the previous year as follows:

	1886-87. Rs.	1887-88. Rs.
Outlay—		
Original Works	1,07,655	52,085
Repairs	37,334	40,165
Establishment and Tools and Plant	27,790	19,595
Collection charges	965	696
TOTAL	1,73,744	1,12,491
Receipts—		
Direct	194	254
Indirect	9,652	6,958
	9,846	7,212

The decrease in expenditure is on the Loop Bund near Kashmor. The decrease in revenue is not explained, but is probably due to the deficient inundation.

24. Recapitulating the results of the year under all heads, they were as follows:

	Gross Revenue.	Working Expenses.	Net Revenue.
	Rs.	Rs.	Rs.
Major Works	7,51,677	2,43,023	5,08,654
Minor Works—			
Works for which Capital and Revenue Accounts are kept	9,25,791	5,07,932	4,17,859
Works for which only Revenue Accounts are kept	18,16,712	10,02,394	8,14,318
	34,94,180	17,53,349	17,40,831
Agricultural Works	7,212	1,12,491	—1,05,279
	35,01,392	18,65,840	16,35,552

The figures under Gross Revenue exclude the average net revenue before improvement on the Works for which Capital and Revenue Accounts are kept. The deduction on this account was Rs. 4,03,007, and with this addition the total is Rs. 39,04,399, as follows :

	Rs.
Irrigation share of collections of year, Table E.	37,46,333
Hakaba, Table III	1,12,503
Miscellaneous Receipts, Table III.	45,290
	39,04,126

This discrepancy of Rs. 273 is not explained.

Again under Working Expenses, the figures differ from those in previous portions of the report by reason of the inclusion here of Rs. 16,957 for indirect charges (Leave and Pension Allowances). The following is an analysis of the total expenditure other than Capital during the year :

	Major Works.	Minor Works.			Total.
		Works for which Capital and Revenue Accounts are kept.	Works for which only Revenue Accounts are kept.	Agricultural Works.	
Extensions and Improvements.	Rs.	Rs.	Rs.	Rs.	Rs.
Works { Canals	...	17,552	4,697	1,454	23,703
Works { Bunds	...	...	93,136	50,581	1,43,717
Establishment and Tools and Plant . .	...	4,226	21,729	10,721	36,676
Total . .	...	21,778	1,19,562	62,756	2,04,096
Maintenance and Repairs.					
Repairs { Canals	1,21,620	3,12,570	4,23,941	608	8,58,739
Repairs { Bunds	...	...	1,43,186	39,557	1,82,743
Public Works Establishment and Tools and Plant	46,330	71,260	1,34,652	8,874	2,61,116
Refunds of Revenue	...	19	...	...	19
Total Maintenance and Repairs . .	1,67,950	3,83,849	7,01,779	49,039	13,02,617
Total in Public Works Department . .	1,67,950	4,05,627	8,21,341	1,11,795	15,06,713
Civil Establishment (collection charges) .	68,657	91,764	1,81,053	696	3,42,170
Indirect charges	6,416	10,541	...	...	16,957
GRAND TOTAL . .	2,43,023	5,07,932	10,02,394	1,12,491	18,65,840

25. The duty of the water per cubic foot per second shown in Table VIII. shows an improvement in every case as compared with the previous year, except on the Begari and Fuleli Canals and the Imamwah. In the case of the Fuleli the figures show an increase in the area of rice cultivation from 147,282 to 160,694 acres, but this may be due to the change of system in gauging this canal, referred to in paragraph 20 of the Superintending Engineer's report. It is explained that under the former system the discharge used off the old Fuleli head was omitted, and presumably the area cultivated thereon also: now both are included. The normal rates of duty, namely 50 acres per cubic foot per second for a dry crop canal and 30 acres per cubic foot per second for a wet crop canal, seem fair for the purposes of estimating the financial prospects of future proposals for new canals. The former figure is perhaps high and the latter somewhat low.

26. This review deals with the main features of the year's operations and incidentally with the question of the clearance grant, which the remarks in the report appeared to call for.

The memorandum by the Commissioner in Sind refers to several matters affecting canal administration generally, and will be carefully enquired into and dealt with separately. With this in view the recommendation and suggestions should in the first instance be referred for the opinion and remarks of the Superintending Engineer in Sind and Examiner of Public Works Accounts.

27. Government concur with the Commissioner in Sind in the opinion that the report should in future comprise a more complete account of the operations of the year under all heads. The matter is of such importance that the fullest details should be available for criticism and as a record for future comparison. It is also imperative that there should be no discrepancies in the figures, or where such are unavoidable they should be fully explained.*

28. Government are pleased to observe that the Commissioner bears testimony to the excellent work done by Mr. Lambert, the Superintending Engineer, and the officers of the Department during the year, and are further glad to notice the encomium passed on Messrs. Coghlan, Young, and Single for the condition and management of the canals in their respective districts.

29. Copies of the report and of this review should be forwarded to the Government of India and Secretary of State for India, as usual.

No. 399 OF 1889.

PUBLIC WORKS DEPARTMENT.

Commissioner's Office, Camp Tharwah, 31st January 1889.

* Superintending Engineer's letter No. 3861, dated the 20th December 1888, forwarding Sind Irrigation Revenue Report for 1887-88.

* Submitted to Government.

2. The Superintending Engineer's report submitted on the 20th December 1888, reached the Commissioner on the 1st January 1889. The date of submission is three days earlier than in the previous year. Last year's report was delayed because discrepancies discovered in Canal Returns VIII and VIII-A had to be rectified, and also because the preparation of the report was new to Mr. Lambert, who had besides very heavy current work which took up most of his time. This year the delay is attributed to the non-receipt from the Examiner of—the General Revenue Accounts, the General Abstract of Financial results and other statements, and also to "the pressure of other work" in Mr. Lambert's office. The returns from the Examiner did not reach Mr. Lambert until the 7th December and the report was not taken in hand until the 12th. The actual preparation of the report thus appears to have taken only seven or eight days, so that the responsibility for the delay, which has been the subject of telegraphic communication from Government, would appear to rest with the Examiner of Public Works Accounts.

3. The season was on the whole favorable. The inundation was somewhat irregular and deficient, but the rainfall was seasonable and the prices of produce ruled unusually high. The rain that fell in the kharif season saved crops that would have suffered from the low inundation, and throughout the rabi season heavy showers were frequent all over the province and brought to maturity a bumper rabi crop. The remissions asked for and granted were below the average of recent years, the deficiency in outturn in some localities having been counterbalanced by the high prices obtained for grain and seeds. The areas (kharif and rabi) cultivated, the realizations on account of Canal Revenue, and the remissions granted in each Canal Division during the year under report are contrasted with those of the preceding year in the following table :

Canal Divisions.	1886-87.				1887-88.				CONTRAST.			
	Area cultivated.		Total Canal Revenue (i.e., Consolidated Revenue).	Revenue taken credit for by the Irrigation Department (i.e., Water share).	Area cultivated.		Total Canal Revenue (i.e., Consolidated Revenue).	Revenue taken credit for by the Irrigation Department (i.e., Water share).	Area cultivated.		Total Canal Revenue.	Revenue taken credit for by the Irrigation Department.	Remissions.
	Kharif.	Rabi.			Kharif.	Rabi.			Kharif.	Rabi.			
	Acres.	Acres.	Rs.	Rs.	Acres.	Acres.	Rs.	Rs.	Acres.	Acres.	Rs.	Rs.	Rs.
Begari	191,519	12,706	4,31,371	3,69,932	196,167	13,423	4,35,947	3,80,624	+ 4,648	+ 717	+ 4,576	+ 10,692	7,303
Shikarpur	96,444	22,179	3,43,293	3,08,363	97,460	28,086	3,58,403	3,22,473	+ 1,016	+ 5,907	+ 15,110	+ 14,110	567
Ghar	338,233	32,778	12,47,369	10,39,583	316,696	54,314	11,67,072	10,31,119	— 21,537	+ 21,536	— 80,297	— 8,464	70,890
Eastern Nara	102,486	30,703	2,85,098	2,56,550	129,197	39,948	3,51,068	3,15,802	+ 25,711	+ 9,245	+ 65,970	+ 59,252	134
Hyderabad	286,077	23,495	6,70,142	6,00,052	258,523	19,181	6,85,083	6,13,847	+ 2,446	— 4,314	+ 14,941	+ 13,795	387
Fuleli	196,373	17,893	5,27,576	4,74,182	210,294	26,766	5,91,154	5,29,157	+ 13,921	+ 8,873	+ 63,578	+ 54,975	2,496
Karachi	196,646	46,134	6,19,899	5,40,837	200,879	33,693	6,06,861	5,27,269	+ 4,233	— 12,441	— 13,038	— 13,568	2,035
Total	1,407,778	185,888	41,24,748	35,89,499	1,438,216	215,411	41,95,588	37,20,291	+ 30,438	+ 29,523	+ 70,840	+ 1,30,792	— 74,482
	Remissions.				Remissions.								
	Rs.				Rs.								
Begari	20,335				13,032								
Shikarpur	668				101								
Ghar	92,277				21,387								
Eastern Nara	43				177								
Hyderabad	3,418				3,031								
Fuleli	707				3,203								
Karachi	18,971				21,006								
Total	1,36,419				61,937								

The principal extensions of kharif cultivation occurred on the Eastern Nara and Fuléli Canals. That on the Eastern Nara Canals is in keeping with the steady growth of cultivation observed there for some years past, and that on the Fuleli is due to the clearance of one of the tails in the Badin Taluka that restored to cultivation lands that had been swamped for some years. The increase on these canals amounts to about 40,000 acres, and that on all other canals, except on those in the Ghar Division where the extent of kharif cultivation was less by about 22,000 acres than in 1886-87, aggregates 12,343 acres. The decline of cultivation in the Ghar Division, which has been progressive for several years, is due to the vagaries of the river in the neighbourhood of the two mouths of the Ghar Canal. The chief increase of rabi cultivation (21,536 acres) occurred in the Ghar Division and is made up as follows:

	Acres.
Sukkur Canal	5,258
Ghar Canal	7,566
Western Nara	8,113
Wahar Canal	585
Bands	14
TOTAL	21,536

Of these canals the Sukkur Canal is the only one that carries a Rabi supply. Rabi cultivation on the other canals abovementioned and on most other canals in Sind is from waterings obtained during the kharif season aided by showers that almost always fall in the cold weather and by well irrigation. Well cultivation has been greatly extended in recent years, especially in the Hyderabad and Shikarpur Districts.

4. The river began to rise on the 12th May and reached on the 15th a height of 8′ 7″; fluctuating slightly between the 15th and 20th, it fell a little till the 25th, when it rose again and, with one slight fall in the interval, reached 10′ 5″ on the 8th June. Then followed a gradual fall to 8′ 4″ on the 2nd July, when it began to rise once more, and finally attained its maximum height for the year (16′ 7″) on the 18th August.

5. It would appear from this account of the inundation that the river had risen sufficiently high in the early part of May to have afforded many of the canals their first supply; but, except in the case of a few canals, the supply in the river was not made available to cultivators till the end of the month or the early part of June. The report shows for some canals, but not for others, the dates on which they were opened. The Fuleli and Eastern Nara Canals and some others, were opened in good time. Those in the Hyderabad Canals Division were the latest of all. It appears from other correspondence that only two of these canals were opened before the end of May. The rest were opened on various dates between the 1st and 15th June, a fortnight to three weeks later than in the preceding year, and consequently lost the benefit of the first rise of the river. Water was not admitted into some of them until after the second rise had begun to subside.

6. Mr. Lambert dwells on the disheartening effect which a low inundation in June has on the cultivators in curtailing their preparations for cultivation, &c., but, from what the Commissioner has learned from reports by Collectors and seen and heard in the course of his tours, he is convinced that the loss of the first rise in the river has a still more serious effect. With the first appearance of water in the canals the people begin to bestir themselves to make preparations for cultivation and, even if the supply comes in before the time has arrived for sowing the staple crops, it is most valuable for drinking purposes and for the growth of green forage and vegetables, as well as for raising seedlings and for wetting land for the plough. There can be no doubt that the area of cultivation is diminished, and that both cultivators and the revenue suffer, when preparations for cultivation are unnecessarily and unduly delayed. Complaints by cultivators of delays in opening canals, and of calls made on them for assistance in completing clearance at times when they ought to have been working in their own fields, have not been absent in recent years.

7. All canals should be in working order by the 15th May at latest, and all ordinary clearance should be completed by the 30th April, to allow of the work done by contractors being measured up and checked before water comes in and renders exact measurement impossible. The popular view—which is very openly expressed—is that contractors in some Divisions delay clearance work in order to prevent check measurements being made by the European officers of the Public Works Department. The Commissioner expresses no opinion as to the correctness or incorrectness of this view, or as to the responsibility attaching to individual officers for delays that have occurred, but as even greater delay in opening canals occurred in 1888, and as delay has again occurred in beginning clearance in some talukas for the current season, notwithstanding the efforts that have been made to press on this work, the Commissioner considers that occasion has arisen for his bringing the subject prominently to the notice of Government.

8. The clearance of silt from canals and the repair of their embankments and heads form the chief work of the Irrigation Department in Sind, and on its due execution the agricultural prosperity of the province mainly depends. A very large quantity of such work, scattered over nearly 6,000 miles of canals, has to be done in the six months of each working season, and though it is work of a simple kind, close supervision must be exercised over it while it is in progress, because much of it is lost to sight as soon as water enters the canals, and contractors can and will scamp it unless they are well looked after. It is of great importance, therefore, that clearance should be begun early, and that Executive Engineers and their chief subordinates should be constantly on the move and exercising supervision throughout the working season. Most of the canals are dry in October, and clearance might well be put in hand early in November, but as a matter of fact very little is done before

January; the whole time of the establishments during the first two months of the season is taken up in preparing plans and estimates, and arranging other preliminaries required by the departmental rules. The Commissioner is aware that the Superintending Engineer and other officers have done all in their power to bring about an earlier beginning of clearance in the current season, but very little improvement has resulted, and it seems scarcely possible that much more will be obtained unless the preliminaries to the execution of work are simplified. Then again, when works are in progress, Executive Engineers and Overseers are unable to devote the amount of personal attention they would wish to give to their outdoor duties of supervision and measurement, as they are constantly occupied in rendering returns and accounts and explanations to the Examiner, Public Works Accounts, the preparation of which confines them to their offices. Some special rules for canal clearance work in Sind, as regards preliminaries to the execution of work, as well as the rendering of accounts and returns of work in progress, would seem to be urgently called for. The executive work of the department would also be greatly facilitated, and the money granted for clearance and maintenance would certainly be more economically and profitably spent, if a definite programme of works to be carried out in each working season could be settled some time before the opening of the season. This is impossible under existing arrangements, as the annual grant for clearance and maintenance is not a fixed amount, and the Budget allotments* for expenditure in the latter part of each season are not announced until after the season has well advanced. This subject has already been brought to the notice of Government, and the Commissioner would strongly recommend that the grant for the next five years be fixed at 9 lakhs of rupees a year, the amount which the late and present Commissioner and the late and present Superintending Engineer for Irrigation are agreed in considering essential for the ordinary clearance and maintenance of Sind canals. If a fixed annual grant cannot be conceded, the amount to be expended in each entire season should be settled and announced not later than the month of July in each year.

* Those for 1889-90, *i.e.*, for expenditure after 31st March 1889 have not yet been announced.

9. In para. 3 of his report Mr. Lambert notes with satisfaction the effect of the protective embankments in Upper Sind in improving the river supply to all canals below Sehwan. With reference to similar observations in the report for 1886-87, Government expressed a desire (paras. 8 and 9 of Government Resolution No. 48 W. I. 662 of 1888) that the subject might be further studied and investigated. The present report, however, adds little to the information previously before Government. These embankments, which line the right bank only of the river above Sehwan, were practically completed 9 years ago, and the officers of the Irrigation Department must have formed an opinion by this time of their effects on cultivation, and of their success financially. Since their completion a chain of similar embankments has been gradually extended along both banks of the river, from a point a few miles south of Hyderabad and Kotri to the Delta proper. This double line of embankments does not seem to have been built in pursuance of any definitely stated and sanctioned project, but piece by piece, and the Commissioner has not been able to find any clear exposition of the conditions affected by the undertaking or of the objects it was intended to achieve. The artificial raising of the flood level of the Indus described by Mr. Lambert extends over the part of the river walled-in by embankments on either side, as well as for some distance above it. The influence of the tides makes itself felt within the double line of bunds, and impedes the outflow through them of the river when in flood. The rise in the flood level brought to notice by Mr. Lambert did not apparently attract attention until after considerable progress had been made in the Lower Sind embankments, and may very likely be connected with their construction. It seems to the Commissioner that there may possibly be danger here in years of excessive inundation, or on the occurrence of cyclones or unusually high tides during the inundation season, of some disastrous accident like that which happened on the Missisipi under somewhat similar conditions a few years ago. The embankments on both sides of the river have been breached in almost every year since they were built, although as yet they have been subjected to the pressure of only moderate inundations. They have lately been raised to a height above that of the original design, and the level of the floods held between them must now frequently rise to several feet above that of the surrounding country. In this connexion, the Commissioner invites attention to remarks made by Mr. Lambert in para. 79 of this year's report, as follows:—"although considerable sums have been expended on these embankments "during the last few years, their relative strength has not been increased, *as the highest level* "*of the river has been yearly rising and almost outstripping the improvements to the bunds.*" There has been no unusual flood in the Indus since the Upper Sind embankments were completed. The lands on the unprotected left bank have enjoyed equal immunity from destructive floods with those on the right bank since 1880, while the lands on both banks were flood-swept several times between 1874 and 1880, and similar floods may again occur in any year.

10. As regards the effect of the Upper Sind embankments on cultivation between Kashmor and Sehwan, the cultivation affected is that of (*a*) the whole of the Upper Sind Frontier District; (*b*) the Sukkur, Larkana, and Mehar Sub-divisions of the Shikarpur District; (*c*) the Dadu, Johi and Sehwan Talukas of the Karachi District. It must be remembered that floods that caused extensive damage have never been of very frequent occurrence, and that the action of all floods is† beneficial to the extent to which they may water lands not supplied by canals, and increase and prolong the duration of the supply

† The greater part of the cultivation on the left bank of the river in the Shikarpur District (the Rohri Sub-division) is on lands watered by floods. The revenue collected in these talukas exceeds 5 lakhs of rupees a year.

in the lower reaches of canals. Before the embankments were made the spill from the river wetted lands for kharif cultivation, and filled shallow depressions that were cultivated with rabi crops when the water dried up, as well as deeper depressions that fed the tails of canals, besides giving a direct supply that was lifted on to lands for rabi cultivation and providing large stretches of good grazing. This spill is now completely shut out from Kashmor to Sehwan, and the only water that the protected lands regularly receive is the canal supply, which, except in the Upper Sind Frontier District, is no larger now than it was before the embankments were built. The natural consequence is a vast diminution of the grazing area, as well as of the supply to lands that formerly were cultivated on flood water and to the lower reaches of main canals and their branches, and a general drying up of the lands within the protected area.

11. The heavy floods that did the greatest amount of damage to kharif cultivation and threatened the North-Western Railway and the Military Cantonment at Jacobabad swept in through the Upper Sind Frontier District. The Kashmor and Begari Bunds that were built to exclude them were the first Bunds built, and there can be no question as to their usefulness. They have of course shut out water that was useful along with that which did damage, but the canal supply of the Upper Sind Frontier District has been considerably increased since they were constructed and the result in that district of the twofold improvement is a large increase in the cultivated area.* The Shahdadpur Taluka, watered by the tails of the Begari and Ghar Canals, is the only part of the District in which the supply is now deficient. The case as regards the protected area of the Shikarpur and Karachi Districts is quite different. Here there has been no increase of canal-supply since the flood-waters were shut out by embankments. The effect of their construction is illustrated in the following statement, which shows the areas under cultivation in the protected talukas of the Shikarpur District in each year since 1873-74, and the average cultivation for the 6 years before, and for the 9 years after, the completion of the embankments.

No.	Year.	Kharif.	Rabi.	Total.	Remissions.	Net Revenue Realizations.	Remarks.
		A. G.	A. G.	A. G.			
1	1873-74 . .	420,337 27	117,888 9	538,225 36	1,10,238 15 1	12,36,064 4 7	
2	1874-75 . .	467,757 34	174,227 30	641,985 24	2,41,818 11 10	11,58,088 10 11	Flood year.
3	1875-76 . .	398,267 27	132,331 9	530,598 36	31,991 9 5	12,20,861 13 11	
4	1876-77 . .	450,018 19	232,891 33	682,910 12	2,13,987 11 10	11,73,289 3 2	Flood year.
5	1877-78 . .	349,882 9	123,757 16	473,639 25	1,970 7 0	12,09,898 5 8	
6	1878-79 . .	482,454 32	247,204 7	729,658 39	35 8 0	14,76,791 7 7	Flood year.
	TOTAL . .	2,568,718 28	1,028,300 21	3,597,019 12	5,99,992 15 2	74,74,993 13 10	
	Average for six years.	428,119 31	171,383 17	599,503 8	99,998 13 2	12,45,832 5 0	
7	1879-80 . .	357,434 8	134,358 9	491,792 17	5,858 10 0	12,51,567 2 6	
8	1880-81 . .	419,240 27	81,696 13	500,937 0	14.271 7 0	12,67,729 4 0	
9	1881-82 . .	Details not	obtainable.	559,607 37	10,082 5 0	16,16,109 10 0	
10	1882-83 . .	Ditto.		* 619,654 10	71,105 1 0	18,39,313 4 0	* Floods in the Shikarpur District consequent on the bursting of the embankment at the Rahuja mouth of the Sukkur Canal.
11	1883-84 . .	Ditto.		469,267 8	22,593 12 0	16,18,252 5 0	
12	1884-85 . .	419,062 2	125,575 0	544,637 2	26,370 10 6	18,41,526 1 6	
13	1885-86 . .	391,402 7	94,586 18	485,988 25	1,15,211 11 0	15,91,506 6 0	
14	1886-87 . .	427,149 32	85,743 24	512,893 16	96,043 5 0	16,17,341 9 0	
15	1887-88 . .	385,824 22	106,371 7	492,195 29	18,620 14 0	15,71,747 2 0	
	TOTAL . .	2,400,113 18	628,330 31	4,676,973 24	3,80,157 11 6	1,42,15,093 3 0	
	Average for 9 years total cultivation.	...	...	519,663 29	42,239 11 11	15,79,454 12 10	
	Do. 6 years Kharif and Rabi.	4,00,018 36	104,722 0	...	...	...	

12. It will be observed that the total cultivation has fallen from an average of 599,503 acres for the 6 years ending 1878-79 to one of 519,663 acres for the 9 years ending 1887-88; and that kharif cultivation has diminished by 28,100 acres and rabi cultivation by 66,661* acres for the same periods. The actual diminution of cultivation is probably greater than that shown by these figures, for the reason that under the settlements in force in the earlier years of the series, assessment was levied only on areas actually cultivated as ascertained by annual inspection and measurement; whereas, under the settlements recently introduced, whenever any portion of a survey number is cultivated the entire number is entered as cultivated and assessment is levied accordingly. The figures in the statement show areas assessed throughout. As might be expected, the contraction in rabi cultivation is much greater than in kharif cultivation, and it would have been greater than it has been were it not for the large number of wells that have been dug in recent years to supplement the canal supply. The decrease in the area cultivated, again, does not fully represent the losses suffered by cultivators, as the outturn of many fields on which assessment has been paid has been seriously diminished by the insufficiency of the available water-supply. Figures have been added to the statement showing the amounts remitted and the net revenue collected in each year of the series. The remissions granted since the embankments were built show a decrease averaging about Rs. 58,000 a year, and the net revenue realizations have increased by nearly Rs. 3,34,000 a year, notwithstanding the contraction of the cultivated area. The increased realizations are almost entirely due to changes in the settlements and rates of assessment levied, introduced during the last 10 years.

* The discrepancy between the figures showing total cultivation and those showing kharif and rabi cultivation separately arises from the circumstance that details are wanting of kharif and rabi cultivation for three of the series of years to which the total cultivation figures relate.

13. Cultivation returns for the three northern talukas of the Karachi District, which now depends mainly upon the lower half of the Western Nara, will be submitted separately. The results of the shutting out of the floods from these talukas are similar to those above shown for the Shikarpur District. The same cause has operated to diminish the supply in the Manchar Lake, where cultivation has decreased seriously, especially in the last two years.

14. Throughout the whole of the protected area in the Shikarpur and Karachi Districts the supply towards the tails of all main canals and branches is altogether insufficient, and a general displacement and transfer of cultivation has taken place. The water-supply is now used up on lands lying on the upper reaches of main canals and branches, where, since protection has been afforded by the embankments, cultivation has increased. The zamindars holding lands on the lower reaches of canals have suffered greatly, and there is urgent need for expenditure to restore to them the water-supply that they have lost. This displacement of cultivation is a serious matter. In some cases, but not in all, it has arisen from causes beyond administrative control. The Revenue Department and the Irrigational Department share responsibility for allowing landholders on the upper reaches of canals to use for the extension of their own cultivation water that properly belongs to lands lower down the canals. Many instances have come to the Commissioner's notice in which cultivators have been deprived, as it seems to him unfairly, of their customary water-supply, through the extension of cultivation, or the substitution of rice for dry crop cultivation, on lands higher up the canals. The attention of Collectors and Executive Engineers has been called to this subject. The rules under the irrigational settlements, which permit zamindars to cultivate without restriction rice or any other crop they please, are partly in fault and will be amended. Under former settlements landholders were not allowed to extend their rice cultivation without permission and it will be necessary to restore the old rule, or to enforce some equivalent precaution.

15. The statement in para. 11 above shows that 80,000 acres in Shikarpur, now barren, were cultivated 10 years ago. To this must be added the area thrown out of cultivation in the Karachi District. The contraction of cultivation in the Shikarpur and Karachi Districts, and in the Shahdadpur Taluka, which was transferred a few years ago from Shikarpur to the Upper Sind Frontier District, that has followed the construction of the Upper Sind embankments does not fall far short of 100,000 acres, and there can be no doubt that the resident population can cultivate quite as much land now as it did before 1880. The wealth and resources of the whole province, and especially of Upper Sind, have been greatly augmented by the large Government expenditure on supplies for the Afghan campaigns, and at Quetta, and on railway works in Sind and Baluchistan, while the growth of well cultivation and the high prices now obtainable for land with a canal supply show how eager the people are to extend cultivation. The average assessment on canal lands in the tract referred to may be taken at between 3 and 4 rupees per acre, so that Government will be quite safe in expending 50 lakhs of rupees, or more if necessary, in improving its water-supply. The Commissioner does not think that any improvement of existing canals will suffice to give with constancy the additional supply required, because these canals draw water from a part of the river that is always shifting; their heads are eroded in one year and in another obstructed by silt deposits thrown in front of them, and the discharge through them is always precarious. He would strongly recommend Government to take into immediate consideration the construction of a large supply channel taking off from the river above Sukkur, where its course is more permanently established than in any other locality, to feed the whole system of Ghar Canals, and if practicable those of the Western Nara also. Great part of the supply in the Sukkur Canal is now used up on the lands near the river, and the scheme should embrace the feeding of the tails of that canal. There is a very much better chance of a permanently profitable investment here than in the construction of new feeders to the Ghar and Western Nara drawing their

river supply from any place below Sukkur. The supply of any new feeders constructed there will be just as precarious and unreliable as that of the present channels feeding the Ghar and Western Nara Canals.

16. As regards the effect of the embankments on cultivation *below* Sehwan. Although the rise in the inundation level noticed by Mr. Lambert has raised the head of water in all canals below that town, no great increase of cultivation has taken place upon them as yet. In the Hyderabad District there is every prospect of a very large increase after the completion of improvements to canals in the Hyderabad and Fuleli Canals Divisions of which a beginning has now been made, but there is no such prospect in the Karachi District, on account of the scantiness of the population and the unhealthiness of the Delta Talukas.

17. Speaking of the embanments generally, the Kashmor and Begari Bunds, and those for some distance below Sukkur, as well as others protecting particular points on the river, are no doubt works of the greatest utility; but the question whether it is safe and otherwise expedient to maintain a continuous chain of embankments along the whole course of the river through Sind would seem to need very careful investigation. The fact that this work has been carried out without sufficient examination of all the conditions involved has already been noticed. The Fuleli Canals and those in the Karachi District were not designed or constructed to carry the additional head of water forced into them by the rise in the flood-level of the river brought about by the construction of the embankments, and large expenditure will yet have to be incurred in raising and strengthening their banks, and in providing drainage channels and escapes for the outflow of their surplus waters, as well as on strengthening the river embankments, if the present head of water is maintained in the river. The remarks made in paras. 79 and 80 of Mr. Lambert's report regarding the flooding of the Delta Talukas and the need for strengthening the banks of the Baghar Canal and for additions to the river embankments should be read in this connexion.

18. The average expenditure on river embankments during the last 6 years, as shown in para. 14 of Mr. Lambert's report, exclusive of the cost of supervising establishments, and the interest on the original cost of construction, has amounted to Rs. 1,90,000 a year. The heavy outlay on their maintenance has necessitated a corresponding curtailment of expenditure on the clearance and repair of canals, and is one of the causes of the unsatisfactory condition of the canals of the Hyderabad District. The charges on account of *abkalani* establishment employed on these embankments are enormous and have been increasing, although apparently they ought to have been reduced as embankments constructed in the earlier years became consolidated. The Commissioner is inclined to the opinion that the embanking of the river generally has been overdone and specially so in Lower Sind, and that the question of the maintenance of the embankments in the Delta Talukas should be considered not merely with reference to their own cost and the risks attendent on them, but also with reference to the expenditure on improvements to canals and drainage that their maintenance will necessitate and the revenue results that the entire expenditure may be expected to produce. The Upper Sind embankments should also be examined, and, if practicable, regulators should be built in them to admit spill-water from the river at places where it can be profitably utilised for grazing and rabi cultivation. Some of the depressions through which flood-water used to enter in former years might apparently be put to good account in this manner.

19. With reference to the remarks in para. 6 of Mr. Lambert's report regarding the grant of remissions, it should be stated that remissions are never granted when a cultivator who has only sufficient water to grow a dry crop—bajri or juari for instance—speculates and tries to grow rice, or any other crop that requires a superior supply. They are only granted in cases in which cultivation reasonably attempted has failed through insufficiency of the water-supply or has been injured by floods or other causes beyond the cultivator's control.

20. The figures given in paras. 7 and 8 of Mr. Lambert's report are for the financial year ending March 31st, and on that date, as explained in para. 5 of the Commissioner's forwarding remarks on the report for 1886-87, several instalments remain to be received. The collections on account of hakaba in the revenue year show an increase of Rs. 4,291-4-11 over those of the previous year. The miscellaneous revenue is collected by the Revenue Department direct, and by the Mukhtyarkars on the requisition of the Executive Engineers. The decrease is mostly in the Eastern Nara and Fuleli Divisions and is principally due to decreased receipts from farms of fisheries in canals and dhands. The following statement shows the state of outstanding balances at the end of the revenue year 1887-88 as contrasted with those of the previous year:

No.	District.	Outstanding balances of last year 1886-87, (*i.e.*, 1st August 1887).	Revenue for 1887-88. Gross Revenue.	Deduct Remissions.	Net Revenue for Collection.	Total Revenue for collection (*viz.*, total of Columns 3 and 6).	Total Collections.	Outstanding Balances on 1st August 1888.	Remarks.
1	2	3	4	5	6	7	8	9	10
		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
1	Kalat Territory	52,475 6 0	64,083 7 4	1,255 0 0	62,828 7 4	1,15,303 13 4	82,052 7 11	33,251 5 5	
2	Upper Sind Frontier	114 15 0	414 5 0	.....	414 5 0	529 4 0	425 5 0	103 15 0	
3	Shikarpur	353 6 0	12,467 0 0	.....	12,467 0 0	12,820 6 0	12,809 5 0	11 1 0	
4	Hyderabad	236 4 6	34,109 10 0	.....	34,109 10 0	34,345 14 6	34,211 15 6	103 15 0	
5	Karachi	117 0 0	6,416 12 0	.....	6,416 12 0	6,563 12 0	6,468 9 0	95 3 0	
6	Thar and Parkar	.....	636 0 0	.....	636 0 0	636 0 0	636 0 0	.....	
	TOTAL	53,296 15 6	1,18,157 2 4	1,255 0 0	1,16,902 2 4	1,70,199 1 10	1,36,633 10 5	33,565 7 5	
	Revenue for 1886-87	87,109 6 0	1,23,612 0 0	169 13 0	1,23,472 3 0	1,85,639 5 0	1,32,342 5 0	53,296 15 6	
	Deduct amount written off as irrecoverable in Kalat territory	24,942 4 0							
	Net amount	62,167 2 0							
	Increase	.....	.....	1,085 3 0	.....	.....	4,291 4 11	.....	
	Decrease	8,870 2 6	* 5,481 13 8	.....	6,570 0 8	15,440 3 2	.....	19,731 8 1	

* Decrease owing to decreased revenue (Rs. 2,911-0-8) from lands in Kalat territory, the arrangements regarding which are not in the hands of the revenue officers in Sind, and to decreased revenue in the Hyderabad and Karachi Districts, owing to lapse of and less cultivation in jagirs.

The outstanding balances are chiefly an account of hakaba on lands in Kalat territory. The Government of Bombay referred to this subject in para. 15 of their Resolution No. 48 W. I. 622 of 27th March 1888, and the Government of India in their Resolution No. 96 I., dated 22nd May 1888, remarked that "matters connected with Irrigation Revenue and Remissions" were not in a satisfactory condition in Kalat territory. See also correspondence ending with this office No. 3244 of 12th September 1888.

21. The Commissioner fails to follow Mr. Lambert in the remarks made in the 9th para. of the report regarding the two classes of political pensioners. It is hardly correct to speak of the Jagirdars of Sind as "Imperial Pensioners." A few of them received jagirs in lieu of pensions after the conquest, but the majority of them are properly speaking privileged landholders; and in some cases they or their predecessors in title originally excavated canals now controlled by the Irrigation Department and were in possession of their estates and water-supply before Sind became a British province. In such cases it would be by no means easy to make the adjustments suggested; still, the Commissioner has no doubt that in some instances, notably in the case of jagirs in the Hyderabad District, additional contributions in the shape of enhanced hakaba may be possible, and this subject is engaging his attention.

22. The balances reported in Mr. Lambert's para. 11 agree with those given by the Collectors and Deputy Commissioners as outstanding at the end of the revenue year. In the Upper Sind Frontier District postponements were granted in the Shadadpur Taluka on account of deficient water-supply, and there is a disputed item due by Mazari Chiefs residing in the Dera Gazi Khan District of the Punjab, who refuse to pay until the terms on which they are to be allowed to hold land on the Frontier of Upper Sind are settled. This matter is before Government. In Karachi, postponements were granted by the Collector up to December 1888 and April 1889, owing to failure of crops, and there are some items due by the Manager, Incumbered Estates. In Shikarpur and Hyderabad the balances are due principally by the Manager, Incumbered Estates.

23. The diminution in remissions granted, reported by Mr. Lambert in para. 12, is very satisfactory. The largest remissions for the year occurred in the Begari, Ghar, and Karachi Divisions. Those in the two former were mainly due to insufficiency of water-supply in the tails of the canals, and those in the Karachi District to breaching of the river embankments.

24. The Commissioner considers it unnecessary to follow Mr. Lambert in his detailed observations on the working of the various canals, but he will state his opinion on this subject generally, as well as with respect to several details noticed by the Superintending Engineer on which comment seems desirable. The canals in the Upper Sind Frontier District are in good order, and do the full work required of them, except in the Shadadpur Taluka, the irrigation of which is to be transferred from the Begari to the Sukkur Canal when the improvements suggested for the latter are carried out. The same may be said of the Eastern Nara Canals. The condition and management of the canals in these two divisions reflects, in the Commissioner's opinion, very great credit on the Executive Engineers who have long held charge of them, Messrs. J. A. Coghlan, and J. Young. An additional water-supply for part of the Upper Sind Frontier District is immediately available if the head regulator on the Sind Dora (where it passes through the Kashmor Bund) is worked. Inquiries are being made with a view to the early utilisation of this supply, if practicable. The few canals in the Shikarpur Division are in fair order, and the irrigational condition of the division is creditable to Mr. Single, the Executive Engineer in charge, though undue delay occurred in opening the canals in the year under report. The canals in the Ghar Division, excepting the Sukkur Canal, have not worked well for some years, owing to constant changes in the river. They also were not opened soon enough in the year under report. The supply they carry is quite insufficient to meet the present requirements of cultivation. An increase in the rabi supply admitted into the Sukkur Canal is very desirable, and apparently might be provided at very moderate cost by increasing the discharge capacity of the regulator. The deficient supply in come branches of the Ghar has been supplemented at different times by cutting feeders to them from the Western Nara. This abstraction of water from the Nara has of course reduced the supply in the lower part of that canal, and has caused a contraction of profitable cultivation in the Karachi District, causing loss and hardship to zamindars who had a better claim to the supply. The Commissioner entirely agrees with Mr. Lambert as to the expediency of placing the whole of the Western Nara under the charge of a single Executive Engineer.

25. The canals of the Hyderabad District, speaking generally, are not in a statisfactory state. Those in the Hyderabad Canals Division are low-level "lift" canals, and sufficient attention has not been paid to them for some years. Few, if any of them, have been cleared to their bed stones or to their full width, and the heads of some of them are in bad order. The expenditure made on them from the clearance grant for the last five years is shown in the margin. It will be noticed that the expenditure on clearance has materially decreased year by year, while that on establishments has increased from Rs. 18,487 in 1882-83 to Rs. 35,719 in 1886-87. The charges under the head "Repairs" relate mainly to "jungle cutting," which is work of a very unprofitable nature and might well be postponed when money is wanted for silt

Years.	Clearance.	Repairs.	Establishments.
1882-83	1,20,914	11,210	18,487
1883-84	1,16,416	9,738	29,048
1884-85	93,600	20,027	31,361
1885-86	74,349	20,724	21,870
1886-87	77,344	21,326	35,719

clearance. The charges for jungle cutting have been unusually heavy in this division, and they, as well as establishment charges, ought to be reduced considerably. There is great need for increased expenditure on these canals. They seem to have been viewed with disfavor by the Irrigation Department, because they are "lift" canals and their returns per acre irrigated are lower than those of "flow" canals; but the population cultivating from them is as industrious, and the cultivation is as good, as any in the province. The cotton grown in this division is the best in Sind. There is no lack of resident population, and any amount of additional labour wanted can be obtained from Jeysalmir and Jodhpur, from which States a considerable immigration has already set in to the lands under the Eastern Nara Canals. The only thing necessary to lead to a large extension of cultivation here is improvement of the existing canals. Until this is effected, no good use will be made of the improved river-supply that is now available to them. The need for improvement is greatest in the Sakrand, Shahdadpur, Hala, and Tando Allahyar Talukas, where cultivation has fallen off. Small improvements made last season at the Cellector's instance in the Naushahro Sub-division produced very good results and paid for themselves at once. The Executive Engineer in charge of this Division and most of his chief subordinates live in Hyderabad, outside its limits and at a long distance from their work. The Commissioner thinks that the Executive Engineer's head-quarters should be transferred from Hyderabad to Daulatpur, where a good bangalow is available, or to some other place in the centre of the Division.

26. The present water-supply in the Fuleli is perhaps the finest in the province, and after it has been brought under control by improvements now begun and the lands towards the tails of the canals have been reclaimed by clearing the silted up drainage channels, a very large expansion of cultivation and of revenue will be apparent. For several years previous to the year under report the clearances on the Fuleli Canals were altogether insufficient and many zamindars have suffered very severely from the swamping of their lands by the recurring overflow of canals whose beds and tails were blocked with silt. It will be necessary for some time to come to devote a considerable share of the clearance grants to the canals in the Fuleli and Hyderabad Canals Divisions to make up for deficient expenditure on clearance in the past. Expenditure is also required to fit the Fuleli Canals to carry the increased volume of water now poured into them and for the construction of regulators to distribute the supply. Government have recently allotted funds for the construction of a regulator at the head of the Fuleli main canal, and the Commissioner trusts that they will make further grants for the provision of additional regulators and other improvements needed, as he is satisfied that the expenditure will be immediately profitable in a marked degree. Money for these works cannot be spared from the grants for maintenance and repairs and the cost of their execution would not form a proper charge against those grants. A well digested project for the gradual improvement of the Fuleli Canals to suit the changed condition of their river supply should be drawn up and submitted for sanction after full consideration of all the conditions to be served, and each approved work should be executed in the order of its importance as decided on in consultation with the Revenue officers. The total expenditure, ordinary and special, on these accounts will amount to several lakhs of rupees, and it should be made under proper sanction and systematically. Clever men and capitalists of Hyderabad have grasped the situation and have acquired rights to water in favourable positions high up the canals which should not be extended beyond their just limits. There will be many claimants to the improved supply, and the claims of those zamindars whose lands have been flooded and thrown out of cultivation by no fault of their own should receive the first consideration. Special attention should be paid by the Executive Engineer and the Collector, whilst the improvements are in progress, to the private watercourses through which water is drawn from the canals. Reference is made to this subject in another sense in para. 74 of the Superintending Engineer's report. Since the canals have fallen into their present surcharged condition, the Irrigation officers have encouraged landholders to enlarge the heads of their watercourses and to keep them constantly open and to allow water to flow continuously over rice crops and to make new openings to lead water on to uncultivated lands, in order to reduce the pressure on the canal banks and prevent their breaching. All these watercourses have been shewn in the maps prepared by the Survey Department for the settlements just made in the Fuleli Talukas, and unless the matter is taken in hand and dealt with promptly, unfounded claims to water-supply and complications are likely to ensue hereafter. It is very desirable that the number of private watercourses should be reduced, as also the dimensions of the heads of many of them. The Collector and the Executive Engineer should do all in their power to encourage zamindars to build masonry heads to them, and the Collector should grant loans freely for this purpose. Another matter connected with the Fuleli water-supply that requires attention is the use made of it on jagir lands and the hakabo paid for it. There are large jagirs on the Fuleli and the jagirdars use more water than they pay for. They are only required under the Hakabo Rules to pay for water irrigating cultivated land, and they pay nothing for land wetted but not cultivated. The cultivated area is ascertained each year, and Re. 1 per acre is charged for the water-supply. Their cultivators let water flow continuously over their rice fields whenever they can get it, for the sake of the silt that falls and fertilizes the soil, and the surplus water is led off on to low-lying lands that grow grass and other useful products. The jagirdars should be required to build regulators at the heads of all their canals which should be worked under the orders of the Executive Engineer, and those who use a continuous supply for rice cultivation should pay a higher rate of hakabo and something should also be charged for water used on lands that are not cultivated.

27. The question of levying some payment for the use of Fuleli water irrigating zamindari and unoccupied grazing lands has been noticed by Government, and the subject has received attention from the Collector of Hyderabad and the Commissioner. Most of these lands are in the flooded portions of the Tando Bago, Badin and Guni Talukas, and many of them were formerly cultivated and will be cultivated again when the canals are put in order. Colonel Trevor is averse to the levy of grazing fees at present, on account of the impoverished state of the cultivators who own many of the cattle and the hardships that they and the zamindars have suffered by the flooding of their lands, and the Commissioner agrees with him to a certain extent. But the question should soon now be taken up in earnest, as the *Haris* (labouring cultivators) are becoming demoralized and inclined to neglect cultivation for breeding and grazing milch cattle, which affords a very easy means of livelihood when grazing is free.

28. The condition of the canals in the Karachi District may be described as good in the Delta Talukas and unsatisfactory in the talukas above Manjhand. Clearance has been neglected on the Western Nara, as shown in para. 77 of Mr. Lambert's report; but the silting of the Aral and other canals connected with the Manchar Lake is due to causes practically beyond control. A very large expenditure has been incurred on canals and river embankments in the Karachi District for some years past, but the results obtained have been altogether incommensurate with the outlay, as is shown by the figures given in para. 81, of the report. The bulk of the money has been spent for the benefit of the Delta Talukas, whose population is scanty and thinned by fever and frequent outbreaks of cholera and other epidemic disease. The average charges against the canal revenue of these talukas for the last five years probably exceed 80 per cent. of the receipts, and there is no reasonable expectation, in the Commissioner's opinion, of any large increase of cultivation occurring in them even if expenditure at the present rate is continued. Drainage works are now talked of, and their construction would doubtless tend to improve cultivation and probably the sanitary condition also, but their cost will be considerable. These talukas would probably have returned a much larger net revenue than they do at present, if they had been treated in the same way as the Rohri Sub-division and left to depend mainly on spill-water for their irrigation. The whole position in these talukas as regards present and prospective expenditure and realizations and the risks run in the attempt to retain the river floods at a high level between the double line of embankments referred to in paras. 9 and 17 above needs careful examination, and the Commissioner thinks that the Superintending Engineer should be called on for a full report on the subject. If expenditure in these talukas can be curtailed, the money set loose can certainly be expended much more profitably elsewhere.

29. The question raised in para. 88 of the report regarding the assessment of dubari cultivation on the Sukkur Canal is under consideration. There is a difference of opinion as to the facts of the case, and as to the remedy to be applied. It appears that the greater part of the 18,348 acres reported by the Superintending Engineer as cultivated with both kharif and rabi crops was irrigated in the kharif season only, and received none of the rabi supply; much of it is rice land on which a second crop was raised on the moisture remaining in the soil after the rice crop was harvested. For such poor rabi cultivation as this the rate settled by Mr. Erskine is probably as sufficient in the case of the Sukkur Canal as Mr. Lambert admits it to be for other canals. For lands for which both kharif and rabi supply is taken the rate is certainly insufficient, and the question pending settlement is as to the treatment of such twice-watered lands. The Commissioner is inclined to think that the best immediate solution is to refuse a rabi supply to lands cultivated with kharif crops, as both the kharif and the rabi supply at present available in the canal are insufficient to meet the whole demand for water, and what there is ought to be distributed as evenly as possible. Mr. Lambert has not noticed the extent of the rabi supply discharged through the Sukkur Canal or the area that it sufficed to irrigate.

30. Rice cultivation on the Ghar Canals, to which reference is made in paras. 39 and 41 of the report, has fallen off considerably in the last few years, and in the year under report juari was largely cultivated on rice lands. The areas under rice and juari respectively in each of the last 10 years are shown in the margin. In the Larkana Taluka, where the revised settlement is still in force, the insufficiency of the canal supply has pressed heavily on zamindars holding lands assessed at rice rates, who have had to choose between leaving their fields uncultivated and growing inferior crops. If the juari crop had not been an unusually good one, and if prices of produce had not ruled at exceptionally high rates, in the year under report, the remissions on these lands would have been heavy.

	Rice.	Juari.
1878-79 . .	151,127	24,848
1879-80 . .	157,496	10,808
1880-81 . .	170,342	24,548
1881-82 . .	138,424	34,868
1882-83 . .	146,638	49,803
1883-84 . .	145,617	13,568
1884-85 . .	153,448	20,752
1885-86 . .	141,787	11,292
1886-87 . .	128,889	28,230
1887-88 . .	44,539	81,089

31. The special clearance on the Gul Mahamedwah branch of the Western Nara, noticed in para. 43 of the report, led to new cultivation on lands commanded by the Ghar. The revenue thus obtained in the Shikarpur District was realized at the cost of the Karachi District, and the diversion of the water-supply was unfair to landholders on the lower part of the Western Nara Canal, who were deprived of water to which they had a distinctly prior claim. Another and larger diversion of water from Nara to Ghar lands has resulted from special clearances in the Arthurwah, begun in the year under report and finished before the inundation of 1888. The Arthurwah is a branch of the Western Nara, and the special clearances, on

which Rs. 26,000 were expended, included the widening of the regulator at its head, the construction of a second regulator half-way down it, and the excavation of some three miles of new canal to join it with the Chilowah, a branch of the Ghar insufficiently supplied from the main canal. This work should not have been executed in presence of the known insufficiency of the supply in the lower part of the Western Nara, and it is not a work that should have been executed at the cost of the Maintenance and Repairs grant. Increased attention should be paid in carrying out new works and improvements to the customary rights of landholders in the matter of water-supply, and the attention of Collectors and irrigation officers has been drawn to this subject.

32. The results reported by Mr. Lambert in para. 48 for the Eastern Nara Canals are most satisfactory and encouraging. The Commissioner understands that the water drawn from the river through the existing supply channel at Rohri is now doing nearly all the duty that can be got out of it, and that some expansion of the river supply will very soon become necessary. A branch taking off from the Jamrao Dhand to water the eastern part of the Sakrand and Shahdadpur talukas of Hyderabad is very much wanted, and would pay as well as any of the canals of the system. Part of this tract was watered from the Nara some years ago, but the supply was cut off when the works for the new canals were undertaken. There is every prospect of a large increase of cultivation and of revenue in the Nara Valley, and no want of labour for cultivation. The great want of the district is railway communication with Hyderabad, in order to give its cultivators a good market for their produce. A project for a cheap feeder-line from the Nara river to the North-Western Railway is before Government.

33. The Commissioner cannot admit the justice of the remarks made by the Superintending Engineer in para. 74 of his report attributing the numerous breaches of canal banks that occurred in the Fuleli Division to the neglect of zamindars and cultivators to keep in proper order the heads supplying their private water-courses. These accidents and the damage they occasioned were mainly the result of insufficient clearance and the silting up of the tails of the Fuleli Canals, coupled with the increased volume of water poured into the Fuleli Main Canal by the rise in the flood level of the river, to which reference has already been made. The construction of the regulator at the head of the Fuleli lately sanctioned, and the clearance of the tails now in progress will diminish the risk of breaches in future years.

34. The project for a new feeder to the lower part of the Western Nara, referred to in para. 77 of the report, has been submitted to Government, with a recommendation that the condition of the whole canal should be thoroughly investigated before decision is come to regarding the steps to be taken for improving its supply. The examination on which the project is based extended only to that part of the canal which is in the Karachi District.

35. The Commissioner has not supported the project for improving the Kalri Canal mentioned in para. 80 of Mr. Lambert's report, because he does not think it likely to lead to any real extension of cultivation, as full use is not made of the supply already afforded by canals in the Delta Talukas.

36. The present report, following the scheme of former reports, contains full information regarding the revenue results obtained in each Canal Division, but few details regarding the progress of cultivation. Fluctuations in revenue collections are dependent in great measure on settlements in force and rates of assessment levied,* and conclusions as to the condition and working of canals cannot safely be founded on a consideration of their revenue returns alone. It seems desirable that in future reports cultivation returns for each Canal Division, and for each important canal, should be added for the same series of years for which revenue figures are given. The following form is suggested as convenient for the cultivation returns:

* See the table in para. 11 above, and remarks in para. 12.

Years.	Cultivation receiving a perennial supply.		Kharif.										Rabi.						Total cultivation.	
			Rice.		Juari.		Bajri.		Other crops.		Total Kharif.		Wheat.		Other crops.		Total Rabi.			
	A.	G.	A.	G.	A.	G.	A.	G.	A.	G.	A.	G.	A.	G.	A.	G.	A.	G.	A.	G.

37. It is desirable also that a clear and comprehensive account should be given in these reports, or separately, of the manner in which the grants for maintenance and repairs and for

extensions and improvements are applied and expended. The average expenditure under these heads of the last 6 years, as shown in para. 13 of the report, has amounted to more than Rs. 11,00,000 a year, but the only information published regarding it is that contained in the brief summary given in the General Administration Report prepared in the Public Works Secretariat. The Superintending Engineer should give an account of his stewardship, and the operations of the Department should be laid open to examination and criticism.

38. The grants made, large as they are, are admittedly insufficient to allow of the simultaneous execution of every desirable improvement. The money available must be spent economically, and it is most necessary that canals should be cleared to their full depth and width, that their banks should be repaired, and that their heads should be put into the best working order possible, before expenditure is devoted to other work of less immediate utility. If this principle is to be observed, a clear account of work executed and expenditure made must be rendered. Each canal has its sanctioned section, and its condition with reference to that section should be reported yearly and explanations should be given of deviations from the standard. A full description of the work executed in each Canal Division should be given, and the expenditure incurred should be classified under some such heads as the following:

(1) Silt clearance.
(2) Repairs to canal embankments.
(3) Clearance and improvement of canal heads.
(4) Jungle-cutting and removing fallen trees.
(5) Inspection path-ways along the sides of canals.
(6) Construction and repairs of inspection bungalows.
(7) Construction and repairs of canal chowkies and tool-houses.
(8) Regulators and sluices.
(9) Sloping canal banks and cutting of angles.
(10) Establishments charged against works. The expenditure under this head should be shown in clear detail—the rates of pay allowed, the number of men employed at each rate, the periods of their employment, and the manner of their employment, should be stated and increases and decreases should be shown and accounted for.

Corresponding details should be given regarding expenditure on river embankments in each Canal Division. It will then be possible to contrast the expenditure made in the several divisions and to compare it with the results obtained. Good management or the reverse on the part of the Divisional Officers will be apparent and improvements effected in one division may be extended to others.

39. Some figures of expenditure are given in paras. 13 and 14 of Mr. Lambert's report, but they are not in sufficient detail for administrative or critical purposes, and while they nominally show the expenditure on "Establishments" separately from that on "Works," they do not show the actual outlay under either head. The Establishment charges entered are only those on account of the Permanent Establishment of Executive Engineers, Supervisors, Overseers, Clerks, &c., &c., but other large charges are also incurred on account of Establishments and are included under the head "Works." The following statement exhibits the actual outlay on Works and on Establishments respectively for five of the years treated by Mr. Lambert. Figures for the years 1881-82 and 1887-88 are not in the Commissioner's possession:

Year.	Works.	Establishment.			Total expenditure.
		Permanent.	Charged against works.	Total.	
1882-83	6,47,604	2,22,036	2,21,387	4,43,423	10,91,027
1883-84	6,42,586	2,14,128	2,36,230	4,50,358	10,92,944
1884-85	6,10,523	2,13,717	2,43,234	4,56,951	10,67,474
1885-86	5,72,872	2,48,524	2,58,276	5,06,800	10,79,672
1886-87	5,54,157	2,71,930	2,73,765	5,45,695	10,99,852
Total	30,27,742	11,70,335	12,32,892	24,03,227	54,30,969
Average	6,05,548	2,34,067	2,46,578	4,80,645	10,86,193

The establishment charges thus amounted to 79 per cent. on the outlay for works and, considering that much of the work done was earth excavation and embankment executed under contract, they appear enormous, after making allowance for the *abkalani* establishments employed

during the inundation season to watch embankments. It will be observed that while the outlay on works has steadily diminished from Rs. 6,47,604 in 1882-83 to Rs. 5,54,157 in 1886-87, that on establishment has progressed year by year from Rs. 4,43,123 to Rs. 5,45,695. Other instances brought to notice in the foregoing remarks indicate that there is room for improvement in the application of the Maintenance and Repairs grants, and the Commissioner thinks that cause has been shown for the submission of a more detailed account of the administration and expenditure of the Department than has hitherto been supplied. The Revenue officers, who are in the best position to ascertain and represent the wants of the people in the matter of water-supply and are responsible for the working of the revenue settlements the maintenance of which depends on irrigation should have a greater voice than has been allowed them in directing the expenditure of the maintenance grants. The work to be executed in each season should be settled in consultation between the Revenue and Irrigation officers and the programme settled on should be carried out.

40. A large share of the maintenance grants has been devoted for the last 10 years to the protective embankments along the river, and the Commissioner concurs in the opinion expressed in para. 14 of the report as to the advantage of setting free a portion of that outlay for expenditure on canal clearances, which, as Mr. Lambert says, "are invariably attended with increased cultivation and revenue." He also concurs in the recommendation made by Mr. Lambert in the same para. that the North-Western Railway should be required to contribute its share of the cost and maintenance of the Upper Sind river embankments, which were doubtless constructed and are maintained partly for the protection of that railway against floods.

41. In the above imperfect review the Commissioner has found occasion to comment in an unfavourable sense on some of the work of the Irrigation Department in Sind, especially in the matter of the direction of expenditure of the Maintenance and Repairs grants. His attention was specially attracted to this subject by the circumstance that his predecessor, Mr. Erskine, reported to Government shortly before he left Sind that some of the revenue settlements made in the last few years could not be maintained unless more money was spent on the clearance of canals, and that not long after he had taken up the office of Commissioner he was obliged to submit a similar representation. Government were pleased to accept the recommendations submitted by the Superintending Engineer and supported by the Commissioner, and made a liberal additional grant at the beginning of 1888, that has sufficed to improve the condition of many of the canals. But much remains to be done, and no prospect has been held out by Government of any permanent addition to the clearance grant, while under present financial conditions no increase can be immediately expected. It is therefore essential that irrigational expenditure should be economised in every way possible, and that it should be confined to works that are necessary for securing water-supply to lands the holders of which have a rightful claim to water, until those claims are satisfied. It was necessary that an examination of the expenditure of past years should be made, in order to discover items in which economy may be exercised, as well as items the execution of which will bear deferment. Some of the criticisms offered by the Commissioner accordingly refer to conditions and circumstances with which he was not personally conversant, and he would not have referred to them if other means had been open to him of forming conclusions and suggesting improvements that seem to him to be called for. He desires to acknowledge the ready and cordial assistance he has received from the Superintending Engineer in this inquiry, as well as in all other matters, and the excellent work done by Mr. Lambert and the officers of the Sind Irrigation Department during the year under report.

C. B. PRITCHARD,
Commissioner in Sind.

General Abstract of Financial Results of Irrigation Works in Sind for and up to the close of 1887-88.

General Abstract of Financial Results of Irrigation Works in Sind for and up to the close of 1887-88.

WORKS IN OPERATION.

	Major Works—Productive Works.					Minor Works and Navigation—Works for which Capital and Revenue Accounts are kept.										Minor Works and Navigation—Works for which only Revenue Accounts are kept.					
	Desert Canal.	Unharwah.	Begári Canal.	Eastern Nára Works.	Total.	Sukkur Canal.	Ghár Canal.	Mehrabwah.	Alibhar Kacheri Canal.	Márak Great Canal.	Surfrazwah.	Fuleli Canal.	Total.	Grand Total.	Under Executive Engineer, Shikárpur Canals.	Under Executive Engineer, Ghár Canals.	Under Executive Engineer, Hyderabad Canals.	Under Executive Engineer, Fuleli Canals.	Under Executive Engineer, Karáchi Canals.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Capital Outlay.																				
During year . Direct .	57,155	10,229	6,089	1,13,753	1,87,226	...	...	...	...	...	...	...	...	1,87,226	...	...	...	...	...	...
During year . Indirect .	1,352	212	144	4,877	6,615	...	...	...	...	...	...	...	...	6,615	...	...	...	...	...	...
Total .	58,507	10,471	6,233	1,18,630	1,93,841	...	...	...	...	...	...	...	...	1,93,841	...	...	...	...	...	...
To end of year . Direct .	11,76,780	3,31,627	16,25,609	49,00,601	80,34,617	13,28,747	4,15,537	66,018	23,207	1,93,600	1,18,559	9,30,232	30,75,900	1,11,10,517	...	...	...	...	...	...
To end of year . Indirect .	39,569	7,288	47,470	1,82,134	2,76,461	59,966	25,440	1,851	710	7,953	6,121	33,243	1,35,284	4,11,745	...	...	...	...	...	...
Total .	12,16,349	3,38,915	16,73,079	50,82,735	83,11,078	13,88,713	4,40,977	67,869	23,917	2,01,553	1,24,680	9,63,475	32,11,184	1,15,22,262	...	...	...	...	...	...
Gross Revenue.																				
During year . Direct .	36,971	40	25,491	15,989	78,491	1,131	4,674	202	650	2,203	1,888	23,561	34,309	1,12,800	5,027	7,571	12,843	574	18,724	44,739
During year . Indirect .	91,709	53,206	2,15,748	3,12,523	6,73,186	97,893	3,42,782	23,181	4,109	45,264	19,751	3,58,502	8,91,482	15,64,668	3,23,054	4,07,055	4,74,322	41,468	5,26,074	17,71,973
Total .	1,28,680	53,246	2,41,239	3,28,512	7,51,677	99,024	3,47,456	23,883	4,759	47,467	21,639	3,82,063	9,25,791	16,77,468	3,28,081	4,14,626	4,87,165	42,012	5,44,798	18,16,712
To end of year . Direct .	1,67,896	72	2,40,813	5,42,966	9,51,747	13,063	1,85,531	718	10,265	45,962	27,278	5,84,930	8,17,742	17,69,489	...	...	...	...	...	...
To end of year . Indirect .	13,47,419	1,18,129	35,00,403	43,20,650	92,86,601	8,28,227	1,09,86,879	1,03,163	89,958	6,97,227	1,77,168	49,92,033	1,78,74,655	2,71,61,256	...	...	...	...	...	...
Total .	15,15,315	1,18,201	37,41,216	48,63,616	1,02,38,348	8,41,290	1,11,72,410	1,03,881	1,00,223	7,43,189	2,04,441	55,26,963	1,86,92,397	2,89,30,745	...	...	...	...	...	...
Working Expenses.																				
During year . Direct .	49,588	16,860	83,096	87,063	2,36,607	43,571	1,60,740	9,188	5,967	18,183	11,893	2,47,849	4,97,391	7,33,998	2,31,358	1,14,223	1,93,057	28,559	4,35,197	10,02,394
During year . Indirect .	1,337	341	1,925	2,813	6,416	909	3,419	198	158	376	281	5,200	10,541	16,957	...	...	...	...	...	...
Total .	50,925	17,201	85,021	89,876	2,43,023	44,480	1,64,159	9,386	6,125	18,559	12,174	2,53,049	5,07,932	7,50,955	2,31,358	1,14,223	1,93,057	28,559	4,35,197	10,02,394
To end of year . Direct .	4,38,274	42,083	17,91,526	23,28,099	45,99,982	7,89,991	31,15,794	63,071	94,810	2,51,921	1,77,526	39,33,040	84,26,153	1,30,26,135	...	...	...	...	...	...
To end of year . Indirect .	12,867	923	48,541	1,03,837	1,66,168	23,800	70,894	1,501	2,875	6,394	6,525	1,20,943	2,32,932	3,99,100	...	...	...	...	...	...
Total .	4,51,141	43,006	18,40,067	24,31,936	47,66,150	8,13,791	31,86,688	64,572	97,685	2,58,315	1,84,051	40,53,983	86,59,085	1,34,25,235	...	...	...	...	...	...
Net Revenue.																				
During year . .	77,755	36,045	1,56,218	2,38,636	5,08,654	54,544	1,83,297	13,997	−1,366	28,908	9,465	1,29,014	4,17,859	9,26,513	96,723	3,00,403	2,94,108	13,483	1,09,601	8,14,318
To end of year . .	10,64,174	75,195	19,01,149	24,31,680	54,72,198	27,499	79,85,722	39,309	2,538	4,84,879	20,390	14,72,980	1,00,33,312	1,55,05,510	...	...	...	...	...	...
Simple Interest.																				
During year . .	45,928	13,060	64,902	1,93,749	3,17,639	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
To end of year . .	4,62,623	38,483	9,55,145	32,88,965	47,45,216	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Net profit after paying off Interest.																				
During year . .	31,827	22,985	91,316	44,887	1,91,015	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
To end of year . .	6,01,551	36,712	9,46,004	−8,57,285	7,26,982	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

NOTE.—Direct outlay under Working Expenses includes share of cost of Collection in the Civil Department.

Expenditure on and Receipts from Agricultural Works for which neither Capital nor Revenue Accounts are kept.

	Expenditure.	Receipts.
Begári Canals.	Rs.	Rs.
Kashmor Bund.		
Loop bund near Kashmor	42,249	
Small length of loop near Dari	298	
Maintenance and repairs to the bund	35,829	
Maintenance of garden at Badani	480	
Rent of Telegraph line at Badani	1,800	
Maintenance and repairs, Buxaliwah	608	
Bund to protect the town of Khaira Garhi	3,466	
General charges for establishment and Tools and Plant	17,279	
Share of collection charges in the Civil Department	696	
	1,02,705	223
Irrigation share of Land Revenue	...	6,958
Total, Begári Canals	1,02,705	7,181
Shikárpur Canals.		
Forest sluice in Sukkur and Begári Bund	1,426	
Two sluices in Kásimpur Bund to water Rohri Forest	3,142	
Kásimpur Bund	1,448	
General charges for Establishment and Tools and Plant	1,478	
Total, Shikárpur Canals	7,494	12
Ghár Canals	...	16
Eastern Nára District	...	3
Karachi Canals.		
Constructing sluice in Sumarwah Surghani Forest	753	
Do. Mirwah Gunj do.	701	
General charges for Establishment and Tools and Plant	904	
Total Karáchi Canals	2,358	...
Mathematical Instrument Depôt in Sind	−66	...
TOTAL	1,12,491	7,212

C. CUNNINGHAM,
for *Examiner of Public Works.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, July 1st, 1889.

Normal monsoon conditions have prevailed throughout the greater part of India during the past week. On some days the currents have been partially interrupted, and hence their extension into a large portion of North-Western India has not been complete, and that part of India has been more or less rainless with a high temperature. With this exception, however, rain has been general, and at several stations has been heavy. Accompanying this general rainfall, there have been moist cloudy weather and comparatively low temperatures.

The Chart of the 25th June exhibited the ordinary high pressure area over the Malabar Coast and the ordinary low pressure area over the Indus Valley; but, in addition to this, there existed an area of relatively low readings over the head of the Bay of Bengal, the east of the Central Provinces, and the whole of the North-West Provinces. Within this low pressure were three centres of depression—one over the north-western angle of the Bay, a second over Behar and the east of the North-Western Provinces, and a third between Nowgong and Agra. These depressions occasioned local cyclonic circulations of the wind over the portion of India covered by them, but elsewhere normal monsoon breezes prevailed. The monsoon over the Peninsula was fresh, and over Sind, Guzerat, Central India, and Rajputana strong. On the following day the depression over the Bay had developed somewhat and become a well defined storm. That which lay over Behar and east of the North-Western Provinces had moved slightly westward, and absorbed into it the small Nowgong-Agra disturbance. With these exceptions, there had been no change of importance in the distribution, and the winds direction and force were generally unaltered. By the morning of the 27th the small depression which had been shown over the north-west angle of the Bay had passed westward, and had also become absorbed into the general depression over the central parts of the country. A well marked cyclonic circulation existed around this depression, but otherwise the winds were normal. The Chart of the 28th showed that the depression, without changing its intensity, had advanced west-north-westward through the Central Provinces, and that its centre lay near Saugor. The cyclonic circulation around it was very well marked. Normal winds prevailed elsewhere, though over the head of the Bay the force of the wind was exceptionally high. Between the 28th and the morning of the 29th the storm moved north-westward, and at 8 A.M. on the 29th the centre lay immediately to the south-east of Ajmere and Jeypore. There was no alteration in the winds. They continued to circulate cyclonically around the storm area, and to blow strongly both over the Bay and across the West Coast. The observations of the 30th showed that the barometer was rising in all districts, except North-Eastern India, and that the depression which lay near Jeypore on the 29th had filled up after an existence of nearly a week. There was much less difference of pressure between the south and north of India than is ordinarily the case at this season of the year, and there were again indications of a tendency to depression formation over Bengal. With the decrease in the barometric

gradient noticed above, there had occurred a decrease in the force of the monsoon currents, which were moderate only on both sides of India. The Chart of the 1st July showed that a depression was commencing over Central Bengal. Otherwise there was little alteration, and the monsoon currents remained below the normal strength.

Temperature.—The departures of temperature from the normal have been much less during the past week than during the two or three preceding weeks. The monsoon current, with its cloudy skies, high humidity, and fairly constant rain, has prevailed over the greater part of the country and, except where local heavy falls of rain have occasioned rapid local changes of temperature, has maintained a fairly constant temperature. The largest variations from the normal have occurred in Sind, Guzerat, and Rajputana; the smallest in Burma. The former districts were those where the monsoon currents were most intermittent in their action, while the latter district was steadily influenced by them throughout the week.

The past week was a cool one generally, but especially so in Bengal and the North-Western Provinces, where on every day of the week the average mean temperature was below the normal.

The following table shows the excess or defect of the mean average temperature of the different Provinces from the normal, both for the present and for the preceding week:

Province.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of Present Week from Normal.
Burmah	+ 0·1°	0
Bengal	— 1·3°	— 1·3°
North-Western Provinces	— 6·8°	— 2·5°
Punjab	— 3·7°	+ 0·6°
Bombay	+ 0·2°	— 0·3°
Central Provinces and Berar	— 2·0°	+ 0·5°
Guzerat and Central India	— 3·3°	— 1·1°
Sind and Rajputana	— 2·3°	— 1·4°
Madras	+ 0·5°	— 0·1°

From this table it will be seen that the relative coolness is less this week than last. A slight excess has replaced in the Punjab and Central Provinces the considerable deficiency which prevailed last week, while elsewhere the deficiency is generally slighter than it was last week.

Rain.—The distribution of rain has been approximately the same as that reported last week. Over the greater part of the country rain has fallen generally and almost daily, but in North-Western India it has been scattered and partial and entirely absent at some stations. In Southern Madras similar conditions have prevailed.

The following is a brief description of the daily distribution of rain. On the 25th there was no rain reported from the Punjab, Rajputana, Sind, or Eastern Madras (south of Masulipatam), but general rain elsewhere,—heaviest in Bengal. The reports of the succeeding day showed a similar distribution, except that rain had extended north-westward along the line of the hills in the Punjab. The amounts were generally moderate. The only change shown by the reports of the 27th was the much heavier fall on the West Coast, where Mangalore reported 3 inches, Karwar 6, and Goa 7 inches. On the 28th general rain continued with patches of large amounts over the central stations and the West

Coast. On the 29th the amount of rainfall had become much slighter, but the area covered remained unchanged. On the 30th the falls were still lighter, and on the 1st both the amount of the rainfall and its extent had alike decreased.

The table at the close of the summary shows that at 32 out of the 51 divisions into which India has been divided the average rainfall of the week has been exceeded, and that at 17 the rainfall has been deficient, though in the majority of cases the deficiency has been small, not reaching 1 inch.

In Burmah, Tenasserim, and Arakan, show that notwithstanding heavy local rain at Akyab, the week's fall has been short of the average; but in Lower and Central Burmah there is an excess. Excessive rain is also reported from the whole of Bengal, the North-Western Provinces (East), (West), and (Submontane) and Oudh (North); but in the North-Western Provinces (Central) and Oudh (South) there has been a deficiency of about half an inch. In all parts of the Punjab, except the hill districts and the Indus Valley, there have been deficient rains. The Malabar Coast had slightly, and Coorg considerably, less than usual while Madras (South Central), Mysore, and the Konkan had an excess. The whole of the district comprising the Deccan, Khandeish, the west of the Central Provinces, and Kattiawar had deficient rainfall, while Guzerat, Central India, Rajputana, and Sind had more than usual. In Madras there was a general though slight excess.

The maximum falls are as a rule not remarkable. Cherrapunji had 27 inches, and some stations in North and Central Bengal between 10 and 12 inches. Behar, both North and South, and the adjoining parts of the North-Western Provinces received falls of between 10 and 12 inches; but further to the westward the amounts decreased, and there was nothing very important over Upper India. In the Malabar Coast districts falls of 13 or 14 inches, and in the Konkan of between 16 and 19 inches, are reported. At one station in the Kolhapur district of the Deccan 20 inches were received. Fair, moderate rains were experienced over the Central parts of the country and the Peninsula, and good rain in Ganjam.

The concluding column of the table shows the state of the seasonal fall. There is more or less deficiency in Burmah and East Bengal, excess in other parts of Bengal and over nearly the whole of the North-Western Provinces, and a rather large deficiency in the Punjab. Over the West Coast districts the variations are somewhat irregular, but all over the Central Provinces and in Kattiawar there is a deficiency. In Central India, Rajputana, and generally over Madras the rains have been good.

Province.	Division.	Rainfall Data for Week ending July 1st, 1889.			Rainfall Data from May 13th to July 1st, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to July 1st.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	5·55	9·00	— 3·45	49·78	53·43	— 7
	Lower Burmah	5·50	4·17	+ 1·33	22·62	27·24	— 17
	Central Burmah	4·07	3·39	+ 0·68	17·10	22·11	— 23
	Upper Burmah	1·31	?	?	13·81	?	?
	Arrakan	13·00	13·69	— 0·69	63·08	65·95	— 4
Bengal and Assam	Eastern Bengal	5·13	3·85	+ 1·28	24·65	25·94	— 5
	Assam (Surma)	8·41	3·78	+ 4·63	45·79	34·52	+ 33
	Do. (Brahmaputra)	6·64	4·64	+ 2·00	31·68	24·75	+ 28
	Deltaic Bengal	3·27	2·26	+ 1·01	15·68	14·21	+ 10
	Central Bengal	4·93	2·34	+ 2·59	17·63	13·49	+ 31
	North Bengal	7·26	5·11	+ 2·15	31·89	32·04	0
	Orissa	3·82	3·44	+ 0·38	12·71	11·29	+ 13
	Chota Nagpur	5·92	2·60	+ 3·32	12·72	10·29	+ 24
	Behar (South)	5·04	2·50	+ 2·54	10·77	7·56	+ 42
	Do. (North)	6·19	2·67	+ 3·52	15·08	10·37	+ 45
North-Western Provinces and Oudh.	North-Western Provinces (East).	4·24	1·94	+ 2·30	7·90	5·23	+ 51
	Oudh (South)	1·53	2·10	— 0·57	6·79	5·42	+ 25
	Do. (North)	2·50	2·35	+ 0·15	7·57	6·76	+ 12
	North-Western Provinces (Central).	0·95	1·39	— 0·44	3·92	3·88	+ 1
	North-Western Provinces (West).	1·42	1·36	+ 0·06	3·04	4·10	— 26
	North-Western Provinces (Submontane).	2·77	2·61	+ 0·16	8·23	6·87	+ 20
Punjab	Punjab (South)	0·13	0·82	— 0·69	2·14	2·45	— 13
	Do. (Central)	0·06	1·80	— 1·74	1·24	4·01	— 69
	Do. (Submontane)	0·87	2·02	— 1·15	2·70	4·19	— 36
	Do. (Hill Districts)	6·52	3·19	+ 3·33	13·58	11·49	+ 18
	Do. (North-West)	0·74	0·87	— 0·13	2·20	2·87	— 23
	Do. (West)	0·78	0·34	+ 0·44	1·72	1·34	+ 28
Bombay and Malabar Coast Districts (Madras).	Malabar	6·32	7·23	— 0·91	43·33	44·63	— 3
	Madras (South Central)	1·57	0·34	+ 1·23	6·15	4·73	+ 30
	Coorg	4·67	8·34	— 3·67	26·05	34·06	— 24
	Mysore	0·96	0·67	+ 0·29	3·45	5·15	— 33
	Konkan	14·29	7·21	+ 7·08	38·52	31·30	+ 23
	Bombay Deccan	1·31	1·35	— 0·04	6·63	7·97	— 17
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·99	1·41	— 0·42	3·63	6·64	— 45
Central Provinces and Berar.	Berar	1·86	2·41	— 0·55	5·54	7·79	— 29
	Central Provinces (West)	2·77	4·36	— 1·59	7·27	8·84	— 18
	Ditto (Central)	4·13	3·38	+ 0·75	9·65	10·00	— 4
	Ditto (East)	3·46	3·61	— 0·15	8·88	11·62	— 24
Bombay (North)	Guzerat	3·08	2·49	+ 0·59	6·56	6·62	— 1
	Kattiawar	0·75	1·33	— 0·58	2·03	3·89	— 48
	Sind	0·31	0·07	+ 0·24	0·40	0·29	+ 38
Rajputana and Central India.	Central India (East)	2·41	1·66	+ 0·75	6·69	5·73	+ 16
	Rajputana (East), Central India (West).	1·99	1·00	+ 0·99	5·38	3·69	+ 46
	Rajputana (West)	0·56	0·50	+ 0·06	2·75	1·90	+ 45
Madras	East Coast (North)	2·45	1·56	+ 0·89	7·62	7·41	+ 3
	Hyderabad (South)	0·69	1·19	— 0·50	3·12	5·15	— 40
	Madras (Central)	0·81	0·22	+ 0·59	3·69	4·05	— 9
	East Coast (Central)	1·09	0·99	+ 0·10	4·32	4·29	+ 1
	Ditto (South)	0·75	0·45	+ 0·30	3·42	3·40	+ 1
	Madras (South)	0·55	0·14	+ 0·41	1·63	2·38	— 32

SIMLA, *4th July, 1889.*

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E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 29th June.*—Rainfall good in Ganjam, Vizagapatam, Kistna, North Arcot, Nilgiris, and West Coast; fair in Godavari, Bellary, Kurnool, Chingleput, Coimbatore, and Salem; slight elsewhere. Crops generally good, but withering in parts of South Arcot and Tinnevelly; suffering from want of rain or water in Cuddapah, North Arcot, Trichinopoly, and Salem; dry crops blighted in Coimbatore. Water-supply insufficient in Cuddapah, Chingleput, North Arcot, Coimbatore, and Salem. Stock suffering badly, chiefly from rinderpest, in Malabar, Tinnevelly, and Kistna. Prices rising in Ganjam, Vizagapatam, and nine other districts; falling in five; stationary in others. 749 deaths from cholera in Ganjam. Labourers employed last day of week,—on Rushikulya works, 4,252; Gondapur Canal, 1,769; Ghat Roads, 1,259. Average daily number on drinking-water tanks and wells, 4,765; on minor irrigation and other works, 3,657. Number on village relief on 22nd June, 24,880; fed in kitchens, 1,969. No reliable estimate of stocks, but apparently fair, except in Chinna Kimedi. General prospects favourable, and improving in Ganjam.

Bombay.—*For week ending 3rd July.*—Rain throughout Presidency Proper and Sind, but insufficient in many places. Sowing progressing in several districts, but retarded in parts of Broach, Nasik, Khandesh, Sholapur, Poona, Ahmednagar, Bijapur, and Belgaum for want of sufficient rain. Harvesting of *Rabi* crops in Karachi district completed. *Rati* blight in Mirpur Botoro; and sugarcane in Sákro in Karachi district attacked by disease. Locusts in one taluka of Karachi and one of Hyderabad; also passed through some villages of Ahmedabad. Mitho Indus embankment in Shikarpur breached by floods, which are spreading and endangering Larkana town.

Bengal.—*For week ending 2nd July.*—General and rather excessive rain throughout the Province during the week. A break is now much needed. Prospects so far are favourable. Cultivation is well forward, and all standing crops are making good progress. Paddy and *bhadoi* sowings are nearly complete, and transplanting of seedlings has begun. The excessive rain and rise of rivers have caused some damage to the lowland crops in Pubna, Julpaiguri, Dacca, Furreedpore, Muzaffarpur, and Chumparun. Prices continue high and almost stationary. The attendance on relief works in the distressed tracts of the Sonthal Pergunnahs is said to be gradually diminishing.

North-Western Provinces and Oudh.—*For week ending 3rd July.*—Cloudy weather has prevailed throughout the week, and average rain has fallen generally; though in Jhansi it has been inadequate, and in Moradabad more is urgently wanted. *Kharif* sowings continue. Markets are amply supplied and prices remain steady, except in Partabgarh, Allahabad, and Moradabad, where they have an upward tendency. Agricultural stock in good condition.

Punjab.—*For week ending 3rd July.*—Rain has fallen in all districts, except Hissar and Peshawar. Prices falling in Shahpur; unsettled in Peshawar, and stationary elsewhere. *Rabi* harvesting over; *kharif* ploughings and sowings in progress. Rain anxiously expected in Hissar and Lahore. Standing crops are in good condition. Sugarcane and cotton crops promise well. Stock cattle are reported healthy. Fodder sufficient, except in Hissar district.

Central Provinces.—*For week ending 3rd July.*—Rain general and sufficient. There have been heavy showers, followed by clear weather, which have been very favourable for sowing. Rice being transplanted in Sambalpore. Prospects good. Much loss of cattle in Hoshangabad from want of fodder.

Burma.—*For week ending 29th June.*—The rainfall was heavy throughout Lower Burma, except in Thayetmyo. In Upper Burma, except in the Ruby Mines, Bhamo, Upper Chindwin, and Yamethin districts, the rainfall was light; but no reports of its being insufficient have yet been received. Cattle-disease is severe in Shwegyin. The food-supply is sufficient. The price of paddy has risen 3 per cent. in Rangoon, 6 per cent. in Myadoung, and 11 per cent. in Pyinmana, and has fallen 11 per cent. in Prome, 4 per cent. in Thayetmyo, and 5 per cent. in Sagaing.

Assam.—*For week ending 3rd July.*—Weather seasonable. Sowing of late rice and reaping of summer rice continue. Blight on tea in Cachar. Prospects of other crops in general good.

Mysore and Coorg.—*For week ending 3rd July.*—Slight rain in the Civil and Military Station of Bangalore. Rainfall good in Kadur and Shimoga districts, and insufficient in the Mysore district. Crops good, except in Mysore district. Sowing operations completed in parts. No material change in prices.

Good rain in Coorg during the week. Crops in good condition.

Berar and Hyderabad.—*For week ending 3rd July.*—Average rainfall fair in Berar. Cotton sowing continues. *Jowari, túr,* and *til* sowings in progress. Prices steady. General condition of agricultural stock good. Fodder insufficient.

Rainfall fair in Hyderabad during week. Week's rain useful for sowing operations, but rainfall since commencement of monsoon insufficient. Scarcity of fodder still felt. Prices stationary.

Central India.—*For week ending 3rd July.*—Rain throughout Central India during the week; heaviest fall in Bhopawar Agency, but slight only in Gwalior, where more is needed. Prospects improved considerably in Western Malwa Agency. Prices of foodgrains generally steady in Bhopawar. Condition of pasturage is reported good.

Rajputana.—*For week ending 3rd July.*—Heavy rain at Abu, Erinpura, and Meywar; moderate elsewhere. Slight in Tonk and Ulwar. Agricultural operations progressing. Agricultural stock poor in Meywar and Bickaneer. Pasturage or fodder insufficient in Meywar and Ulwar. Prices rising in Kerowli and Bhurtpore.

Nepal.—*For week ending 27th June.*—Good rain. Weather fair. Prospects of crops good.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. X OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 9th June, 1888. Total.	Receipts for week ending 9th June, 1888. Per mile open.	Total mean length open.	Receipts for week ending 8th June, 1889. Total.	Receipts for week ending 8th June, 1889. Per mile open.	Total Receipts from 1st April to 9th June, 1888. Total.	Total Receipts from 1st April to 9th June, 1888. Per mile open per week.	Total Receipts from 1st April to 8th June, 1889. Total.	Total Receipts from 1st April to 8th June, 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
	State Lines worked by Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
22nd June, 1889	East Indian	1,514	8,54,990	565	1,514	9,51,027	629	96,46,404	637	95,00,585	631	...	55,819
22nd ditto	Patna-Gya	57	6,713	117	57	7,554	132	90,039	157	91,137	159	1,101	...
22nd ditto	Dildárnagar-Gházipur	12	1,064	89	12	928	77	13,428	112	10,007	83	...	3,411
15th ditto	Rajputana-Malwa	1,664	3,57,807	215	1,664	4,58,000	275	40,23,114	242	47,05,841	287	6,82,727	...
15th ditto	Bengal-Nagpur (*a*)	180	28,195	151	203	35,367	121	4,25,000	228	5,38,050	187	1,13,050	...
22nd ditto	Southern Marátha (*b*)	850	81,030	95	857	91,070	100	8,36,339	98	9,14,031	106	77,692	...
15th ditto	Do. Mysore Section	140	10,082	72	219	15,027	69	1,04,938	75	1,43,200	65	38,301	...
8th ditto	Indian Midland	211	(*c*) 27,913	131	637	(*d*) 63,086	99	(*c*) 2,44,000	116	(*d*) 6,83,394	117	4,38,788	...
15th ditto	Villupuram-Dharmaveram (Nellore Branch)	83	4,248	51	83	4,872	59	41,181	50	44,885	55	3,704	...
15th ditto	Bareilly-Pilibhit	30	1,486	41	30	1,986	55	17,383	48	23,304	65	5,921	...
	TOTAL	4,753	13,73,294	289	5,372	16,20,817	303	1,54,42,425	325	1,67,45,139	310	13,02,714	...
	State Lines worked by Government.												
22nd June, 1889	North-Western (*e*)	2,411	4,77,112	198	2,386	5,80,639	243	47,88,830	199	53,79,453	229	5,90,623	...
15th ditto	Oudh and Rohilkhand	693	1,30,874	189	692	1,59,426	230	16,50,602	239	18,09,577	264	1,58,975	...
15th ditto	Bengal Central	125	10,580	85	125	20,200	162	1,14,027	91	1,37,177	110	23,150	...
15th ditto	Wardha Coal	45	13,958	310	45	21,342	474	1,38,400	352	1,87,258	422	48,798	...
22nd ditto	Eastern Bengal Railways	673	1,45,287	216	673	1,81,320	269	14,45,323	215	15,85,031	236	1,39,708	...
22nd ditto	Nalháti	27	2,087	76	27	1,736	64	18,339	67	16,535	61	...	1,804
15th ditto	Tirhoot	259	39,015	151	273	40,075	149	3,92,593	152	3,91,789	144	...	774
15th ditto	Lucknow-Sitapur-Sihrámau	105	6,388	61	105	8,365	79	57,294	55	74,386	71	17,092	...
8th ditto	Jorhát	31	1,705	55	25	1,177	47	10,451	34	11,056	38	605	...
15th ditto	Cherra-Companyganj	7	115	16	7	167	23	725	10	637	10	...	88
	Burma	392	56,045	145	553	93,834	170	6,54,628	178	9,87,328	179	3,32,700	...
	TOTAL	4,768	8,83,766	185	4,911	11,08,782	226	92,91,302	196	1,05,80,227	218	12,88,925	...
	Lines worked by Guaranteed Companies.												
15th June, 1889	Madras	840	1,60,356	191	840	1,81,325	216	16,13,698	192	18,20,823	220	2,07,125	...
15th ditto	South Indian	654	1,10,510	169	654	1,23,951	190	10,99,121	168	11,66,591	181	67,470	...
15th ditto	Great Indian Peninsula	1,504	(*f*) 9,80,117	652	1,447	(*g*) 6,50,953	450	(*f*) 1,16,87,503	777	(*g*) 88,96,804	624	...	27,90,699
15th ditto	Bombay, Baroda and Central India (*h*)	461	2,39,220	519	461	3,06,000	664	31,74,293	689	32,71,549	720	97,256	...
	TOTAL	3,459	14,90,203	431	3,402	12,62,229	371	1,75,74,615	508	1,51,55,767	452	...	24,18,848
GRAND TOTAL (GUARANTEED AND STATE)		12,980	37,47,263	289	13,685	40,00,828	292	4,23,08,342	327	4,24,81,133	315	1,72,791	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	1,94,24,787	150	1,96,56,144	146	2,31,357	...
NET RECEIPTS		...	...	...	...	...	...	2,28,83,555	177	2,28,24,989	169	...	58,566
	Assisted Companies.												
22nd June, 1889	Tárakeshwar	22	4,634	211	22	7,239	329	65,375	294	66,233	298	858	...
1st ditto	Dibru-Sadiya	...	...	...	...	(*i*)	...	(*j*) 73,829	105	(*k*) 80,575	123	12,746	...
22nd ditto	Bengal and North-Western	376	55,757	148	376	59,430	158	5,99,675	159	5,96,821	161	...	2,854
15th ditto	Rohilkhand-Kumaun	67	7,025	105	67	7,017	105	75,665	113	82,366	124	7,701	...
	TOTAL	465	67,416	145	465	73,686	158	8,14,544	150	8,33,995	155	18,451	...
	Native States.												
15th June, 1889	His Highness the Nizam's Guaranteed Company	277	26,732	97	354	40,157	113	3,05,732	110	4,04,878	116	99,146	...
15th ditto	His Highness the Gaekwar's	59	3,143	53	59	2,820	48	36,962	63	30,710	53	...	6,252
15th ditto	His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar	21	857	41	27	1,100	40	11,884	57	12,583	47	699	...
22nd ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	19,472	101	260	32,400	125	2,64,924	137	3,61,963	141	97,039	...
15th ditto	Morvi	68	3,559	52	68	5,447	80	51,830	76	52,909	78	1,079	...
15th ditto	Jodhpore	124	7,205	59	124	8,200	66	78,815	64	73,703	60	...	5,112
	TOTAL	742	61,028	82	892	90,124	101	7,50,147	101	9,36,746	106	1,86,509	...

(*a*) Includes the Katni-Umaria Branch.
(*b*) Includes the Bellary-Kistna State Railway.
(*c*) Includes the Sindia State Railway.
(*d*) Includes the Sindia and Bhopal-Itarsi State Railways.
(*e*) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(*f*) Includes the Dhond-Manmad, Khamgaon, Amraoti, and Bhopal-Itarsi State Railways.
(*g*) Includes the Dhond-Manmad, Khamgaon, and Amraoti State Railways.
(*h*) Includes the Patri Branch.
(*i*) Return not received.
(*j*) Total receipts from 1st April to 2nd June, 1888.
(*k*) Total receipts from 1st April to 2nd June, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Under Secretary.

...RNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRESS, *Simla.*

SUPPLEMENT TO

The Gazette of India.

No. 28.} CALCUTTA, SATURDAY, JULY 13, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 2nd HALF OF MAY 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu. (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or thur cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Merguí	...	...	...	...	9 14	10 4	10 14	11 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	19 7	19 7
Tavoy	...	...	...	...	12 6	11 13	14 13	14 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	24 2	24 2
Moulmein and Amherst	7 14	3 15	...	...	10 8	10 8	12 2	12 2	...	...	...	...	...	...	...	...	7 9	7 9	12 2	12 2	...	...	220 0	220 0	20 3	20 3
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 4	9 7	14 10	11 3	...	...	...	...	...	...	...	...	11 3	11 3	20 8	...	...	...	157 0	145 0	17 10	18 7
Rangoon	11 2	11 2	...	...	10 6	12 6	11 2	13 2	...	...	...	...	...	...	...	...	15 2	11 2	...	...	...	...	250 0	250 0	14 9	16 10
Thongwa	...	...	...	...	10 11	10 11	12 13	13 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	18 11	18 11
Bassein	...	...	...	...	10 13	11 0	13 14	14 0	...	...	...	...	...	...	...	...	11 2	11 2	...	...	...	...	215 13	215 13	14 3	14 3
Pegu (inland)—																										
Shwaygyin	...	...	...	...	9 1	9 1	9 9	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	11 5
Tharawadi	...	...	...	...	12 8	12 8	15 8	15 8	...	...	...	...	...	...	...	...	11 7	11 7	...	...	8 2	8 2	450 0	450 0	14 0	14 0
Henzada	...	...	...	...	10 4	10 4	15 10	15 10	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	183 8	183 8	17 11	17 11
Prome	10 6	10 6	...	...	11 10	11 3	13 1	13 12	...	...	...	...	...	...	...	...	11 5	11 5	...	...	...	...	167 9	167 9	14 0	14 0
Toungoo	...	...	...	...	9 2	9 2	12 13	12 13	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	200 0	200 0	14 1	14 1
Thayetmyo	11 3	11 3	...	...	10 12	10 12	12 9	12 9	...	...	...	...	...	...	...	...	12 12	12 12	...	...	...	...	326 11	320 11	11 3	11 3
Upper Burma—																										
Mandalay	10 10	10 11	...	...	11 0	11 5	12 6	12 9	...	...	...	...	...	...	...	...	9 2	8 4	16 0	13 11	7 11	7 0	75 0	70 0	16 0	16 0
Arakan—																										
Sandoway	...	...	...	...	14 14	16 9	16 9	18 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	21 5	24 0
Kyouk-pyu	...	...	...	...	12 14	13 7	13 14	14 11	...	...	...	...	...	...	...	...	5 0	5 0	...	...	...	...	333 0	333 0	30 0	30 0
Akyab	...	...	...	...	12 0	13 0	14 8	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	180 0	180 0	21 0	21 0
Assam—																										
Surma—																										
Sylhet	10 0	10 0	...	...	14 14	14 14	15 12	15 12	...	...	...	...	...	...	...	...	12 8	12 8	...	...	...	...	108 0	108 0	9 8	9 4
Cachar	7 12	7 8	...	...	12 0	12 8	16 0	13 8	...	...	...	...	...	...	...	...	11 0	12 0	...	...	...	20 0	80 0	80 0	9 8	9 8
Khási and Jaintiá Hills	...	...	...	...	5 11	6 0	8 13	10 0	...	...	...	...	...	...	...	...	8 6	8 0	16 0	16 0	...	...	100 0	100 0	7 0	7 2
Garo Hills	...	...	...	...	6 0	6 0	15 0	17 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	16 0	16 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	20 0	...	80 0	80 0	9 8	10 0
Kámrúp	10 0	10 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	12 0	...	...	...	...	160 0	160 0	9 0	9 0
Darrang	7 0	7 0	...	...	12 0	12 12	14 0	16 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	150 0	150 0	8 0	9 0
Nowgong	8 0	8 0	...	...	7 0	7 0	16 0	16 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	6 8	6 8	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	200 0	200 0	7 8	8 0
Lakhimpur	8 0	9 0	...	...	7 0	8 0	12 0	14 0	...	...	...	...	...	...	...	...	12 0	14 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern Hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	9 6	10 0	10 0	11 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	8 0	8 0	14 0	15 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	...	4 8	...	14 0	14 0	...	...	...	...	...	...	...	...	4 8	4 8	...	...	...	...	80 0	100 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	10 8	10 8	12 4	12 0	...	...	...	...	...	...	...	...	17 8	16 0	...	...	...	...	120 0	120 0	10 0*a*	9 9
Noakholly	...	...	...	...	12 0	12 0	13 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	9 0*b*	9 0
Chittagong	11 0	11 0	...	...	10 0	10 0	13 8	12 0	...	...	...	...	...	...	...	...	9 0	12 0	...	...	...	...	100 0	100 0	9 0*c*	9 0
Tipperah	12 0	12 0	...	...	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	...	...	9 0	8 0
Dacca	13 0	13 0	26 0	26 0	12 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	16 0	16 0	160 0	160 0	10 0*d*	10 0
Mymensingh	11 8	12 0	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	16 0	16 0	...	...	9 12*e*	10 0
Deltaic—																										
Koolna	...	...	...	...	10 12	10 11	13 0	13 0	...	...	...	...	...	...	...	...	13 5	16 0	...	...	...	...	160 0	180 0	9 0*f*	9 0
24-Pergunnahs	13 4	13 4	18 0	18 0	8 0	8 0	14 0	14 0	...	...	...	...	...	...	12 0	12 0	18 0	17 0	...	...	16 0	17 0	100 0	100 0	10 8*g*	10 8
Midnapore	10 0	10 0	40 0	40 0	11 0	11 0	15 8	15 8	...	...	...	...	...	...	...	...	14 4	14 0 to 14 8	...	...	14 0	14 0	160 0	160 0	10 4*h*	10 4
Howrah	§	14 0	...	...	10 0	10 0	13 12	13 8	...	...	...	...	...	...	...	...	17 0	18 0	...	...	12 12	13 0	100 0	100 0	10 8	10 8
Calcutta	12 12	12 4	16 9	17 0	9 11	8 13	12 15	12 15	16 13	16 13	13 8	13 3	...	...	18 15	19 13	15 5	15 12	...	...	16 8	16 4	100 0	100 0	10 8	10 8
Hooghly	13 0	13 0	...	...	10 0	10 0	12 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	120 0	120 0	9 0*i*	9 0
Nuddea (Kishnaghur)	14 15	14 15	20 0	20 0	12 0	12 0	14 2½	14 2½	...	...	...	...	...	...	...	...	19 0	19 0	...	...	16 0	16 0	...	...	9 2*j*	9 2
Jessore	11 4	11 4	...	...	11 0	11 0	14 0	14 0	...	...	...	...	...	...	...	...	18 0	20 0	...	...	18 0	20 0	160 0	160 0	9 2*k*	9 2
Furreedpore	16 0	16 0	18 0	18 0	8 0	8 0	12 0	11 0	...	...	...	...	...	...	...	...	16 0	20 0	...	...	10 0	10 0	120 0	120 0	9 0	9 0
Central—																										
Bankoora	14 0	14 0	17 0	18 0	15 0	15 0	17 8	17 8	...	...	...	...	...	...	...	...	16 0	16 0	19 0	21 0	16 0	16 0	280 0	280 0	10 0	10 0
Burdwan	12 4	13 4	*	*	11 10	11 10	14 4	15 6	...	...	...	...	...	...	...	...	17 0	18 0	*	*	19 0	19 0	107 0	107 0	9 14¾*l*	9 14¾
Beerbhoom	15 0	14 4	...	...	12 0	12 0	13 0	13 8	...	...	...	...	...	...	...	...	16 8	18 8	...	...	12 0	12 0	160 0	160 0	10 0*m*	10 0
Moorshedabad	14 8	13 4	...	...	11 8	11 0	14 0	14 0	...	...	...	...	...	...	...	...	19 0	18 4	...	...	18 0	18 12	200 0	200 0	9 0*n*	9 0
Sonthal Pergunnahs	12 2	12 0	...	...	12 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	17 0	17 0	17 0	21 0	22 0	200 0	200 0	9 0	9 0
Pubna	15 0	17 4	...	...	8 0	7 8	14 4	15 0	...	...	...	...	...	...	...	...	17 0	18 0	...	...	17 4	18 12	200 0	200 0	9 2*o*	9 2
Bogra	13 8	13 8	...	...	12 0	13 8	15 0	16 8	...	...	...	...	...	...	...	...	16 14	16 8	...	...	...	...	90 0	90 0	9 0	9 0
Rajshahye	15 0	15 12	19 8	19 8	10 8	12 0	12 0	13 8	...	...	...	...	...	...	...	...	19 8	19 8	...	...	18 12	19 1	240 0	240 0	9 0*p*	8 10
Maldah	15 0	15 0	...	...	10 0	10 0	14 0	13 13	...	...	...	...	...	...	...	...	19 0	22 8	...	...	...	...	160 0	160 0	9 0	9 0
Northern—																										
Rungpore	14 8	14 8	...	...	10 8	10 8	15 3	15 3	...	...	...	...	...	...	...	...	13 0	13 0	...	...	13 0	13 0	120 0	120 0	9 6*q*	9 6
Dinagepore	14 0	12 0	24 8	16 0	13 4	13 0	15 8	15 8	...	...	...	...	...	...	...	...	17 12	16 0	...	...	16 12	12 0	160 0	160 0	10 0	9 8
Jalpáiguri	10 0	10 0	16 0	16 0	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	10 0	128 0	128 0	9 0*r*	9 0
Darjeeling	10 0	10 0	6 0	6 0	6 0	6 0	11 0	11 0	...	...	...	...	12 0	11 0	...	...	9 0	9 0	18 0	18 0	...	...	120 0	120 0	7 0*s*	7 0
Orissa—																										
Pooree	11 13	11 13	...	...	10 8	11 13	15 12	15 12	...	...	...	...	...	...	...	...	15 12	15 12	...	...	14 7	14 7	80 0	80 0	10 8*t*	10 8
Cuttack	10 8	10 8	...	...	10 8	10 8	13 2	14 7	...	...	...	...	...	...	...	...	19 11	19 11	...	...	15 12	19 11	80 0	80 0	8 0	8 0
Balasore	17 0	17 0	13 0	13 0	11 0	12 0	16 0	17 0	...	...	...	...	...	...	...	...	12 0	14 0	...	...	...	...	160 0	160 0	9 8*u*	10 0
Chota-Nagpur—																										
Singbhoom	14 0	11 0	16 0	16 0	14 0	12 0	22 0	16 0	...	...	...	...	...	...	...	...	12 0	10 0	22 0	...	16 0	15 0	200 0	200 0	7 0	7 0
Manbhoom	21 0	12 0	12 0	...	12 0	13 0	16 4	19 0	...	...	...	...	...	...	...	...	14 8	17 0	25 0	25 0	15 0	16 0	200 0	200 0	9 0*v*	8 0
Lohardugga	12 8	12 0	13 0	14 0	11 12	12 0	13 0 to 14 0	13 8 to 15 0	...	...	...	...	26 8	25 0	...	...	13 0	12 0	16 0	16 0	12 0 to 14 8	12 0 to 14 0	140 0	140 0	7 8	8 0
Hazáribágh	13 0	12 4	17 0	17 0	8 0	8 0	13 8	13 8	§	§	§	§	20 0	20 0	§	§	14 8	14 0	14 8	15 0	15 0	17 0	320 0	320 0	8 0	8 0

* Not sold. § Not procurable.

NOTE.—The figures entered against Furreedpore have been taken from the return for the first half of June 1889.

a In sub-divisions retail prices of salt per rupee are:—Patuakhali 9 sers, Perozepore 9 sers, and Bhola 8 sers.
b At Fenny Hat retail price of salt 8 sers per rupee.
c At Cox's Bazar retail price of salt 8 sers per rupee.
d In sub-divisions retail prices of salt per rupee are:—Manickgunge 9 sers, Munshigunge 8-14 sers, and Naraingunge 10 sers.
e In sub-divisions retail prices of salt per rupee are:—Kishoregunge 8 sers, Jamalpore 10 sers, and Sherepore 8 sers.
f In sub-divisions retail prices of salt per rupee are:—Kooshtea and Ranaghat 10 sers, Meherpore 10-8 sers, and Chooadanga 9 sers.
g In sub-divisions retail prices of salt per rupee are:—Baraset and Bussirhat 9 sers, Diamond Harbour (at Magrahat) 10 sers, Barrackpore 9-2 sers, and Dum-Dum 10 sers.
h In sub-divisions retail prices of salt per rupee are:—Ghattal 11-4 sers, Tumlook 8 sers, and Contai 10 sers.
i In Serampore and Jehanabad sub-divisions retail price of salt 10 sers per rupee.
j In sub-divisions retail prices of salt per rupee are:—Satkhira 9-13 sers, and Bagirhat 8 sers.
k In sub-divisions retail prices of salt per rupee are:—Jhenida 9 sers, Magura 10 sers, Narail 9¾ sers, and Bongong 10 sers.
l In sub-divisions retail prices of salt per rupee are:—Culna 10 sers, Cutwa 9-13 sers, and Raneegunge 10-8 sers.
m At Rampore Hat retail price of salt 10 sers per rupee.
n In sub-divisions retail prices of salt per rupee are:—Lalbagh, 9-8 sers, Jungipore 10 sers, and Kandi 9-8 sers.
o At Serajgunge retail price of salt 10-8 sers per rupee.
p In sub-divisions retail prices of salt per rupee are:—Nattore 9-12 sers, and Nowgong 9-9 sers.
q In sub-divisions retail prices of salt per rupee are:—Nilphamari 10 sers, Gaibanda 8 sers, and Kurigram 9 sers.
r At Fallacotta in the Alipore sub-division retail price of salt 8 sers per rupee.
s At Siliguri retail price of salt 9 sers per rupee.
t In Khoorda sub-division retail price of salt 10 sers per rupee.
u At Bhudruck retail price of salt 9 sers per rupee.
v At Govindpore retail price of salt 9 sers per rupee.

RETAIL PRICES FOR THE 2nd HALF OF MAY 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar or thur cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar or thur cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	16 4	16 4	21 0	21 0	10 8	10 8	11 9	11 9	...	...	...	...	...	...	16 12	...	20 0	16 0	9 8	16 12	16 12	16 12	147 0	147 0	9 8w	10 0
Gya	15 8	16 8	21 0	23 0	8 8	8 8	12 12	12 12	...	...	...	...	...	...	11 0	11 0	18 0	19 0	...	...	16 0	18 0	200 0	200 0	9 2x	9 2
Patna	15 8	15 8	20 0	22 0	10 8	10 0	13 8	13 8	21 0	...	...	...	...	...	12 0	12 0	21 0	21 8	18 0	...	20 0	21 0	130 0	130 0	10 0	10 0
Shahabad	14 0	14 8	20 0	20 0	8 0	8 8	12 0	13 8	...	...	...	...	...	...	...	...	20 0	20 0	...	...	13 0	13 0	160 0	160 0	10 0y	10 0
Behar, north—																										
Purneah	16 0	20 0	...	...	13 0	16 0	16 0	17 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	...	...	...	...	...z	...
Bhágalpur	15 7	15 2	17 10	18 15	10 2	11 9	12 10	13 4	...	...	...	...	...	...	...	...	17 10	18 4	16 6	16 12	17 0	18 15	176 12	176 12	10 1	10 1
Durbhunga	14 4½	13 11	18 4¾	19 6	10 4¾	9 2	13 4	12 9	11 6½	17 2	...	...	17 5½	18 4	11 6½	16 0	18 13	19 6	16 0	16 0	18 8½	18 4	137 0	160 0	11 6½z1	9 14
Mozufferpore	13 0	12 0	16 0	16 0	9 0	9 0	12 0	11 0	...	...	...	...	...	...	...	...	18 0	19 0	16 0	16 0	18 0	20 0	160 0	160 0	10 0z2	10 0
Sarun	13 8	13 8	19 0	19 8	8 8	8 8	12 2	12 2	...	...	...	...	20 0	20 0	11 0	11 0	19 4	19 4	17 8	18 8	20 0	17 8	160 0	160 0	10 0	10 0
Champarun	13 0	11 8	18 0	18 0	7 0	7 0	11 0	10 0	...	...	...	...	...	...	...	...	16 0	16 0	15 8	15 8	17 8	20 0	160 0	160 0	9 8z3	9 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	14 0	14 0	18 0	18 0	7 0	7 0	12 0	11 0	17 0	17 0	15 0	15 0	16 0	15 0	12 0	12 0	17 0	18 0	18 0	18 0	19 0	19 0	100 0	110 0	10 0	9 0
Benares	14 10	14 1½	18 2	17 14	8 11	8 11	11 2	12 3	16 13	17 5½	14 1½	14 1½	11 6	12 7	12 8	12 8	18 7	18 2	19 8	20 1	19 0	18 11	120 0	120 0	10 6½	10 6½
Ghazipur	15 7	15 7	20 0	20 0	6 7	6 7	11 0	11 0	18 0	18 0	15 7	15 7	20 9	20 9	15 7	15 7	20 10	20 10	18 0	18 0	20 10	20 10	154 0	154 0	9 10	9 10
Jaunpur	13 8	13 8	18 8	18 8	7 0	7 0	14 0	14 0	...	...	...	...	...	...	...	...	19 0	19 0	...	...	21 0	21 0	140 0	140 0	8 8	8 8
Allahabad	13 8	13 8	18 8	19 4	7 0	8 0	10 0	11 0	18 0	18 0	16 0	16 0	...	...	...	...	19 12	19 8	16 0	16 0	18 8	19 8	120 0	120 0	10 0	10 0
Central—																										
Bánda	15 4	16 8	21 8	21 8	8 0	8 0	11 8	11 8	...	...	...	...	...	...	...	...	22 0	22 8	...	...	15 0	15 0	160 0	160 0	9 12	9 8
Fatehpur	16 0	17 8	20 0	21 0	10 12	11 8	12 0	12 0	...	...	...	...	...	...	...	...	20 8	19 0	...	...	23 8	23 12	160 0	160 0	10 8	10 8
Hamírpur	17 12	17 13	23 0	23 0	9 0	9 0	11 8	11 0	...	...	...	...	...	...	...	...	23 13	23 14	...	...	26 2	26 7	140 0	140 0	10 4	11 0
Jalaun	16 0	17 0	22 0	22 0	9 0	9 0	10 0	10 0	18 0	18 0	17 0	17 0	15 0	15 0	16 0	16 0	23 0	24 0	18 0	18 0	24 0	24 0	140 0	140 0	10 0	10 0
Cawnpore	17 0	17 0	22 12	23 0	8 0	8 0	12 0	12 0	21 0	23 0	19 0	20 0	...	...	19 0	20 0	22 12	23 0	*	...	23 0	23 0	160 0	160 0	12 0	12 0
Etáwah	17 0	16 4	22 8	23 0	7 0	7 0	12 0	13 8	19 8	19 8	20 4	20 4	20 0	20 0	16 0	16 0	24 0	24 8	17 0	17 0	24 2	25 8	120 0	120 0	11 0	11 0
Farukhabad	16 12	16 8	22 8	22 8	6 8	6 8	9 12	10 4	...	...	...	...	...	...	...	...	24 0	23 8	...	...	24 0	25 8	140 0	150 0	10 0	10 0
Mainpuri	18 4	18 6	25 4	25 4	4 4	4 8	13 4	13 8	...	...	...	...	...	...	...	...	25 12	25 12	...	...	25 14	26 12	160 0	160 0	10 0	10 0
Etah	17 12	18 4	24 12	25 2	7 8	7 8	11 0	13 0	...	...	16 0	18 0	...	...	14 0	16 0	30 0	30 0	...	...	19 8	18 8	160 0	160 0	10 12	11 4
Western—																										
Lalitpur	16 0	16 0	21 0	21 0	9 0	9 0	10 8	10 8	20 0	20 0	15 0	15 0	20 0	20 0	15 0	15 0	18 0	18 0	21 0	21 0	12 4	12 4	160 0	160 0	10 0	10 0
Jhánsi	16 1	17 1	21 8	22 1½	8 0	8 0	12 8	12 0	21 7	22 8	21 0	21 0	...	...	...	...	19 11	21 1	...	...	...	...	180 0	180 0	10 8	10 8
Agra	15 0	15 0	21 0	21 0	5 0	5 0	9 0	9 0	20 0	20 0	18 8	18 8	...	...	17 0	16 0	22 0	22 0	28 0	28 0	17 8	17 8	110 0	110 0	11 8	12 0
Muttra	15 0	15 0	22 8	22 8	7 8	7 6	11 8	11 6	18 0	18 0	18 0	18 0	...	...	8 0	8 0	23 8	23 0	25 0	25 0	28 0	28 0	140 0	140 0	11 8	11 8
Aligarh	16 12	16 8	24 8	25 0	6 0	6 0	11 0	11 0	23 0	23 0	19 8	19 8	...	...	15 0	15 0	24 12	25 8	28 0	28 0	27 8	27 8	160 0	160 0	12 0	12 0
Bulandshahr	17 10	18 0	26 0	26 0	7 0	7 0	10 8	10 8	20 0	20 0	20 0	20 0	...	...	15 0	16 0	26 8	26 0	28 0	30 0	19 8	19 0	120 0	120 0	11 4	11 4
Meerut	17 0	16 0	26 8	26 0	5 8	5 8	13 0	11 0	20 0	22 0	20 0	20 0	14 0	14 0	14 0	14 0	23 8	23 0	25 0	25 0	24 8	24 0	100 0	100 0	11 8	11 4
Sub-montane—																										
Ballia	14 4	15 0	19 4	20 8	8 0	8 4	13 0	13 0	...	...	...	...	...	...	...	...	20 8	22 8	...	...	21 0	20 8	155 0	155 0	10 8	10 4
Azamgarh	13 4	13 4	20 10	21 6	8 14	7 6	12 8	12 3	...	...	...	...	...	...	...	...	17 11	17 11	23 10	23 10	13 10	14 12	177 8	177 8	9 13	9 13
Gorakhpur	13 8	13 15	20 13	20 13	9 0	9 0	11 0	12 2½	...	...	...	...	...	...	14 6½	14 6½	20 0	20 0	...	...	20 0	16 0	140 0	140 0	10 6½	10 6½
Basti	16 0	16 0	23 0	23 0	...	...	22 0	22 0	12 0	16 0	...	...	22 0	22 0	9 0	10 0	21 0	22 8	19 0	20 0	21 0	21 0	140 0	140 0	10 0	10 0
Shahjahánpur	17 8	17 8	25 8	25 8	8 8	8 8	14 0	14 0	...	...	...	...	...	...	20 0	20 0	22 8	22 8	...	...	25 8	27 8	160 0	160 0	10 0	11 0
Budaun	17 12	18 4	27 0	28 8	6 0	6 0	11 0	11 6	...	...	...	...	...	...	...	...	26 0	26 4	...	...	30 0	31 0	192 0	192 0	10 6	10 0
Pilibhit	15 8	15 4	25 0	25 0	11 4	12 8	12 8	13 12	25 0	25 0	20 0	20 0	...	...	...	...	20 8	21 12	25 0	25 0	16 8	25 0	150 0	160 0	11 4	10 8
Bareilly	15 10	15 15	22 13	23 2	5 0	6 4	10 15	10 10	21 4	22 8	17 8	18 12	...	...	15 5	15 0	21 4	21 4	23 12	23 12	24 6	23 12	150 0	150 0	10 10	10 10
Moradabad	18 4	18 2	28 12	28 0	8 0	8 0	11 8	11 12	28 4	27 0	19 8	19 0	...	...	16 4	16 0	23 8	23 0	28 12	28 0	26 4	26 0	160 0	165 0	11 8	11 12
Tarái	20 0	20 0	32 8	33 0	8 2	8 12	13 2	12 8	31 4	25 0	18 12	20 0	...	...	20 0	20 0	21 4	23 2	30 0	27 8	25 0	27 8	100 0	100 0	10 0	10 0
Bijnor	18 0	18 0	29 8	30 6	9 0	9 0	11 4	12 10	...	...	...	...	...	...	...	...	24 8	24 12	...	...	27 0	28 2	135 0	135 0	10 11	11 0
Muzaffarnagar	18 2	17 2	29 2	32 14	6 9	6 9	11 0	11 10	22 0	25 4	16 8	17 10	17 10	17 10	16 8	16 8	25 12	25 4	19 12	22 0	13 4	13 3	132 0	132 0	11 0	11 0
Saháranpur	18 13	18 13	26 13½	27 15	7 8	7 8½	10 12	10 12	23 10½	23 10½	21 8	21 8	32 4	32 4	26 13½	26 13½	25 13	26 13½	29 0½	29 0½	21 8	21 8	172 0	129 0	11 4½	11 12
Dehra Dún	18 0	18 0	28 0	28 0	6 8	6 8	10 4	10 4	20 0	20 0	18 0	18 0	24 0	24 0	...	...	22 0	22 8	24 0	24 0	18 0	18 0	160 0	160 0	10 8	10 8
Kumaun	12 0	13 0	16 0	16 0	10 0	11 0	10 8	12 0	...	...	...	...	16 0	16 0	16 0	20 0	12 0	12 0	16 0	16 0	10 0	10 0	160 0	160 0	7 0	7 0
Garhwal	19 0	19 0	22 8	22 8	7 12	7 12	10 12	10 12	...	...	...	...	25 0	25 0	...	...	11 14	11 14	...	...	8 8	8 8	180 0	180 0	7 8	7 8
Oudh—																										
Southern—																										
Partabgarh	17 0	17 4	13 0	23 4	11 5	11 8	13 0	13 0	...	...	...	...	...	...	...	...	22 8	22 11	...	...	17 0	17 0	180 0	160 0	10 0	10 0
Sultánpur	17 0	17 0	22 0	22 0	9 0	9 0	13 0	13 0	19 0	19 0	16 0	16 0	24 0	24 0	20 0	20 0	26 0	26 0	16 0	16 0	20 0	20 0	160 0	160 0	10 0	10 0
Rae-Bareli	17 0	17 0	20 0	20 0	7 0	7 0	13 8	13 8	20 0	20 0	14 0	14 8	22 0	23 0	16 0	16 0	25 0	25 0	16 0	16 0	24 0	24 0	180 0	180 0	10 0	10 0
Unao	16 12	17 8	22 0	23 0	8 0	8 0	11 8	11 8	20 0	20 0	16 0	16 0	...	...	12 0	12 0	25 0	24 0	21 0	21 0	17 0	14 8	160 0	160 0	11 0	11 0
Lucknow	16 0	15 6	23 0	22 2	6 0	6 0	12 0	12 0	24 0	24 0	19 0	19 0	...	...	20 0	20 0	22 4	22 0	22 0	21 8	23 0	22 8	130 0	130 0	10 8	10 8
Hardoi	18 8	18 0	24 8	24 8	7 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	26 0	26 0	...	...	14 0	15 0	120 0	120 0	11 0	11 0
Northern—																										
Fyzabad	14 0	14 2	21 4	21 4	10 0	10 0	12 8	12 8	16 6	16 8	16 0	16 0	15 0	15 0	14 0	14 0	21 4	21 4	19 0	19 8	21 4	21 12	120 0	120 0	10 0	10 0
Barabanki	15 0	15 0	22 0	22 0	10 0	9 8	11 0	11 0	21 0	22 0	16 0	16 0	..	18 0	16 0	16 0	22 0	23 0	24 0	19 8	23 0	23 0	120 0	120 0	11 0	10 0
Gonda	16 8	16 12	23 12	26 0	10 14	11 8	12 8	12 8	20 4	20 0	16 8	16 0	22 0	20 0	16 0	14 0	21 12	22 0	19 4	22 0	25 0	25 0	200 0	200 0	10 12	10 12
Bahraich	17 0	16 8	25 0	26 0	11 0	11 0	13 0	13 0	29 0	30 0	...	...	28 0	28 0	9 0	9 0	23 0	23 0	23 0	23 0	25 0	26 0	140 0	140 0	10 8	10 8
Sitapur	18 8	18 4	27 0	27 0	8 0	8 0	13 0	13 8	22 0	22 0	18 0	18 0	24 0	24 0	25 0	16 0	26 0	26 0	25 0	20 0	26 0	25 8	160 0	160 0	10 8	10 8
Kheri	18 0	18 0	27 0	27 0	8 0	8 0	15 0	14 0	26 0	26 0	16 0	16 0	27 0	27 0	14 0	14 0	26 0	26 0	26 0	26 0	27 0	27 0	140 0	140 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	14 6	13 12	17 8	17 8	6 4	6 4	7 8	7 8	16 4	15 10	10 0	10 0	...	...	...	...	15 0	15 0	15 0	15 10	18 12	18 12	...	...	14 5	14 6
Bánswára	16 4	16 4	16 4	16 4	7 8	5 0	10 0	9 6	...	...	...	...	...	...	...	...	15 0	15 0	16 9	16 9	10 0	10 0	...	...	9 6	10 0
Meywar (Oodeypore)	10 8¾	10 8¾	12 8	13 4½	7 6¾	7 6¾	7 13	7 13	12 8	13 4½	10 15	11 11½	*Nil*	*Nil*	10 2½	9 2½	13 10¾	13 4½	10 15	12 8	10 2½	9 2½	160 0	160 0	8 15¾	9 6
Sirohi	11 8	11 8	18 12	20 0	7 0	7 0	8 0	8 0	13 0	13 0	15 0	15 0	...	...	19 0	19 0	14 0	14 0	13 0	13 0	..	10 4	160 0	160 0	11 8	12 0
Erinpura	13 2½	13 14	18 4	19 0	...	...	8 13	9 0	17 12	18 0	15 12	17 0	...	...	...	...	17 4	17 14	...	...	...	...	260 0	260 0	12 0	12 0
Ajmere	13 8	13 8	19 0	19 8	3 0	3 0	8 0	8 0	18 0	18 0	15 0	15 0	...	...	...	...	18 8	18 0	18 0	18 0	...	...	80 0	80 0	12 0	12 0
Abu	11 8	11 8	16 0	16 12	6 8	6 8	7 8	8 0	...	...	13 0	13 0	...	...	14 0	14 0	15 0	15 0	15 0	15 0	10 0	10 4	...	...	11 0	11 0
Kishengarh	14 0	15 12	18 0	20 4	9 0	9 0	10 0	10 0	18 0	20 8	14 8	15 4	...	...	...	...	18 0	19 4	18 0	19 8	...	...	...	...	12 12	12 12
Boondee	18 0	20 4	20 0	30 0	7 8	7 8	8 0	8 0	25 8	26 0	...	...	...	...	...	...	24 12	26 4	...	...	...	...	160 0	160 0	10 8	10 8
Kotah	17 0	17 0	20 0	20 0	7 0	7 0	8 0	8 0	22 8	22 8	11 8	11 0	...	...	...	...	21 0	20 0	16 0	16 0	20 0	20 0	240 0	240 0	10 0	11 8
Jhalláwar	14 15	15 4	17 1½	17 1	7 1	7 5½	8 14	9 6	18 15½	19 7½	15 4	15 3	...	...	8 14	8 14	18 15½	18 15½	...	...	8 14	8 14	175 0	175 0	9 12	9 12
Tonk	16 0	15 14	22 0	23 10	8 0	8 4	9 0	9 6	23 12	26 2	...	...	...	...	...	...	20 3	21 8	...	..	...	...	130 0	130 0	11 6	11 3
Jeypore	15 8	16 8	20 12	22 8	4 12	4 12	7 8	7 12	4 8	23 0	18 8	19 0	...	...	13 8	13 8	18-8 to 19-0 t	21 0	22 8	26 0	26 0	26 0	115 0	115 0	12 0	12 0
Kerauli	16 4	17 3	21 4	23 2	10 0	10 0	11 14	11 10	20 10	21 4	18* 2	18 12	...	...	12 8	12 8	19 4 / 20 10	20 0 / 21 10	...	...	28 12	27 8	200 0	200 0	10 15	10 15
Dholpur	15 7	15 8	23 1	23 2	9 14	9 15	11 4	11 4	17 2	17 8	16 0	16 7	...	...	13 8	13 8	24 6	24 14	...	...	30 6	30 11	90 0	90 0	11 8	11 8
Bhartpur	15 6	15 13	21 8	22 2	7 12	7 12	9 8	9 8	17 2	18 4	15 10	16 8	...	...	11 12	12 4	21 8	21 8	27 8	22 0	28 0	30 0	160 0	170 0	11 8	11 8
Alwar	16 6	17 3	21 12	23 5	7 12	7 12	9 11	9 13	25 0	25 6	20 8	20 6	...	...	13 0	14 3	21 1	22 10	21 9	24 15	28 15	27 15	200 0	200 0	12 8	12 8
Deoli Cantonment	16 2	17 3	21 1	22 8	4 0	4 0	8 0	8 0	23 5	25 3	16 12	16 12	...	...	...	...	18 8	21 2½	...	...	...	...	220 0	220 0	11 0	11 0
Nasirabad Cantonment	15 6½	15 11	20 1	20 8	7 0	7 0	8 0	8 0	21 0	21 0	17 0	17 0	...	...	12 2¾	12 0	19 0	19 0	20 0	20 0	12 1	13 0	100 0	100 0	12 4	12 4
Hilly Tracts of Meywar	12 0	11 4	13 0	14 0	...	...	8 8	9 0	...	...	...	...	...	...	...	...	12 8	12 8	15 0	15 0	...	...	‡	‡	11 8	11 0
Bálmer	9 6	10 2	...	...	5 0	5 0	7 8	6 8	...	...	12 4	12 4	...	...	...	...	11 6	11 6	...	...	...	...	260 0	260 0	12 0	12 8
Anádra	12 4	12 4	17 0	17 0	6 8	6 8	8 0	8 0	...	...	14 0	14 0	...	...	...	...	14 8	14 8	16 0	16 8	10 8	11 0	...	...	12 0	12 0
Shahpura	16 4	15 8	20 0	20 4	8 0	8 0	10 8	10 12	20 0	20 0	18 0	16 4	...	...	...	...	18 2	18 4	18 0	16 8	...	...	160 0	160 0	10 15	11 8
Western—																										
Jodhpur	13 2	12 13	17 8	16 14	6 4	6 4	7 8	7 8	15 0	13 12	14 6	14 6	...	...	...	...	17 8	15 10	15 0	15 0	...	...	...	...	13 2	13 2
Jaisulmer	10 6	10 10	...	...	8 0	8 0	9 10	9 10	12 6	12 8	10 12	10 14	...	...	...	...	10 0	10 12	...	...	...	...	...	...	21 0	21 0
Bickanir	12 8	12 10	...	...	2 14½	2 14	6 12	6 12	...	...	13 8	13 8	...	...	...	...	13 8	15 8	...	...	8 0	8 0	100 0	100 0	12 8	12 8
Central India—																										
Indore	13 12	13 12	13 0	13 0	8 0	8 0	9 0	9 0	20 0	20 0	17 0	17 0	*	...	*	...	16 0	16 0	20 0	20 0	16 8	16 8	120 0	120 0	10 4	10 4
Nimach Cantonment	13 7	13 12	18 10	19 0	8 0	8 0	10 0	10 0	17 2½	17 8	14 0	14 11	...	...	...	...	18 9	17 15	16 8½	17 0	18 8	18 8	180 0	180 0	11 12	12 0
Baghelkhand (Satna)	16 12	18 4	21 0	23 8	8 0	8 0	13 0	14 0	*	...	*	...	*	...	*	...	18 4	19 8	20 0	...	20 0	21 8	200 0	200 0	10 8	10 6
Goona	19 8	19 8	15 0	15 0	8 0	8 0	8 8	8 8	24 0	24 0	...	...	...	...	...	...	24 0	24 0	...	24 0	...	...	200 0	200 0	10 0	10 0
Gwalior	13 4	13 15	20 6	21 5	6 13	6 13	8 3	9 1	16 5	17 2	15 6	15 10	...	...	10 14	10 14	19 11	20 14	17 0	22 3	22 14	23 9	126 14	126 14	10 4	10 4

* Not sold.

‡ Six pies per bundle

w In sub-divisions retail prices of salt per rupee are:—Begusarai 9-4 sers and Jamui 9 sers.

x At Nowada retail price of salt 8 sers per rupee.

y In sub-divisions retail prices of salt per rupee are:—Buxar 10 sers, Sasseram 10 sers, and Bhabuah 9-8 sers.

z In sub-divisions retail prices of salt per rupee are:—Kishenganj 8 sers and Arraria (at Ranigunj) 9-8 sers.

z1 In sub-divisions retail prices of salt per rupee are:—Madhubani 10 sers and Tajpore 11 sers.

z2 At Hajipore retail price of salt 10 sers per rupee.

z3 At At Bettiah retail price of salt 9-8 sers per rupee.

RETAIL PRICES FOR THE 2nd HALF OF MAY 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*). *		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or thur cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	18 0	18 0	25 0	25 0	...	...	10 0	10 0	21 0	22 0	21 0	21 0	†	†	†	†	26 0	25 0	17 0	18 0	†	†	85 0	90 0	10 0	10 0
Ferozepore	20 0	20 0	33 0	33 0	...	...	10 0	10 0	25 0	28 0	20 0	20 0	...	...	16 0	16 0	27 0	27 0	28 0	30 0	11 0	11 0	100 0	100 0	13 4	13 4
Montgomery	19 0	20 0	26 0	28 0	...	...	10 0	10 0	24 0	28 0	15 0	15 0	‡	‡	28 0	28 0	22 0	26 0	20 0	28 0	12 0	12 0	200 0	200 0	11 0	11 0
Central—																										
Gurgaon	18 0	18 0	26 0	27 0	...	...	10 0	10 0	20 0	20 0	19 0	19 0	†	†	†	†	24 0	24 0	20 0	20 0	20 0	20 0	130 0	130 0	11 0	11 0
Delhi	18 0	18 0	24 0	24 0	...	...	11 0	11 0	20 0	24 0	18 0	18 0	†	†	12 0	12 0	23 0	25 0	20 0	24 0	25 0	27 0	80 0	80 0	11 0	11 0
Rohtak	18 0	18 0	28 0	28 0	...	...	11 0	11 0	25 0	25 0	22 0	22 0	†	†	16 0	16 0	26 0	27 0	16 0	16 0	20 0	20 0	120 0	120 0	11 0	11 0
Karnál	18 0	17 0	28 0	29 0	...	...	12 0	11 0	24 0	26 0	18 0	18 0	22 0	22 0	18 0	18 0	27 0	27 0	30 0	32 0	20 0	20 0	160 0	160 0	10 0	10 0
Lahore	19 0	19 0	31 0	31 0	...	...	9 0	9 0	26 0	30 0	18 0	18 0	‡	‡	20 0	24 0	27 0	27 0	26 0	29 0	12 0	12 0	95 0	95 0	12 0	12 0
Sub-montane—																										
Umballa	22 0	22 0	24 0	24 0	...	...	11 0	11 0	25 0	25 0	16 0	16 0	21 0	21 0	10 0	10 0	28 0	28 0	35 0	35 0	19 0	19 0	120 0	120 0	12 0	13 0
Ludhiána	22 0	22 0	33 0	33 0	...	...	12 0	12 0	27 0	27 0	25 0	25 0	†	†	22 0	22 0	29 0	29 0	38 0	38 0	13 0	13 0	110 0	110 0	13 0	12 8
Jullundur	23 0	23 0	32 0	36 0	...	...	8 0	8 0	28 0	28 0	22 0	22 0	*	*	20 0	24 0	25 0	27 0	34 0	34 0	*	*	100 0	100 0	12 8	12 8
Hoshiárpur	24 0	24 0	32 0	32 0	...	...	12 0	12 0	27 0	27 0	18 0	18 0	12 0	12 0	24 0	24 0	28 0	28 0	32 0	32 0	17 0	17 0	120 0	120 0	13 0	13 0
Gurdáspur	23 0	24 0	28 0	28 0	...	...	12 0	12 0	23 0	22 0	14 0	14 0	†	†	16 0	12 0	23 0	22 0	26 0	24 0	11 0	9 0	120 0	120 0	13 0	13 0
Amritsar	22 0	22 0	31 0	31 0	...	...	10 0	10 0	25 0	26 0	17 0	17 0	†	†	23 0	23 0	26 0	26 0	28 0	30 0	†	†	90 0	90 0	13 0	13 0
Hills—																										
Simla	16 0	16 0	20 0	20 0	...	...	9 0	9 0	16 0	16 0	13 0	14 0	22 0	24 0	8 0	8 0	18 0	20 0	22 0	22 0	9 0	9 0	60 0	70 0	8 8	9 0
Kángra	19 0	19 0	28 0	28 0	...	...	12 0	12 0	12 0	13 0	10 0	10 0	30 0	25 0	8 0	8 0	20 0	20 0	25 0	26 0	13 0	12 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkote	21 0	21 0	31 0	32 0	...	...	11 0	11 0	24 0	26 0	22 0	22 0	‡	‡	20 0	20 0	26 0	26 0	26 0	26 0	12 0	13 0	160 0	160 0	13 0	13 0
Gujránwála	19 0	19 0	32 0	34 0	...	...	9 0	10 0	22 0	22 0	16 0	16 0	‡	‡	16 0	16 0	26 0	26 0	20 0	20 0	‡	‡	100 0	100 0	13 0	13 0
Gujrát	22 0	22 0	35 0	35 0	...	...	10 0	9 0	25 0	25 0	22 0	22 0	†	‡	12 0	10 0	25 0	26 0	23 0	23 0	†	†	120 0	120 0	14 0	14 0
Jhelum	22 0	21 0	32 0	31 0	...	...	9 0	9 0	23 0	23 0	20 0	21 0	*	‡	*	*	25 0	25 0	22 0	25 0	*	12 0	160 0	160 0	14 0	14 4
Ráwalpindi	20 0	17 0	36 0	35 0	...	...	11 0	12 0	20 0	25 0	21 0	21 0	*	*	15 0	15 0	25 0	25 0	24 0	24 0	20 0	20 0	90 0	90 0	13 8	13 8
Hazára	19 0	18 0	33 0	33 0	...	...	12 0	12 0	‡	‡	‡	‡	†	†	12 0	‡	22 0	22 0	20 0	20 0	†	†	100 0	100 0	11 0	11 0
Peshawar	21 0	21 0	34 0	44 0	...	...	10 0	10 0	26 0	26 0	15 0	15 0	†	†	19 0	18 0	30 0	20 0	30 0	27 0	22 0	22 0	106 0	100 0	39 0	40 0
Kohát	22 0	22 0	50 0	46 0	...	...	11 0	12 0	30 0	16 0	16 0	16 0	†	†	10 0	‡	22 0	20 0	14 0	27 0	†	†	125 0	125 0	50 0	54 0
Western—																										
Shahpur	24 0	25 0	38 0	40 0	...	...	10 0	10 0	26 0	33 0	28 0	29 0	20 0	20 0	20 0	20 0	30 0	30 0	24 0	24 0	*	*	240 0	240 0	13 0	13 0
Jhang	21 0	20 0	27 0	28 0	...	...	10 0	10 0	20 0	22 0	16 0	16 0	18 0	20 0	16 0	20 0	17 0	17 0	20 0	20 0	10 0	10 0	240 0	240 0	11 0	12 0
Mooltan	16 0	16 0	25 0	25 0	...	...	12 0	12 0	24 0	24 0	20 0	20 0	†	†	24 0	24 0	21 0	20 0	24 0	25 0	†	†	100 0	100 0	12 0	12 0
Bannu	28 0	26 0	37 0	36 0	...	...	10 0	11 0	16 0	25 0	18 0	19 0	8 0	9 0	8 0	9 0	30 0	30 0	31 0	30 0	11 0	13 0	60 0	60 0	40 0	40 0
D. I. Khán	21 0	20 0	37 0	35 0	...	...	8 0	8 0	24 0	25 0	24 0	24 0	‡	‡	6 0	6 0	25 0	22 0	17 0	17 0	14 0	14 0	112 0	112 0	44 0	44 0
Muzaffargarh	18 0	18 0	26 0	26 0	...	...	13 0	13 0	20 0	20 0	21 0	21 0	‡	‡	‡	‡	19 0	19 0	‡	‡	11 0	11 0	110 0	110 0	12 0	12 0
D. G. Khán	18 0	17 0	25 0	25 0	...	...	8 0	10 0	25 0	25 0	23 0	22 0	‡	‡	‡	‡	18 0	16 0	‡	‡	‡	‡	125 0	125 0	27 0	27 0
Sind and Baluchistan—																										
Karáchi	12 0	12 0	17 0	17 0	8 0	8 0	10 0	10 0	16 0	16 0	13 0	13 0	‡	‡	‡	‡	17 0	16 0	15 0	14 0	6 0	6 0	90 0	90 0	14 0	14 0
Hyderabad (Gidu Bandar)	12 8	12 8	16 0	17 8	6 8	7 0	9 8	9 8	18 8	18 8	15 0	14 8	...	...	...	...	15 8	17 8	...	...	...	...	160 0	160 0	12 0	11 0
Thar and Párkar (Umarkot)	13 0	13 0	...	...	...	...	10 4	9 12	...	...	12 0	12 0	...	...	...	...	...	...	...	...	...	...	160 0	140 0	12 0	12 0
Sukkur	15 0	15 0	21 0	20 0	9 0	10 0	12 0	12 0	22 8	20 0	19 4	18 0	...	...	...	...	17 8	17 8	...	...	12 0	11 0	120 0	120 0	12 8	12 8
Shikárpur	13 8	12 8	21 8	19 8	8 12	8 12	10 8	11 0	19 8	19 8	19 0	19 0	...	...	...	...	19 0	19 0	...	...	10 8	10 4	140 0	140 0	11 8	11 8
Upper Sind Frontier	13 8	13 0	19 0	11 0	9 0	8 0	11 0	11 0	23 0	23 0	19 0	19 0	...	...	...	...	19 0	20 8	...	...	9 0	10 0	160 0	160 0	11 0	11 0
Quetta	14 0	14 0	15 8	14 8	5 0	5 0	8 1	8 4	16 8	16 0	‡	...	‡	...	‡	...	14 0	13 4	16 0	16 0	...	...	64 0	64 0	8 12	9 0
Bombay—																										
Konkan—																										
Karwar	10 8	11 0	...	...	6 8	6 8	10 0	10 0	18 0	18 0	...	...	20 0	20 0	12 0	12 0	11 0	11 0	...	...	10 0	10 0	213 5	213 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	8 8	8 8	9 14	11 5	14 4	14 4	13 8	13 8	16 7	16 7	...	...	11 3	11 14	...	...	9 8	9 8	135 0	135 0	12 15	11 8
Colába (Alibág)	10 0	10 0	...	...	...	...	10 3	11 4	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	122 0	122 0	12 0	12 0
Bombay	10 0	9 13	17 2	17 6	6 9	6 10	10 13	10 8	18 12	15 1	13 6	13 4	17 1	16 15	12 7	12 10	14 7	13 14	17 15	15 11	7 2	7 2	67 1	67 1	11 3	11 3
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 7	9 7	...	...	11 4	11 4	...	...	...	...	12 5	12 5	...	...	9 12	9 12	71 2	71 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	15 0	15 0	...	...	11 0	11 0	12 0	12 0	21 0	21 0	19 0	19 0	28 0	28 0	...	...	13 0	13 0	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Belgaum	15 0	16 0	...	...	11 8	11 8	12 0	12 0	19 0	19 0	19 0	18 8	24 0	24 0	...	...	12 8	14 0	...	...	10 0	10 0	68 0	64 0	12 0	12 0
Satara	10 11	10 11	13 0	13 0	8 3	8 3	10 0	10 0	14 10	14 10	10 15	13 15	16 5	16 5	14 5	14 5	15 9	15 9	19 2	19 2	11 0	11 0	97 1	97 1	13 0	13 0
Sholápur	14 1	14 1	17 6	17 6	7 9	7 9	9 7	9 7	19 13	20 11	17 7	17 7	...	...	...	...	15 8	16 1	...	...	15 1	15 1	80 0	82 10	11 8	11 8
Bijápur	13 8	13 8	10 5	10 5	7 3	7 3	9 2	9 2	19 0	18 2	15 14	15 14	...	...	...	...	15 2	15 12	...	...	10 10	10 10	80 0	80 0	10 8	10 8
Poona (City)	11 8	11 8	13 10	13 10	8 13	8 13	9 3	9 3	15 4	16 5	12 10	12 10	16 6	16 6	...	...	12 10	12 10	...	..	14 6	14 6	60 13	60 13	11 15	11 15
Khandesh—																										
Ahmadnagar	13 2	12 13	...	...	[illegible]	8 0	9 1	9 1	15 0	14 11	12 8	12 8	...	...	...	...	12 13	12 13	...	...	14 7	14 7	46 0	100 0	11 6	11 6
Násik	14 6	14 12	...	...	9 0	9 0	10 8	10 8	...	...	14 0	14 0	15 14	15 14	...	...	13 10	13 10	...	...	10 1	10 1	106 8	106 8	13 8	13 8
Khandesh (Dhulia)	12 7	12 7	...	...	7 8	7 8	9 6	9 6	15 7	15 7	15 0	15 0	...	...	12 10	12 10	12 10	11 13	...	...	...	...	106 0	106 0	11 6	12 4
Guserat—																										
Surat	10 0	10 0	13 0	13 0	6 0	6 0	8 0	8 0	15 0	16 0	14 0	14 0	...	...	6 0	6 0	12 0	12 0	...	...	13 0	8 0	100 0	110 0	12 0	12 0
Broach	10 8	10 8	...	...	7 8	7 8	10 0	10 8	16 0	15 8	13 4	13 0	...	...	...	...	10 8	10 10	...	...	13 4	12 4	90 0	100 0	12 12	12 12
Kaira	13 10	13 10	18 13	20 0	7 7	7 7	9 11	9 11	14 8	14 8	13 14	14 8	15 4	16 0	...	...	12 15	12 15	...	...	..	13 5	90 0	90 0	13 5	13 5
Baroda Camp (Sadar Bazar)	9 2	9 2½	13 11	13 2½	6 14	6 14	8 9½	8 9½	16 0	16 0	13 2½	13 2½	15 6¼	16 0	...	...	9 9½	10 4½	...	...	8 9½	8 9½	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	11 8	10 0	20 0	20 0	6 8	6 8	8 0	8 0	16 0	15 0	14 0	14 0	...	...	...	...	16 0	16 0	...	...	9 8	10 0	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	10 0	10 0	...	...	7 2	7 2	10 0	10 0	17 6	17 6	14 4	14 4	17 6	17 6	...	...	15 0	15 0	16 0	16 0	9 4	9 4	160 0	160 0	11 2	11 2
Deesa Cantonment	13 3	12 8	14 1	14 8	6 0	6 0	8 0	8 0	14 0	14 0	13 5	13 0	...	...	...	...	14 4	14 0	...	...	10 1	9 6	150 0	150 0	11 8	11 8
Kathiawar—																										
Rájkot	12 12	12 12	...	...	6 8	6 8	8 0	8 0	14 0	14 0	12 0	12 0	...	...	...	...	13 8	13 8	...	...	6 8	6 8	100 0	100 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	13 8	14 4	...	...	7 8	7 8	10 9	10 9	19 1	19 1	...	...	...	...	...	...	...	...	...	...	10 11	10 11	120 0	120 0	10 9	10 14
Khandwa-Ásirgarh Cant.	12 14	12 12	...	...	9 0	9 0	11 0	11 0	17 4	17 1	17 12	18 0	...	...	13 0	13 0	14 8	16 0	...	...	10 12	11 0	160 0	160 0	10 0	10 0
Hoshangabad	15 0	14 8	...	...	6 8	6 8	8 0	8 0	...	...	...	...	...	...	...	...	19 9	19 0	...	...	13 0	13 0	120 0	120 0	9 8	9 8
Betúl	14 7	14 7	...	...	...	9 9	...	10 0	17 7	17 7	...	...	...	...	...	...	16 0	16 0	...	...	9 12	9 12	320 0	320 0	7 9	7 9
Chhindwára	15 3	15 3	...	...	8 0	8 0	11 6	...	18 0	18 0	...	...	...	...	...	...	19 0	19 0	...	...	10 4	10 4	160 0	160 0	9 0	8 8
Nágpur	15 0	16 4	...	...	8 12	8 7	12 3	12 3	19 11	20 10	...	...	...	...	...	...	17 8	18 12	...	...	13 2	13 2	110 0	110 0	9 13	9 13
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	17 2	17 2	...	...	16 0	16 0	124 0	124 0	10 11	10 11
Central—																										
Narsinghpur	14 10	13 8	...	...	9 3	9 3	10 6	10 6	...	...	...	...	...	...	...	...	18 2	17 10	...	...	12 10	12 10	200 0	200 0	9 2	9 2
Saugor	15 15	15 7	...	...	8 4	8 9	9 4	9 8	...	...	...	...	...	...	...	...	19 0	17 15	...	...	13 8	13 0	160 0	160 0	9 2	9 2
Damoh	16 0	17 2	...	...	10 15	10 15	11 7	12 0	...	...	...	...	...	...	...	...	21 0	24 0	...	...	10 11	10 11	200 0	200 0	8 12	8 12
Jubbulpore	15 12	15 4	...	...	8 0	8 4	9 12	10 8	16 8	16 4	...	...	...	...	...	...	19 0	20 0	...	...	12 0	13 8	130 0	130 0	8 12	9 0
Mandla	16 8	18 0	...	...	8 0	9 0	11 0	12 0	...	...	...	...	...	...	...	...	24 0	25 0	...	...	10 0	12 0	256 0	256 0	9 0	9 0
Seoni	17 4	16 10	...	...	9 5	9 5	12 2	12 2	...	...	...	...	...	...	...	...	19 8	19 8	...	...	10 15	10 15	200 0	200 0	9 2	9 2
Bálághát	18 6	18 6	...	...	10 8	10 8	15 5	15 6	...	...	...	...	...	...	...	...	18 0	18 0	...	...	11 4	11 4	192 0	192 0	9 0	9 0
Bhandára	16 4	17 8	...	...	8 12	...	11 4	13 12	...	...	...	...	...	...	...	...	18 12	18 12	...	...	12 8	12 8	200 0	190 0	9 4	9 8
Chánda	15 0	15 7	...	...	...	...	12 13	12 13	21 5	21 5	...	...	...	...	...	...	19 3	15 8	...	...	14 6	14 7	615 0	615 0	10 0	10 0
Eastern—																										
Biláspur	19 14	18 15	...	...	10 3	10 3	14 10	13 8	...	...	[illegible]	...	...	...	...	...	15 12	16 12	...	...	16 8	16 8	96 0	96 0	9 0	9 0
Raipur	20 13	20 13	...	...	10 12	10 12	15 15	15 15	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	50 0	50 0	8 0	8 0
Sambalpur	12 4	14 0	...	...	12 4	12 4	15 12	15 12	...	...	...	...	...	...	...	...	10 8	12 0	...	...	8 0	8 0	160 0	160 0	8 5	8 5
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	10 0	10 0	18 0	18 [illegible]	12 0	17 0	...	...	...	...	16 0	16 0	...	...	10 0	10 0	§	§	9 0	9 0
Básim	16 10	16 7	...	...	7 10	7 0	9 10	9 10	22 9	24 2	23 0	23 0	...	...	...	...	18 3	19 2	...	...	13 4	13 1			8 11	9 3
Akola	14 0	15 0	...	...	7 0	7 0	9 0	8 0	17 0	17 0	14 0	15 0	...	...	...	...	14 0	16 0	...	...	17 0	17 0			10 8	10 8
Ellichpur	14 0	14 0	...	8 6	7 0	7 0	8 0	8 6	16 0	16 0	13 0	13 0	...	...	...	...	14 0	13 12	...	...	17 0	17 8			9 0	9 8
Amráoti	13 10	14 0	...	16 0	6 0	7 0	7 8	8 0	17 2	17 0	13 4	14 0	...	...	...	...	14 0	14 0	...	...	11 0	12 0			9 0	9 0
Wún	14 4	15 0	...	...	8 0	8 0	11 0	11 0	21 8	23 0	...	...	...	...	...	...	16 4	18 0	...	...	18 0	18 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 3	12 7	...	...	6 10	6 12	10 0	10 0	18 13	18 4	...	...	18 4	...	...	...	14 7	14 7	...	...	20 1	20 1	120 0	120 0	9 0	9 2
Boláram	13 8	13 8	...	...	7 6	7 6	8 5	8 5	20 3	20 1	...	...	...	...	...	...	15 9	15 9	...	...	...	...	116 14	116 14	9 0	9 0
Chadarghat	12 0	12 8	...	...	7 0	7 8	9 8	9 8	20 0	21 0	20 0	21 0	...	...	...	...	14 8	15 0	...	...	...	...	120 0	120 0	9 8	9 12

* Not sold. † Not produced. ‡ Not procurable. § Firewood is sold by head-loads, cart-loads, and bullock-loads.

RETAIL PRICES FOR THE 2nd HALF OF MAY 1889—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or thúr cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	11 13	11 13	12 10	12 10	*	*	*	*	20 6	20 6	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	8 2	8 2	...	...	11 14	11 2	12 13	12 0	*	*	*	*	21 13	21 13	...	...	...	...	...	...	...	...	128 13	128 13	13 5	13 5
South, central—																										
Coimbatore	11 8	12 5	...	...	12 10	12 10	13 10	13 10	21 11	21 11	25 6	23 13	28 0	28 0	...	...	...	...	...	...	...	...	133 10	133 10	11 11	11 11
Nílgiris	9 14	9 14	...	...	9 10	10 6	11 3	11 3	20 0	19 5	16 13	16 13	21 10	21 10	...	...	...	...	...	...	...	...	161 13	161 13	10 2	11 0
Salem	10 3	10 3	...	...	11 13	11 13	13 11	13 11	25 0	25 14	21 5	23 0	30 13	30 13	...	...	...	...	...	...	...	...	186 10	186 10	13 8	13 8
Central—																										
Bellary	13 14	13 14	...	...	11 3	11 3	12 6	12 6	28 5	28 10	20 11	20 11	32 0	32 0	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Anantapur	11 8	11 8	...	...	12 13	13 14	15 2	16 3	31 6	31 6	25 6	25 6	32 0	32 0	...	...	...	...	...	...	...	...	194 6	194 6	10 2	11 5
Cuddapah	11 13	12 8	...	...	11 2	11 2	14 2	14 2	21 5	21 5	*	*	28 8	30 0	...	...	...	...	...	...	...	...	140 0	140 0	12 10	12 10
Kurnool	11 6	11 6	...	...	10 11	11 6	11 6	11 13	24 0	24 5	20 0	20 0	*	*	...	...	...	...	...	...	...	...	142 14	142 14	11 5	9 11
East Coast, north—																										
Ganjam	9 13	9 8	...	...	10 0	10 0	10 11	12 0	*	*	*	*	18 5	19 0	...	...	...	...	...	...	...	...	264 6	264 6	11 11	12 0
Vizagapatam	13 0	13 0	...	...	9 0	9 0	10 3	10 3	19 6	19 6	17 13	17 13	18 3	18 3	...	...	...	...	...	...	...	...	116 10	116 10	11 11	11 11
Godávari	11 11	11 11	...	...	13 14	12 14	15 0	14 0	24 0	25 0	21 2	21 2	22 13	22 13	...	...	...	...	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	12 0	12 0	11 11	11 11	21 2	22 2	*	*	23 13	23 13	...	...	...	...	...	...	...	...	170 2	170 2	13 [illegible]	13 3
Nellore	9 14	9 14	...	...	11 6	11 6	12 8	12 8	23 0	23 0	21 13	21 13	26 6	26 6	...	...	...	...	...	...	...	...	93 5	93 5	11 11	11 11
East Coast, south—																										
Madras	10 10	10 10	...	...	11 10	11 10	13 5	13 6	*	*	*	*	28 2	28 2	...	...	...	...	...	...	...	...	91 2	90 8	12 5	12 5
Chingleput	*	*	...	...	13 2	13 8	14 6	15 2	*	*	17 3	21 2	26 0	26 0	...	...	...	...	...	...	...	...	122 8	122 8	12 6	11 14
N. Arcot	9 6	9 6	...	...	12 3	12 3	13 3	13 3	*	*	*	*	33 6	33 6	...	...	...	...	...	...	...	...	194 6	194 6	11 5	11 5
S. Arcot	8 10	8 10	...	...	12 3	12 3	14 0	14 14	*	*	22 5	23 2	23 14	23 14	...	...	...	...	...	...	...	...	209 0	209 0	11 11	11 11
Tanjore	8 13	8 2	...	...	14 2	14 2	*	*	*	*	23 14	23 14	26 6	26 6	...	...	...	...	...	...	...	...	166 3	166 3	12 6	12 6
Trichinopoly	8 10	8 14	...	...	12 3	12 3	12 11	12 11	19 10	*	20 5	20 5	24 14	24 14	...	...	...	...	...	...	...	...	143 6	143 6	12 3	12 3
Southern—																										
Tinnevelly	10 11	10 11	...	...	11 8	[illegible] 5	12 6	13 10	*	*	*	*	*	*	...	...	...	...	...	...	...	...	53 5	53 5	14 6	14 6
Madura	10 2	10 2	...	...	13 6	13 6	13 14	13 14	*	*	22 0	22 0	26 5	26 5	...	...	...	...	...	...	...	...	140 14	140 14	13 10	13 10
Mysore—																										
Mysore	10 0	10 0	10 0	10 0	[illegible]	10 0	11 0	12 0	29 0	29 0	16 0	28 0	30 0	29 0	22 8	24 0	12 0	11 8	...	...	11 0	12 0	84 0	90 0	9 0	8 8
Bangalore	11 0	10 8	11 8	11 0	[illegible]	9 0	10 0	10 0	28 0	28 0	...	...	32 0	32 0	...	...	11 8	11 8	...	...	13 8	13 8	96 0	96 0	9 4	9 4
Kolar	...	...	10 0	10 0	10 0	10 0	13 0	12 0	24 8	23 0	31 0	24 0	42 0	43 0	...	...	12 0	12 0	...	...	14 0	14 8	144 0	144 0	8 0	8 0
Túmkur	12 0	11 0	11 0	11 0	11 0	12 0	13 0	13 8	...	...	...	...	48 0	48 0	...	...	12 0	12 0	...	...	15 0	16 8	340 0	340 0	9 0	9 0
Hassan	...	...	11 0	11 0	11 0	11 0	13 0	13 0	...	...	...	...	38 0	43 0	...	...	13 0	12 0	...	...	13 0	14 0	96 0	96 0	8 0	8 0
Kadur	10 0	10 0	11 0	11 0	15 0	16 0	16 0	18 0	...	...	...	...	48 0	48 0	...	...	14 0	15 0	...	...	8 0	10 0	240 0	320 0	9 0	10 0
Shimoga	10 8	12 10	12 10	...	10 8	11 9	14 11	14 11	33 10	31 8	...	...	43 1	45 2	...	...	14 11	14 4	...	...	...	...	480 0	480 0	8 6	9 7
Chitaldrug	13 0	13 0	15 0	15 0	11 0	11 0	13 0	13 0	48 0	48 0	32 0	32 0	55 0	55 0	70 0	70 0	14 0	14 0	...	...	18 0	18 0	320 0	320 0	8 0	8 0
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	12 8	12 0	15 0	14 8	...	...	...	...	35 0	35 8	...	...	19 8	19 8	...	...	...	...	110 0	110 0	10 0	10 0
Aden	8 0	8 0	...	...	5 9	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

E. J. SINKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, July 8th, 1889.

There has been no important change of weather during the past week. Normal monsoon conditions have prevailed throughout the period, uninterrupted either by any considerable break in the rains or by any considerable storm. In the Western Desert, Khandeish, part of the Bombay Deccan, and Madras there has been less rain than usual; but with these exceptions the rainfall, though nowhere very heavy, has been steady and sufficient.

The Chart of the 2nd showed the ordinary monsoon distribution over the greater part of the country, but in Northern India there were some irregularities. In the first place, a small depression lay over Northern Bengal; in the second, the shallow depression which ordinarily exists over the Gangetic plain was absent, and pressure decreased gradually but steadily right up to the foot of the hills. In consequence, the south-easterly winds which usually prevailed over Northern India were not shown, and the winds over the Punjab and North-Western Provinces were apparently part of the West Coast current. On the 3rd the Chart showed that the depression over Bengal had begun to move west-south-westward and at the same time to fill up. There existed on this day a low pressure area over Western Bengal and the east of the North-Western and Central Provinces, and a second over the west of the Punjab, with an intervening region covering the North-Western Provinces, the east of the Punjab, and Rajputana of very uniform pressure. Over the Peninsula gradients were also slight for the time of year. The monsoon currents were consequently light or moderate generally, and on the West Coast there was much variability in the wind direction. By the morning of the 4th the Bengal depression had reached the centre of the Central Provinces. A well marked though feeble cyclonic circulation existed around it, and hence easterly and south-easterly winds had appeared in Upper India. The wind was still very variable on the West Coast, but elsewhere normal monsoon directions prevailed. By the 5th the depression had almost filled up, though there were traces of the centre between the stations of Jeypore and Indore and Neemuch and Jhansi. Except on the West Coast, the normal monsoon circulation existed. On the 6th the depression had entirely disappeared, but otherwise there was no change. On the 7th a rapid fall of the barometer was reported from North-Western India, while pressure rose in the south. Hence gradients became steeper and the wind stronger. The Chart of the 8th showed that the fall in the North-West continued, and the barometric difference between the south and north of India became again about normal. At the same time the wind became westerly and south-westerly over the Peninsula.

Temperature.—Very small variations of temperature from the mean are again reported this week. The conditions which maintained the uniform temperature of last week have again been effective in preventing any large changes, and the variations from the normal, which are shown in the table given below, are everywhere less than $1\frac{1}{2}°$. Larger variations than the above occurred on some days in particular districts. For instance, owing to the rather heavy rainfall in the Indus Valley at the end of last week, the mean temperature of Guzerat and Sind was low on the 2nd, while, owing to moderately heavy rain in Upper India at the close of the present week, the mean temperature of the North-Western Provinces and the Punjab was low on the 7th and 8th.

During the first two days of the week the maxima were high all over North-Western India, exceeding 100° at all stations; but on the 4th a rapid fall occurred over Upper India (except the Indus Valley), and the maxima from that day till the close of the week were generally considerably below the normal.

The following table shows the excess or defect of the mean average temperatures of the different Provinces from the normal, both for the present and for the preceding week :

Province.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of Present Week from Normal.
Burmah	0°	+ 1·2°
Bengal	— 1·3°	— 0·2°
North-Western Provinces	— 2·5°	— 0·8°
Punjab	+ 0·6°	— 0·5°
Bombay	— 0·3°	+ 1·0°
Central Provinces and Berar	+ 0·5°	+ 1·4°
Guzerat and Central India	— 1·1°	— 0·7°
Sind and Rajputana	— 1·4°	— 1·1°
Madras	— 0·1°	+ 0·1°

This table shows that there has been a slight excess of temperature in Burmah, Bombay, the Central Provinces, and Madras, and a slight deficiency elsewhere.

Rain.—In North-Western India and in Madras the rainfall of the week has again been rather scattered than general, and in Sind and the west of the Punjab there has been none of any consequence; but in all other parts of India rain has been general and has fallen in most districts on every day of the week.

The following is a brief description of the daily distribution:

On the 2nd there was no rain over the south and west of the Punjab, Upper Sind, Central India, the west of the Central Provinces, the Bombay Deccan, or the Carnatic. Elsewhere rain was general, and in parts of Bengal heavy. On the 3rd a similar distribution obtained, but the amounts had decreased somewhat in Bengal. On the 4th there was rather more rain in the Punjab, and a fairly general fall over Central India, Khandeish, and the Bombay Deccan, and larger amounts on the West Coast. On the 5th rain ceased again in Khandeish, Berar, the west of the Central Provinces, and decreased in amount on the West Coast; but elsewhere there was no change. The Chart of the 6th showed larger amounts again on the West Coast and general rain in all parts of the country, except the south of the Punjab and the Western Desert. On the 7th rain was still heavier on the West Coast, but there was no other change; and the Chart of the 8th showed rain in all places, except parts of Rajputana and the Indus Valley.

The table at the close of the Summary shows that out of the 51 divisions into which India is divided, 23 divisions had more rain during the week than is usually received, and that 24 received less than the average; 1 district had exactly the normal, and from the other 3 districts there was no information or no average. In the great majority of districts the variations are small and often unimportant.

In Burmah all the divisions, except Arakan, had less rain than usual; and the same is true of all districts in Bengal, except Deltaic Bengal, North Bengal, and Chota Nagpur, where there was an excess. The whole of Upper India, except the districts of Oudh north, Punjab central, and Punjab west, had exceedingly good rain, the excess in some districts being considerable. Malabar had only two-thirds of its normal amount; but Madras, south central, and Coorg had heavy rain. The Konkan has more than the average rain; but behind the Ghâts in Mysore and the Bombay Deccan, as well as northward into Khandeish, Berar, and the west of the Central Provinces, there was a rather large deficiency. The east of the Central Provinces and Central India had good rains, while Guzerat had a considerable and Sind a trifling deficiency. The East Coast districts exhibit a slight excess or a trifling deficiency.

The concluding column of the table shows the state of the seasonal rainfall. Burmah and East Bengal are below the average; but over the rest of Bengal, as well as over by far the greater part of Northern India, the rainfall has been exceedingly good. The only important exception is the Punjab central, where only about half the normal amount has fallen. The West Coast districts have had fair rain; but Mysore and the whole of the districts comprising Khandeish, Berar, and the west of the Central Provinces have had short rain. In Central India, Guzerat, and Sind the rainfall has been about the normal; but in Kattiawar it has been deficient. In Madras the changes are irregular and on the whole not large.

Province.	Division.	Rainfall Data for Week ending July 8th, 1889.			Rainfall Data from May 13th to July 8th, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in Inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to July 8th.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	2·94	9·11	— 6·17	52·72	62·53	— 16
	Lower Burmah	2·84	5·08	— 2·24	25·46	32·32	— 21
	Central Burmah	1·72	3·89	— 2·17	18·82	25·99	— 28
	Upper Burmah	2·06	?	?	17·62	?	?
	Arakan	11·72	9·53	+ 2·19	69·00	75·48	— 9
Bengal and Assam	Eastern Bengal	2·83	4·45	— 1·62	27·48	30·25	— 9
	Assam (Surma)	3·54	4·65	— 1·11	49·34	39·17	+ 26
	Do. (Brahmaputra)	3·68	4·84	— 1·16	35·69	28·97	+ 23
	Deltaic Bengal	3·13	2·81	+ 0·32	18·81	17·03	+ 10
	Central Bengal	2·06	3·16	— 1·10	18·86	16·65	+ 13
	North Bengal	7·09	6·35	+ 0·74	38·98	38·38	+ 2
	Orissa	1·12	2·33	— 1·21	13·83	13·62	+ 2
	Chota Nagpur	4·28	2·80	+ 1·48	16·50	12·57	+ 31
	Behar (South)	2·41	2·62	— 0·21	13·18	10·18	+ 29
	Do. (North)	3·36	3·77	— 0·41	18·44	14·15	+ 30
North-Western Provinces and Oudh	North-Western Provinces (East).	3·19	2·25	+ 0·94	11·08	7·48	+ 48
	Oudh (South)	2·38	2·32	+ 0·06	9·17	7·74	+ 18
	Do. (North)	2·00	3·30	— 1·30	9·53	9·94	— 4
	North-Western Provinces (Central).	2·73	1·75	+ 0·98	6·65	5·63	+ 18
	North-Western Provinces (West).	2·21	2·13	+ 0·08	5·25	6·00	— 13
	North-Western Provinces (Submontane).	5·39	3·57	+ 1·82	13·62	10·37	+ 31
Punjab	Punjab (South)	1·75	1·05	+ 0·70	3·89	3·50	+ 11
	Do. (Central)	1·90	2·17	— 0·27	3·14	6·18	— 49
	Do. (Submontane)	3·75	2·40	+ 1·35	6·45	6·59	— 2
	Do. (Hill Districts)	8·56	6·83	+ 1·73	22·14	18·32	+ 21
	Do. (North-West)	2·90	1·21	+ 1·69	5·11	4·08	+ 25
	Do. (West)	0·30	0·40	— 0·10	2·02	1·74	+ 16
Bombay and Malabar Coast Districts (Madras).	Malabar	5·04	7·62	— 2·58	48·37	52·25	— 7
	Madras (South Central)	1·60	0·57	+ 1·03	7·75	5·30	+ 46
	Coorg	5·04	1·06	+ 3·98	31·09	35·12	— 11
	Mysore	0·65	0·84	— 0·19	4·10	0·39	— 36
	Konkan	8·25	7·54	+ 0·71	46·77	38·84	+ 20
	Bombay Deccan	1·10	1·58	— 0·48	7·73	9·55	— 19
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·74	1·07	— 0·33	4·38	7·71	— 43
Central Provinces and Berar.	Berar	1·70	2·10	— 0·40	7·24	9·88	— 27
	Central Provinces (West)	1·62	2·45	— 0·83	8·67	11·24	— 23
	Ditto (Central)	4·05	3·73	+ 0·32	14·14	14·08	0
	Ditto (East)	3·16	2·63	+ 0·53	12·62	14·25	— 11
Bombay (North)	Guzerat	2·27	3·36	— 1·09	8·83	9·95	— 11
	Kattiawar	2·45	2·29	+ 0·16	4·48	7·46	— 40
	Sind	0·11	0·16	— 0·05	0·51	0·45	+ 13
Rajputana and Central India.	Central India (East)	2·72	2·58	+ 0·14	9·41	8·72	+ 8
	Rajputana (East), Central India (West).	2·60	1·83	+ 0·77	7·48	5·52	+ 36
	Rajputana (West)	...	...	...	...	...	...
Madras	East Coast (North)	2·10	1·17	+ 0·93	9·63	8·57	+ 12
	Hyderabad (South)	0·83	1·00	— 0·17	3·95	6·15	— 36
	Madras (Central)	0·70	0·68	+ 0·02	4·39	4·73	— 7
	East Coast (Central)	0·79	0·79	0	5·11	5·08	+ 1
	Ditto (South)	0·41	0·53	— 0·12	3·83	3·93	— 3
	Madras (South)	0·10	0·34	— 0·24	1·73	2·72	— 36

SIMLA, *11th July, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 6th July.*—Rainfall good in Ganjam, Vizagapatam, Godavari, Kistna, Bellary, Nilgiris, Salem, and West Coast; slight in Madras and Chingleput, and fair elsewhere. Crops generally good; but withering in parts of Cuddapah, South Arcot, and Tinnevelly, and suffering from want of rain or water in North Arcot, Trichinopoly, Coimbatore, and Salem. Crops damaged by excessive moisture in Vizagapatam and blighted by insects in Coimbatore. Water-supply insufficient in Chingleput and Salem. Stock suffering badly from disease in Tanjore, Kistna, Tinnevelly, and Malabar. Prices rising in eight districts, falling in six, and stationary in others. Cholera severe in the three northern districts, but abating in Ganjam. Labourers employed last day of week in Ganjam,—on Rushikulya works, 4,118; Gopalpur Canal, 1,334; Ghat Roads, 1,879. Average daily number on drinking-water tanks and wells, 5,039; on minor irrigation and other works, 3,055: decrease due to agricultural operations and partly to floods in Gopalpur Canal. Number on village relief on 29th June, 27,163; fed in kitchens, 2,907. No reliable estimate of stocks of food-grains in Ganjam. Imports during week by sea and land 1,208 tons. General prospects favourable; continue to improve in Ganjam.

Bombay.—*For week ending 10th July.*—Rain throughout the Presidency Proper and Sind, but deficient in parts of Guzerat, Deccan, and Southern Mahratta Country. Sowing progressing in several districts, but retarded for want of sufficient rain in parts of Khandesh, Nasik, Poona, Ahmednagar, Satara, Bijapur, and Dharwar. Standing crops good in Sholapur, Belgaum, and Kanara,—damaged by caterpillars in four talukas of Kaira, and suffering for want of moisture in three talukas of Bijapur. Transplantation progressing in Surat, Thana, Kolaba, Ratnagiri, and Kanara. Fodder scarce in parts of Poona, Ahmednagar, Dharwar, and Kathiawar. Water scarce in parts of Ahmednagar and Dharwar. Prices rising in parts of Khandesh and Nasik.

Bengal.—*For week ending 9th July.*—Ordinary monsoon weather prevails throughout the Province, and ample rain has fallen in all districts, except Balasore. A partial break in the rains appears to have set in and will be beneficial to the crops. The excessive rain has caused damage to the crops on low lands in places in the Rajshahye and Dacca divisions, the damage being rather considerable in the south of Rungpore. Sowing of paddy and *bhadoi* crops is nearly completed, and transplanting of seedlings has begun. Prospects of early rice, jute, and sugarcane are promising. Indigo manufacture has begun, and the produce is expected to be fair, except in Midnapore and Chumparun. The price of rice remains high and steady throughout the Province. The latest report regarding the affected tract in the Patna division shows that the attendance on relief works has fallen off considerably; but in Muzaffarpur and Darbhanga, owing to interruption of communications caused by heavy rain, prices have risen almost to famine rates. In Chumparun anxiety is felt for the crops for want of fine weather, and destitution is said to be spreading.

North-Western Provinces and Oudh.—*For week ending 10th July.*—Good rain everywhere. *Kharif* operations progressing satisfactorily. Prices almost stationary. Markets fairly supplied.

Punjab.—*For week ending 10th July.*—Good rain has fallen in all districts, except at Peshawar. Prices are falling in Shahpur, fluctuating in Peshawar, slightly rising in Mooltan, and stationary elsewhere. Ploughings for and sowings of *kharif* crops in progress. Rain has done much good to the crops at Sialkot. Prospects of standing crops are good. Sugarcane and cotton crops promise well. Stock cattle are reported healthy. Fodder sufficient, except in the Dera Ismail Khan district.

Central Provinces.—*For week ending 10th July.*—There has been sufficient rain in all districts, with a very heavy fall in the Jubbulpore tahsil. Sowing and weeding continue. Prospects favourable. Prices steady.

Burma.—*For week ending 6th July.*—Seasonable rainfall throughout Lower Burma. In Upper Burma in the Kyaukse and Meiktila districts the rainfall was slight and in Yamethin very heavy, destroying some crops. The price of paddy has risen in Prome and Toungoo, and slightly in Pegu and Thayetmyo; the prices at other districts in Lower Burma remain unchanged. In Upper Burma a rise is shown in the prices in the Ruby Mines, Sagaing, and Yamethin, and a fall in Myingyan and Pyinmana districts. The food-supply is sufficient.

Assam.—*For week ending 10th July.*—Heavy rain in most districts. Rivers high. Transplanting of winter rice and reaping of early rice impeded in some districts by floods. Tea and growing crops doing well.

Mysore and Coorg.—*For week ending 10th July.*—Good rain in Civil and Military Station of Bangalore, and heavy rain in the Bangalore district. Rain has fallen more or less throughout the State. Standing crops good, but more rain wanted in one taluka of the Hassan district. Outturn of crops in Tumkur district averages from half to two annas. Prices slightly risen in the Bangalore district.

Rains continue light in Coorg. Standing crops in good condition.

Berar and Hyderabad.—*For week ending 10th July.*—Average rainfall fair. Cotton sowing nearly finished. Sowing of *jowari*, *til*, and *tûr* continues. Fodder sufficient, except in Amraoti district. Prices stationary. Agricultural stock good.

Some rain in Hyderabad during the week. Scarcity of fodder still felt. Prices stationary.

Central India.—*For week ending 10th July.*—Rain throughout Central India during the week; heavy in Gwalior. Agricultural operations completed in Bhopal; elsewhere in progress. Condition of standing crops and of pasturage good. Prices are high, except in Neemuch, where they are falling.

Rajputana.—*For week ending 10th July.*—No rain in Bickaneer and Dholepur; elsewhere moderate. Agricultural operations progressing. Agricultural stock good, except in Meywar and Bickaneer. Pasturage or fodder scarce in Kherwara and Meywar. Prices steady generally.

Nepal.—*For week ending 4th July.*—Good rain. Weather cloudy. Rain daily during the week, but weather very warm. Indian corn progressing. Late autumn rice replanted.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XI OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 10th June, 1888. Total.	Receipts for week ending 10th June, 1888. Per mile open.	Total mean length open.	Receipts for week ending 15th June, 1889. Total.	Receipts for week ending 15th June, 1889. Per mile open.	Total Receipts from 1st April to 16th June, 1888. Total.	Total Receipts from 1st April to 16th June, 1888. Per mile open per week.	Total Receipts from 1st April to 15th June, 1889. Total.	Total Receipts from 1st April to 15th June, 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
	State Lines worked by Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Last 8 days of June 1889	East Indian	1,514	8,28,009	548	1,514	9,82,013	649	1,04,75,403	629	1,05,72,508	635	97,105	...
Ditto ditto	Patna-Gya	57	6,812	119	57	7,708	136	96,848	154	98,935	157	2,087	...
Ditto ditto	Dildárnagar-Gházipur	12	886	74	12	916	76	14,304	108	10,923	83	...	3,381
22nd June, 1889	Rajputana-Malwa	1,664	3,81,462	229	1,664	4,10,000	246	44,04,576	241	51,27,524	284	7,23,048	...
22nd ditto	Bengal-Nágpur (*a*)	180	24,662	132	293	28,829	98	4,49,008	220	5,68,863	179	1,19,195	...
22nd ditto	Bengal Nagpur-Sanctoria Coal Section	....	...	...	12	(*b*)461	38	...	...	(*b*) 461	38	461	...
22nd ditto	Southern Marátha (*c*)	850	69,075	81	857	77,571	91	9,05,414	97	10,02,664	106	97,250	...
22nd ditto	Do. Mysore Section	140	10,452	75	219	14,831	68	1,15,390	75	1,59,904	66	44,004	...
22nd ditto	Indian Midland	211	(*d*) 29,303	139	674	(*e*) 60,832	90	(*d*)2,73,909	118	(*e*) 7,29,958	112	4,56,049	...
15th ditto	Villupuram-Dharmaveram (Nellore Branch)	83	3,792	46	83	7,794	94	44,073	49	52,790	59	7,817	...
	Bareilly-Pilibhit	30	1,204	33	30	1,696	47	18,587	47	24,913	63	6,326	...
	TOTAL	4,753	13,56,947	285	5,421	15,92,741	294	1,67,99,072	321	1,83,49,623	316	15,50,551	...
	State Lines worked by Government.												
22nd June, 1889	North-Western (*f*)	2,411	4,45,222	185	2,386	5,54,622	232	52,34,052	197	59,34,075	229	7,00,023	...
22nd ditto	Oudh and Rohilkhand	693	1,49,641	216	692	1,46,207	211	18,00,303	237	19,48,989	256	1,48,686	...
22nd ditto	Bengal Central	125	10,906	87	125	19,340	155	1,24,933	91	1,56,517	114	31,584	...
22nd ditto	Wardha Coal	45	11,916	265	45	13,428	298	1,70,370	344	1,98,012	405	27,636	...
22nd ditto	Eastern Bengal Railways	673	1,38,801	206	673	1,65,150	245	15,84,124	214	17,50,181	236	1,66,057	...
Last 8 days of June 1889	Nalháti	27	2,164	79	27	2,876	106	20,503	68	19,541	65	...	962
Ditto ditto	Tirhoot	259	34,404	133	273	40,935	150	4,26,967	150	4,32,632	144	5,665	...
22nd June, 1889	Lucknow-Sitapur-Sihránau	105	7,021	67	105	7,700	73	64,315	56	81,020	70	16,705	...
22nd ditto	Jorhát	25	931	37	25	1,554	61	11,362	54	12,599	40	1,237	...
8th ditto	Cherra-Companyganj	...	...	...	...	(*g*)	...	(*h*) 725	10	(*i*) 937	10	...	88
15th ditto	Burma	392	59,980	153	555	83,300	151	7,14,014	176	10,82,749	178	3,68,135	...
	TOTAL	4,755	8,60,992	181	4,904	10,38,152	211	1,06,52,291	195	1,16,16,043	218	14,64,649	...
	Lines worked by Guaranteed Companies.												
22nd June, 1889	Madras	840	1,59,155	189	840	2,05,004	244	17,77,853	192	20,13,047	221	2,40,194	...
22nd ditto	South Indian	654	1,07,153	164	654	1,22,215	185	12,06,274	168	12,87,538	181	81,264	...
22nd ditto	Great Indian Peninsula	1,497	(*j*) 7,46,457	499	1,440	(*k*)5,98,931	416	1,24,33,900	752	(*k*)95,03,702	605	...	29,30,198
22nd ditto	Bombay, Baroda and Central India (*l*)	461	2,46,969	536	461	2,74,000	594	(*j*) 34,21,262	675	35,61,055	712	1,40,393	...
	TOTAL	3,452	12,59,734	365	3,395	11,99,150	353	1,88,34,349	496	1,63,65,042	444	...	24,68,407
GRAND TOTAL (GUARANTEED AND STATE)		12,960	34,77,373	268	13,720	38,27,043	278	4,57,83,715	321	4,03,32,508	313	5,40,793	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	2,12,29,544	149	2,16,01,088	146	3,71,544	...
NET RECEIPTS		...	...	...	...	...	...	2,45,50,171	172	2,47,31,420	167	1,75,249	...
	Assisted Companies.												
Last 8 days of June 1889	Tárakeshwar	22	4,208	191	22	6,440	293	69,583	284	72,673	297	3,090	...
8th June, 1889	Dibru-Sadiya	...	...	...	...	(*g*)	...	(*h*) 83,803	107	(*i*) 96,096	123	12,293	...
Last 8 days of June 1889	Bengal and North Western	376	55,628	148	376	55,710	148	6,55,303	158	6,55,775	161	472	...
15th June, 1889	Rohilkhand-Kumaun	67	6,506	97	67	6,747	101	82,171	111	91,719	124	9,548	...
	TOTAL	465	66,342	143	465	68,897	148	8,90,800	149	9,16,263	155	25,403	...
	Native States.												
22nd June, 1889	His Highness the Nizam's Guaranteed Company	277	30,588	110	354	31,947	90	3,36,320	110	4,45,869	116	1,09,549	...
22nd ditto	His Highness the Gaekwar's	59	2,876	49	59	2,880	49	39,838	61	33,983	53	...	5,855
22nd ditto	His Highness the Gaekwar's Mehsána-Vadnagar	21	875	42	27	1,100	40	12,759	55	14,021	48	1,262	...
22nd ditto	Bhávnagar-Gondal-Junagarh-Porbandar	293	16,957	88	260	29,760	114	2,81,881	133	3,91,036	139	1,09,155	...
22nd ditto	Morvi	68	2,910	43	68	4,713	69	54,740	73	57,872	7.	3,132	...
22nd ditto	Jodhpore	124	7,770	63	124	6,800	55	80,585	63	80,410	66	...	6,175
	TOTAL	742	61,976	84	892	77,200	87	8,12,123	100	10,23,191	106	2,11,068	...

(*a*) Includes the Katni-Umaria Branch.
(*b*) Receipts for 4 days ending 15th June, 1889.
(*c*) Includes the Bellary-Kistna State Railway.
(*d*) Includes the Sindia State Railway.
(*e*) Includes the Sindia and Bhopal-Itarsi State Railways.
(*f*) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(*g*) Return not received.
(*h*) Total receipts from 1st April to 9th June, 1888.
(*i*) Total receipts from 1st April to 8th June, 1889.
(*j*) Includes the Dhond-Manmad, Khamgaon, Amraoti, and Bhopal-Itarsi State Railways.
(*k*) Includes the Dhond-Manmad, Khamgaon, and Amraoti State Railways.
(*l*) Includes the Patri Branch.

SIMLA, *11th July, 1889.*

M. C. BRACKENBURY, *Major, R.E.,*
Under Secretary.

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SUPPLEMENT TO

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No. 29.] CALCUTTA, SATURDAY, JULY 20, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE FOURTH QUARTER OF 1888.

No. 298 R. T., dated Simla, the 3rd July 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Public Works Department Resolution No. 485 R. T., dated 2nd June 1884.
" " " " " 559 R. T., dated 20th June 1885.
" " " " " 570 R. T., dated 10th June 1886.
" " " " " 764 R. T., dated 29th June 1887.
" " " " " 866 R. T., dated 20th August 1888.
" " " " " 0400 R. T., dated 28th March 1889.

Read also—

Director General of Railways' No. 82 (Statistical), dated the 13th June 1889, forwarding the Abstract Returns of Accidents to Trains, &c., on the open lines of Railway in India for the quarter ended 31st December 1888.

OBSERVATIONS.—As compared with the average of the five* corresponding previous quarters, the number of accidents to trains, rolling-stock, permanent-

* Except where statistics for five quarters are not available for any line.

A

way, &c., shows an increase of 14, or 2·24 per cent. with an increase of 1,976·5 miles, or 15·84 per cent. in the mean mileage open, and of 1,598,973 miles, or 14·55 per cent., in the train mileage. The following are the Railways on which the more important fluctuations occurred :—

Railway.	Number of accidents.	Accidents.				Train mileage.	
		Increase.	Decrease.	Per centage of increase.	Per centage of decrease.	Per centage of increase.	Per centage of decrease.
Bengal-Nagpur	30	22	...	275·00	...	58·27	...
Southern Mahratta	37	26	...	236·36	...	113·35	...
North-Western	76	...	62	...	44·93	21·20	...
Eastern Bengal	60	...	11	...	15·49	37·46	...
Great Indian Peninsula	29	...	10	...	25·64	7·91	...
Oudh and Rohilkhand	43	24	...	126 32	...	24·87	...
The Nizam's	19	11	...	137·50	...	35·81	...

2. Of the increase of 22 accidents in the Bengal-Nagpur Railway, 5 were under "Goods trains or parts of goods trains, engines, &c., leaving the rails" and three were under "Trains running over obstructions on the line."

3. On the Southern Mahratta Railway the number of accidents rose from 11 to 37, or 236·36 per cent., with an increase of 424·25 miles, or 98·61 per cent., in the mean mileage worked, and of 215·238 miles, or 113·35 per cent., in the train mileage run. The increase chiefly occurred under "Trains running over cattle on the line" and "Fire in trains," the number recorded under the former being 16 against 5 and under the latter 7 against *nil.*

4. Of the decrease of 62 accidents on the North-Western Railway, 14 appear under "Goods trains or parts of goods trains, engines, &c., leaving the rails" 6 under "Bursting of tubes, &c., of engines"; 8 under "Failure of couplings"; 7 under "Fire in trains"; and 10 under accidents classed as "Other accidents."

5. The decrease on the Eastern Bengal State Railways was mainly due to 17 cattle accidents having been returned against an average of 27 accidents during the five corresponding previous quarters.

6. On the Great Indian Peninsula Railway there was a decrease of 9 accidents under "Goods trains, or parts of goods trains, engines, &c., leaving the rails," and 5 under "Trains running over cattle on the line"; and an increase of 5 under "Fire in trains."

7. On the Oudh and Rohilkhand Railway the number of cattle accidents exhibits the largest increase, being 23 against 9.

8. On His Highness the Nizam's Guaranteed State Railway, the only noticeable difference was an increase from 1 to 6 under "Failure of machinery, springs, &c., of engines."

9. The casualties resulting from accidents to trains, &c., were, among passengers and others, 1 killed and 6 injured against 2 killed and 10 injured, and, among servants, 3 killed and 11 injured, against 3 killed and 7 injured. Of the casualties to passengers, 4 were persons slightly injured on the Burma State Railway in consequence of a down goods train colliding with an up mixed train

which was standing on the platform line at Hpoogyee station, the pointsman having turned the down goods train on to the wrong line.

10. On the Tirhoot State Railway a serious collision took place between a mixed train and 18 wagons at the Motiharee goods-shed line, on the 24th November, 1888, owing to the carelessness of the station staff. Three coolies who were loading goods into the wagons were killed on the spot, and 4 seriously injured.

11. The following table exhibits the number of accidents under the different classes, due to accidents to trains, rolling-stock, permanent-way, &c., and the number of persons killed and injured thereby, *vide* Tables Nos. 3 and 4 :—

		Average of corresponding quarters of five previous years.	Fourth Quarter 1888.					Total all classes.	
			No.	Number of passengers and others.		Number of servants.			
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Collisions between passenger trains, or parts of passenger trains	1	2	...	1	...	...	...	1
2	Collisions between passenger trains, and goods or mineral trains engines and vehicles standing foul of the line	11	7	...	4	3	4	3	8
3	Collisions between goods trains, or parts of goods trains	15	24	...	...	...	2	...	2
4	Collisions between light engines	2	5	...	...	...	2	...	2
5	Passenger trains or parts of passenger trains leaving the rails	20	20	...	...	...	1	...	1
6	Goods trains, or parts of goods trains, engines, &c., leaving the rails	85	68	...	...	...	...	...	...
7	Trains or engines travelling in the wrong direction through points	12	9	...	...	...	...	...	...
8	Trains running into stations or sidings at too high a speed	2	2	...	...	...	...	...	...
9	Trains running over cattle on the line	198	193	1	...	...	...	1	...
10	Ditto over obstructions on the line	20	28	...	...	...	...	...	...
11	Ditto through gates at level crossings	11	23	...	...	...	...	...	...
12	The bursting of boilers of engines	21	23	...	...	...	...	...	...
12a	The bursting of tubes, &c., of engines								
13	The failure of machinery, springs, &c., of engines	55	61	...	...	...	...	...	...
14	The failure of tyres	3	6	...	...	...	...	...	...
15	Ditto of wheels	...	...	...	...	...	...	...	...
16	Ditto of axles	6	19	...	...	...	...	...	...
17	Ditto of brake apparatus	...	...	...	...	...	...	...	...
18	Ditto of couplings	42	19	...	...	...	...	...	...
19	Ditto of tunnels, bridges, viaducts culverts, &c.	...	...	...	...	...	...	...	...
20	Broken rails	10	9	...	...	...	...	...	...
21	The flooding of portions of permanent-way	9	12	...	...	...	...	...	...
22	Slips in cuttings or embankments	4	1	...	...	...	...	...	...
23	Fire in trains	36	41	...	...	...	...	...	...
24	Fire at stations, or involving injury to bridges or viaducts	5	12	...	...	...	...	...	...
25	Other accidents	56	54	...	1	...	2	...	3
	1888	...	638	1	6	3	11	4	17
	TOTAL. Average of corresponding quarters of five previous years*	...	624	2	10	3	7	5	17

* Except where statistics for five quarters are not available for any line.

12. The principal variations occurred under "Collisions between goods trains, or parts of goods trains," 24 against 15; "Goods trains or parts of goods trains, engines, &c., leaving the rails," 68 against 85; "Trains running through gates at level-crossings, 23 against 11; "Failure of axles," 19 against 6; and Failure of couplings," 19 against 42.

13. The increase under "Collisions between goods trains, or parts of goods trains" was chiefly due to the number of accidents recorded on the Rajputana-Malwa State Railway being 9 against 2.

14. The number of "Goods trains, or parts of goods trains, engines, &c., leaving the rails" principally decreased on the North-Western and Great Indian Peninsula Railways, being on the former 1 against 15, and on the latter 1 against 10. The largest number of accidents of this class occurred on the Dibru-Sadiya Railway, *viz.*, 10 against 9, the average of three corresponding quarters.

15. Of the 23 cases of "Trains running through gates at level-crossings" 8 occurred on the South Indian Railway, and of 61 cases of "Failure of machinery, springs, &c., of engines," 17 occurred on the North-Western Railway, 13 on the Eastern Bengal State Railway and 8 on the South Indian Railway.

16. On the Rajputana-Malwa State Railway, there were 10 cases of "Failure of axles" out of a total of 19.

17. The decrease of 23 accidents under "Failure of couplings" was mainly due to decreases on the Rajputana-Malwa State, North-Western, and Dibru-Sadiya Railways.

18. The number of cases of "Fire in trains" was the largest on the North-Western Railway, *viz.*, 13 out of a total of 41; but as compared with the average of five corresponding previous quarters, there was a decrease of 7 accidents under this head.

19. Of the 54 accidents classified as "Other accidents," 26 have been returned by the Bombay, Baroda and Central India Railway.

20. The casualties to passengers from causes other than accidents to trains, &c., *vide* Table No. 2, were:—

Cause of accident.	Fourth Quarter, 1888.		Average of corresponding quarters of five previous years.*	
	Killed.	Injured.	Killed.	Injured.
From falling between carriages and platforms	2	4	1	3
Falling on to the platform, ballast, &c., when getting into or out of trains	2	9	2	3
Whilst crossing the line at stations	1	3	...	...
By closing of carriage doors	...	1	...	1
Falling out of carriages during the travelling of trains	6	14	4	13
Other accidents	1	8	2	4
Total	12	39	9	24

* Except where statistics for five quarters are not available for any line.

21. The accidents to servants in the employ of Railways or of Contractors, whilst performing duties connected directly with the transit of passengers and goods, from causes other than accidents to trains, &c., were as follows, *vide* Table No. 2:—

Causes of accident.	Fourth Quarter, 1888.		Average of corresponding quarters of five previous years.*	
	Killed.	Injured.	Killed.	Injured.
During shunting operations	10	9	5	8
Falling off engines, vans, wagons, &c.	9	12	3	10
Coming in contact with over-bridges, &c., during the travelling of trains	...	1	...	1
Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines	...	1	...	1
Getting on or off trains, engines, &c.	1	8	3	8
Whilst loading, unloading or sheeting	1	17	1	11
Whilst breaking, spragging, or choking wheels	...	1	...	...
Whilst working at cranes or capstans	...	3	...	1
Whilst working on the permanent-way or in sidings	1	4	1	4
Whilst walking along the line on the way home, or to work	2	4	2	2
Whilst walking, crossing, or standing on the line	7	11	7	8
Whilst passing between vehicles	1	...	1	1
Whilst attending to the machinery of engines, cleaning them, &c.	1	1	...	4
Whilst attending to gates at level-crossings	...	...	1	1
Falling, or being caught between vehicles and platforms	...	2	1	2
Falling off ladders, scaffolds, platforms, &c.	...	7	...	4
By falling of lamps, wagon doors, timber, weights, &c.	2	8	...	5
Whilst coupling or uncoupling wagons	3	8	3	7
Miscellaneous	6	43	4	18
Total	44	140	32	96

22. Of other persons killed and injured by running trains, &c., 1 was killed and 3 injured whilst passing over the line at level-crossings; 41 were killed and 19 injured whilst trespassing on the line; 14 committed suicide, and 2 were injured in attempting to commit suicide; and 4 were killed and 2 injured from miscellaneous causes.

23. The following table exhibits the total number of persons killed and injured from all causes on the whole Indian Railway system, as compared with

* Except where statistics for five quarters are not available for any line.

the average of the corresponding quarters of five previous years, *vide* Table No. 1 :—

	Fourth Quarter, 1888.		Average of corresponding quarters of five previous years.*	
	Killed.	Injured.	Killed.	Injured.
Passengers.				
From causes beyond their own control	1	10	2	12
From misconduct or want of caution	12	35	9	25
Servants.				
From causes beyond their own control	8	32	2	13
From misconduct or want of caution	39	119	32	91
Others.				
Whilst passing at level-crossings	1	3	1	1
Trespassers, including suicides	55	21	40	11
Other persons	4	2	4	2
Total	120	222	90	153
Total open mileage	14,456½		12,480	
Total train mileage	12,588,692		10,989,719	

24. In addition to the above, 11 persons are reported to have been killed and 44 injured in yards, workshops, &c., and 138 persons to have died in carriages and at stations from causes unconnected with the working of trains.

RESOLUTION.—The Government of India again notices the number of cases of "Failure of axles" on the Rajputana-Malwa Railway, 10 cases being reported during the quarter out of a total of 19 for all Railways. There was also a noticeable increase on the Rajputana-Malwa Railway under "Collisions between Goods trains or parts of Goods trains."

2. Under "Goods trains or parts of Goods trains, engines, &c., leaving the rails," the Government of India is pleased to observe the decrease on the North-Western and the Great Indian Peninsula Railways.

3. Of 61 cases of "Failure of machinery, springs, &c., of engines," it is noticed that 17 occurred on the North-Western Railway and 13 on the Eastern Bengal Railway. A satisfactory decrease in the number of failures of couplings is shown for the Rajputana-Malwa, North-Western and Dibru-Sadiya Railways.

* Except where statistics for five quarters are not available for any line.

ORDER.—Ordered that this Resolution be communicated, for information, to the Local Governments, Administrations and Officers noted in the margin.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, and Assam.
The Resident at Hyderabad.
The Agents to the Governor General for Central India, Rajputana, and Baluchistan.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Central Division.

Ordered also that copies be forwarded for the information of Her Majesty's Government.

Ordered further that this Resolution, with the Abstract Returns, be published in the Supplement to the *Gazette of India*.

M. C. BRACKENBURY, *Major, R.E.*,
Under-Secretary.

Documents accompanying.

Abstract Returns of Accidents for the fourth quarter of 1888.

TABLE No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported during the FOURTH QUARTER of 1888 as KILLED or INJURED on the several RAILWAYS open for Traffic in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former Classes, between ACCIDENTS happening from causes beyond their own control, and ACCIDENTS happening otherwise.

Mean Mileage open.	Railways.		Passengers. From causes beyond their own control. Killed.	Passengers. From causes beyond their own control. Injured.	Passengers. From their own misconduct or want of caution. Killed.	Passengers. From their own misconduct or want of caution. Injured.	Passengers. Total. Killed.	Passengers. Total. Injured.	Railway Servants, or Servants of Contractors. From causes beyond their own control. Killed.	Railway Servants. From causes beyond their own control. Injured.	Railway Servants. From their own misconduct or want of caution. Killed.	Railway Servants. From their own misconduct or want of caution. Injured.	Railway Servants. Total. Killed.	Railway Servants. Total. Injured.	Other Persons. Whilst passing over Railways at Level-crossings. Killed.	Other Persons. Whilst passing over Railways at Level-crossings. Injured.	Other Persons. Trespassers and Suicides. Killed.	Other Persons. Trespassers and Suicides. Injured.	Other Persons. Miscellaneous not included in preceding columns. Killed.	Other Persons. Miscellaneous not included in preceding columns. Injured.	Other Persons. Total. Killed.	Other Persons. Total. Injured.	Total all Classes. Killed.	Total all Classes. Injured.
	STATE IMPERIAL.																							
(a) 1,685¼	East Indian	Average for 5 corresponding previous quarters	...	1	3	7	3	8	...	5	6	23	6	28	1	1	13	3	2	...	16	4	25	40
(b) 1,680		1888	...	3	3	10	3	13	3	24	5	28	8	52	...	1	14	1	1	...	15	2	26	67
(c) 1,592	Rajputana-Malwa	Average for 5 corresponding previous quarters	...	...	1	3	1	3	...	...	5	7	5	7	...	...	3	2	...	...	3	2	9	12
(d) 1,686¾		1888	...	...	1	4	1	4	...	...	2	4	2	4	...	...	6	3	...	...	6	3	9	11
(e) 186¼	Bengal-Nágpur	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	1	...	1	...	...	1	...	...	...	1	...	1	1
196¼		1888	...	...	...	...	...	...	...	...	1	1	1	1	...	...	...	...	1	...	1	...	2	1
127	Mysore	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
139¾		1888	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...
430¼	Southern Mahratta	Average for 4 corresponding previous quarters	...	2	...	...	...	2	...	1	1	1	1	2	...	...	1	...	...	...	1	...	2	4
(f) 854½		1888	...	...	...	1	...	1	...	1	2	5	2	6	...	...	3	...	...	...	3	...	5	7
(g)...	Indian Midland	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
136¼		1888	...	...	...	1	...	1	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	3
(h) 1,965	North-Western	Average for 5 corresponding previous quarters	...	3	3	3	3	6	1	2	5	13	6	15	...	...	5	1	...	1	5	2	14	23
2,474		1888	...	...	...	7	...	7	1	...	8	6	9	6	...	...	4	2	...	...	4	2	13	15
45	Wardha Coal	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
45		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL.																							
91	Lucknow-Sitapur-Sibrámau	Corresponding previous quarter	...	...	...	1	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	2
105		1888	...	...	...	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	2
(i) 683¼	Eastern Bengal Railways	Average for 5 corresponding previous quarters	2	4	1	1	3	5	1	1	3	7	4	8	...	...	5	2	...	...	5	2	12	15
798		1888	...	...	1	2	1	2	...	2	4	11	4	13	...	...	11	2	...	...	11	2	16	17
27¼	Nalháti	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27¼		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
223¼	Tirhoot	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	2	...	2	...
273		1888	...	...	...	1	...	1	3	4	...	...	3	4	...	...	1	...	...	...	1	...	4	5
279¼	Burma	Average for 5 corresponding previous quarters	...	...	...	1	...	1	...	1	1	1	1	2	...	...	1	...	...	...	1	...	2	3
392		1888	...	4	...	...	...	4	...	...	1	1	1	1	...	1	...	2	...	1	...	4	1	9
30	Jorhát	Average for 2 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30¼		1888	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...
7	Cherra-Companyganj	Average for 2 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7¼		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	GUARANTEED COMPANIES.																							
857	Madras	Average for 5 corresponding previous quarters	...	1	...	1	...	2	...	1	1	4	1	5	...	...	1	...	...	...	1	...	2	7
839		1888	...	...	...	...	...	...	...	1	4	4	4	5	...	...	2	...	1	1	3	1	7	6
654¼	South Indian	Average for 5 corresponding previous quarters	...	...	...	1	...	1	...	1	1	4	1	5	...	...	...	...	...	...	...	...	1	6
(j) 736¾		1888	...	1	1	2	1	3	...	...	...	7	...	7	...	...	...	3	...	...	...	3	1	13
(k) 1,487¼	Great Indian Peninsula	Average for 5 corresponding previous quarters	...	...	1	2	1	2	...	...	6	16	6	16	...	...	3	1	1	1	4	2	11	20
1,503¼		1888	...	2	3	5	3	7	...	...	7	35	7	35	...	...	5	5	...	...	5	5	15	47
461	Bombay, Baroda and Central India.	Average for 5 corresponding previous quarters	...	...	...	2	...	2	...	...	1	7	1	7	...	...	1	1	1	...	2	1	3	10
461		1888	...	...	1	...	1	...	1	...	2	6	3	6	...	...	2	...	...	...	2	...	6	6
626¼	Oudh and Rohilkhand	Average for 5 corresponding previous quarters	...	...	...	1	...	1	...	...	1	3	1	3	...	...	2	...	...	...	2	...	3	4
692¼		1888	...	...	...	1	...	1	...	...	1	3	1	3	...	1	5	1	...	...	5	2	6	6
	ASSISTED COMPANIES.																							
50¼	Darjeeling-Himalayan	Average for 5 corresponding previous quarters	...	1	...	...	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	2
51		1888	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...
5¼	Deoghur	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4¾		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
266¼	Bengal and North-Western.	Average for 4 corresponding previous quarters	...	...	...	...	...	...	...	...	...	1	...	1	...	...	1	1	...	...	1	1	1	2
376		1888	...	...	1	1	1	1	...	...	...	1	...	1	1	...	1	1	...	...	2	1	3	3
(l) 91	Rohilkhand-Kumaun	Average for 4 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
91		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8	Thatôn-Duyinzáik	Average for 3 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
78	Dibru-Sadiya	Average for 3 corresponding previous quarters	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
78		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	NATIVE STATES.																							
155¾	The Nizam's (Guaranteed Company).	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	1	1	...	1	1	...	...	1	...	...	...	1	...	2	1
310		1888	...	...	1	...	1	...	...	...	...	2	...	2	...	...	...	...	1	...	1	...	2	2
59	The Gaekwar's	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
59		1888	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
193	Bhávnagar - Gondal - Junágarh-Porbandar.	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
208¾		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	1	1	1	1
52¼	Morvi	Average for 2 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
68		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
62¾	Jodhpore	Average for 5 corresponding previous quarters	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
124		1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12,480	TOTAL	Average for 5 corresponding previous quarters (m)	2	12	9	23	11	35	2	13	32	91	34	104	1	1	40	11	4	2	45	14	90	153
14,456¼		1888	1	10	12	35	13	45	8	32	39	119	47	151	1	3	55	21	4	2	60	26	120	222

(a) Includes Sindia, Patna-Gya, Dildárnagar-Gházipur, Indian Midland and Tárakeshwar Railways.
(b) " " " " " and Tárakeshwar Railways.
(c) " Cawnpore-Achnera Railway.
(d) " " and Mehsána-Vadnagar Railways.
(e) " Katni-Umaria Railway.
(f) " Bellary-Kistna Railway.
(g) Included with East Indian Railway.
(h) Includes Amritsar-Pathánkot and Rájpura-Bhatinda Railways.
(i) " Northern Bengal, Kaunia-Dharlla, Dacca, Assam-Behar and Bengal Central Railways.
(j) " Cuddapah-Nellore, but excludes Pondicherry Railway.
(k) " Dhond-Manmád, Khámgaon, Amráoti and Bhopal-Itársi Railways.
(l) " Bareilly-Pilibhit Railway.
(m) Except where statistics for 5 quarters are not available for any line.

TABLE No. 2.

NUMBER of PERSONS reported during the FOURTH QUARTER of 1888 as KILLED or INJURED on the several RAILWAYS open for Traffic in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable, the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY.

Serial Number.	RAILWAYS.	PASSENGERS. From accidents to trains, &c. See Table No. 4. Killed.	Injured.	From causes other than accidents to trains, &c. 1.—From falling between carriages and platforms. Killed.	Injured.	2.—Falling on to the platform, ballast, &c., when getting into or out of trains. Killed.	Injured.	3.—Whilst crossing the line at stations. Killed.	Injured.	4.—By closing of carriage doors. Killed.	Injured.	5.—Falling out of carriages during the travelling of trains. Killed.	Injured.	6.—Other accidents. Killed.	Injured.	Total. Killed.	Injured.	Total Passengers. Killed.	Injured.
	STATE IMPERIAL.																		
1	East Indian (a)	...	1	...	...	1	7	1	2	...	...	1	3	...	3	12	3	13	...
2	Rajputana-Malwa (b)	...	...	1	...	...	...	...	...	...	...	...	1	...	3	1	4	1	...
3	Bengal-Nágpur (c)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4	Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5	Southern Mahratta (d)	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1
6	Indian Midland	...	...	...	...	...	...	...	...	...	...	...	1	...	...	1	...	1	...
7	North-Western (e)	...	...	...	2	...	1	...	1	...	...	...	3	...	...	7	...	7	...
8	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL.																		
9	Lucknow-Sitapur-Sihrámau	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10	Eastern Bengal Railways (f)	...	...	...	2	1	...	...	...	...	...	...	...	...	...	1	2	1	2
11	Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	Tirhoot	...	...	...	...	...	1	...	...	...	...	...	...	...	...	1	...	1	...
13	Burma	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
14	Jorhát	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...
15	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	GUARANTEED COMPANIES.																		
16	Madras	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...
17	South Indian (g)	...	1	...	...	...	...	...	...	...	...	...	2	...	...	1	2	1	3
18	Great Indian Peninsula (h)	...	...	1	...	...	...	...	...	1	1	2	1	4	3	7	3	7	...
19	Bombay, Baroda and Central India	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...	...
20	Oudh and Rohilkhand	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...
	ASSISTED COMPANIES.																		
21	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	Bengal and North-Western	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	Rohilkhand-Kumaun (i)	...	...	...	...	...	...	...	...	...	1	1	...	...	...	1	1	1	...
25	Thatôn-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	NATIVE STATES.																		
27	The Nizam's (Guaranteed Company)	...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	1	...
28	The Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30	Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL 1888	1	6	2	4	2	9	1	3	...	1	6	14	1	8	12	39	13	45
	TOTAL Average for 5 corresponding previous quarters (j)	2	11	1	3	2	3	...	...	...	1	4	13	2	4	9	24	11	35

Serial Number.	RAILWAYS.	SERVANTS. From accidents to trains, &c. See Table No. 4. Killed.	Injured.	From causes other than accidents to trains, &c. 1.—During shunting operations. Killed.	Injured.	2.—Falling off engines, vans, wagons, &c. Killed.	Injured.	3.—Coming in contact with carriages, &c., during the travelling of trains. Killed.	Injured.	4.—Coming in contact, whilst shunting, with vehicles, &c., standing in adjoining lines. Killed.	Injured.	5.—Getting on or off trains, engines, &c. Killed.	Injured.	6.—Whilst loading, unloading, or sheeting. Killed.	Injured.
	STATE IMPERIAL.														
1	East Indian (a)	...	...	3	1	1	2	...	...	...	...	1	1	...	7
2	Rajputana-Malwa (b)	...	...	...	2	...	...	...	...	...	...	...	...	...	...
3	Bengal-Nágpur (c)	...	...	...	...	...	...	...	...	...	...	...	...	...	1
4	Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5	Southern Mahratta (d)	...	1	...	...	1	1	...	...	...	...	...	...	...	...
6	Indian Midland	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	North-Western (e)	...	1	4	...	1	...	...	...	...	...	...	...	...	1
8	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL.														
9	Lucknow-Sitapur-Sihrámau	...	...	...	...	...	...	...	...	...	...	1	...	...	...
10	Eastern Bengal Railways (f)	...	...	...	1	1	1	...	...	...	1	...	...	...	2
11	Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	Tirhoot	3	4	...	...	...	...	...	...	...	...	...	...	...	...
13	Burma	...	...	...	...	1	...	...	...	...	...	...	...	...	...
14	Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	GUARANTEED COMPANIES.														
16	Madras	...	...	1	1	1	2	...	...	...	...	...	...	...	1
17	South Indian (g)	...	...	...	1	...	...	...	...	...	...	...	...	...	...
18	Great Indian Peninsula (h)	...	2	1	2	2	1	...	...	...	...	...	...	4	...
19	Bombay, Baroda and Central India	...	...	...	...	...	2	...	1	...	...	...	...	1	...
20	Oudh and Rohilkhand	...	2	1	...	...	1	...	...	...	...	...	...	...	...
	ASSISTED COMPANIES.														
21	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22	Deoghur	...	...	...	...	1	...	...	...	...	...	...	...	...	...
23	Bengal and North-Western	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	Rohilkhand-Kumaun (i)	...	...	...	...	...	1	...	...	...	...	...	...	...	...
25	Thatôn-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	NATIVE STATES.														
27	The Nizam's (Guaranteed Company)	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	The Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	...	1	...	...	...	...	...	...	...	...
30	Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL 1888	3	11	10	9	9	12	...	1	...	1	1	3	8	1
	TOTAL Average for 5 corresponding previous quarters (j)	2	8	5	8	3	10	...	1	...	1	3	8	1	11

Serial Number.	RAILWAYS.	SERVANTS. Causes other than accidents to trains, &c. 7.—Whilst breaking, spragging or chocking wheels. Killed.	Injured.	8.—Whilst working at cranes or capstans. Killed.	Injured.	9.—Whilst working on the permanent-way or in sidings. Killed.	Injured.	10.—Whilst walking along the line on the way home, or to work. Killed.	Injured.	11.—Whilst walking, crossing, or standing on the line. Killed.	Injured.	12.—Whilst passing between vehicles. Killed.	Injured.	13.—Whilst attending to the machinery of engines, cleaning them, &c. Killed.	Injured.	14.—Whilst attending to gates at level-crossings. Killed.	Injured.	15.—Falling or being caught between vehicles and platforms. Killed.	Injured.	16.—Falling off ladders, scaffolds, platforms, &c. Killed.	Injured.	17.—By falling of lamps, wagon-doors, timber, weights, &c. Killed.	Injured.	18.—Whilst coupling or uncoupling wagons. Killed.	Injured.	19.—Miscellaneous. Killed.	Injured.	Total. Killed.	Injured.	Total Servants. Killed.	Injured.
	STATE IMPERIAL.																														
1	East Indian (a)	...	...	...	1	...	1	...	3	...	...	...	...	...	...	...	...	...	2	...	3	1	4	...	1	2	26	8	52	8	52
2	Rajputana-Malwa (b)	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	1	2	...	...	...	2	4	2	4
3	Bengal-Nágpur (c)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	1	1	1
4	Mysore	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...
5	Southern Mahratta (d)	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	3	2	5	2	6
6	Indian Midland	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	2
7	North-Western (e)	...	1	...	1	...	...	...	...	3	1	...	...	1	...	...	...	...	...	...	...	...	...	...	1	...	...	9	5	9	6
8	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL.																														
9	Lucknow-Sitapur-Sihrámau	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	2	...	2
10	Eastern Bengal Railways (f)	...	...	...	...	...	...	1	...	...	2	...	...	...	1	...	...	...	...	1	...	...	...	...	...	2	4	4	13	4	13
11	Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	Tirhoot	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	4	...
13	Burma	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1	1	1
14	Jorhát	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	GUARANTEED COMPANIES.																														
16	Madras	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	4	5	4	5
17	South Indian (g)	...	...	...	...	...	3	...	1	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	7	...	7
18	Great Indian Peninsula (h)	...	...	...	1	1	...	...	...	1	6	1	...	...	...	...	...	...	...	1	...	1	1	5	...	7	7	33	7	35	7
19	Bombay, Baroda and Central India	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	1	...	1	1	1	3	6	3	6	3
20	Oudh and Rohilkhand	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1	3	1
	ASSISTED COMPANIES.																														
21	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...
22	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	Bengal and North-Western	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
24	Rohilkhand-Kumaun (i)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	Thatôn-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	NATIVE STATES.																														
27	The Nizam's (Guaranteed Company)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2
28	The Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
29	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30	Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL 1888	...	1	...	3	1	4	2	4	7	11	1	...	1	1	...	...	...	2	...	7	2	8	3	8	6	43	44	140	47	151
	TOTAL Average for 5 corresponding previous quarters (j)	...	...	...	1	1	4	2	2	7	8	1	1	...	4	1	1	1	2	...	4	...	5	3	7	4	18	32	96	34	104

Serial Number.	RAILWAYS.	OTHERS. Whilst passing over the line at level-crossings. Killed.	Injured.	Trespassers. Killed.	Injured.	Suicides. Killed.	Injured.	Miscellaneous. Killed.	Injured.	Total Others. Killed.	Injured.	Total all Classes. Killed.	Injured.	Serial Number.
	STATE IMPERIAL.													
1	East Indian (a)	...	1	8	1	6	...	1	...	15	2	26	67	1
2	Rajputana-Malwa (b)	...	...	5	3	1	...	...	...	6	3	9	11	2
3	Bengal-Nágpur (c)	...	...	...	...	...	...	1	...	1	...	2	1	3
4	Mysore	...	...	...	...	...	...	...	...	...	...	1	...	4
5	Southern Mahratta (d)	...	...	3	...	...	...	...	...	3	...	5	7	5
6	Indian Midland	...	...	...	...	...	...	...	...	...	...	...	3	6
7	North-Western (e)	...	...	3	2	1	...	...	...	4	2	13	15	7
8	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	8
	STATE PROVINCIAL.													
9	Lucknow-Sitapur-Sihrámau	...	...	...	...	...	...	...	...	...	...	...	2	9
10	Eastern Bengal Railways (f)	...	...	11	2	...	...	...	...	11	2	16	17	10
11	Nalháti	...	...	...	...	...	...	...	...	...	...	...	...	11
12	Tirhoot	...	...	1	...	...	...	...	...	1	...	4	5	12
13	Burma	...	1	...	2	...	...	...	1	...	4	1	9	13
14	Jorhát	...	...	...	...	...	...	...	...	...	...	1	...	14
15	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	15
	GUARANTEED COMPANIES.													
16	Madras	...	...	2	...	...	...	1	1	3	1	7	6	16
17	South Indian (g)	...	...	..	2	...	1	...	...	...	3	1	13	17
18	Great Indian Peninsula (h)	...	...	...	4	5	1	...	...	5	5	15	47	18
19	Bombay, Baroda and Central India	...	...	2	...	...	...	...	...	2	...	6	6	19
20	Oudh and Rohilkhand	...	1	4	1	1	...	...	...	5	2	6	6	20
	ASSISTED COMPANIES.													
21	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	1	...	21
22	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	22
23	Bengal and North-Western	1	...	1	1	...	...	...	...	2	1	3	3	23
24	Rohilkhand-Kumaun (i)	...	...	...	...	...	...	...	...	...	...	...	...	24
25	Thatôn-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	25
26	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	26
	NATIVE STATES.													
27	The Nizam's (Guaranteed Company)	...	...	...	...	...	...	1	...	1	...	2	2	27
28	The Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	1	28
29	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	1	1	...	...	...	...	1	1	1	1	29
30	Morvi	...	...	...	...	...	...	...	...	...	...	...	...	30
31	Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	31
	TOTAL 1888	1	3	41	19	14	2	4	2	60	26	120	222	
	TOTAL Average for 5 corresponding previous quarters (j)	2	1	31	11	8	...	4	2	45	14	90	153	

(a) Includes Sindia, Patna-Gya, Dildarnagar-Ghazipur and Tárakeshwar Railways.
(b) " Cawnpore-Achnera and Mehsána-Vadinagar Railways.
(c) " Katni-Umaria Railway
(d) " Bellary-Kistna Railway.
(e) " Amritsar-Pathankot and Rájpura-Bhatinda Railways.
(f) Includes Northern Bengal, Dacca, Kaunia-Dharlla, Assam-Behar and Bengal Central Railways.
(g) " Cuddapah-Nellore Railway.
(h) " Dhond-Manmád, Bhopal-Itarsi, Khámgaon and Amráoti Railways.
(i) " Bareilly-Pilibhit Railway.
(j) Except where statistics for 5 quarters are not available for any line.

TABLE No. 3.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FOURTH QUARTER of 1888 as having occurred on the several RAILWAYS open for Traffic in INDIA, distinguishing the different Classes of ACCIDENTS, and the Number of PASSENGERS AND OTHERS, and of RAILWAY SERVANTS, KILLED or INJURED in each Class of ACCIDENT.

SEE ALSO TABLE No. 4.

STATE IMPERIAL.

	East Indian.(a)							Rajputana-Malwa.(b)							Bengal-Nagpur.(c)							Mysore.							Southern Mahratta.(d)						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	1	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	5	...	...	...	...	...	...	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	1	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	1	...	1
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	3	...	...	...	...	...	...	5	...	...	...	...	...	...	8	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	8	...	...	...	...	...	...	23	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	16	...	...	...	...	...	...
10. Ditto over obstructions on the line	4	...	...	...	...	...	...	6	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	8	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	4	...	...	...	...	...	...	5	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	2	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	7	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	1	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	4	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...
TOTAL ALL CLASSES	32	...	1	...	...	...	1	91	...	...	...	...	...	...	30	...	...	...	...	...	...	3	...	...	...	...	...	...	37	...	...	...	1	...	1
Number of Passenger miles	256,582,395							114,631,826							6,355,662							7,966,449							30,486,818						
" of Servants employed	25,248							12,531							1,832							748							5,914						
Train mileage of all descriptions	2,083,009							1,527,400							124,902							54,279							405,130						

(a) Includes Sindia, Patna Gya, Dildarnagar-Ghazipur and Tárakeshwar Railways. (b) Includes Cawnpore-Achnera and Mehsana-Vadnagar Railways. (c) Includes Katni-Umaria Railway. (d) Includes Belhari-Kistna Railway.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FOURTH QUARTER of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE IMPERIAL—*concld.*

	Indian Midland.							North-Western.(a)							Wardha Coal.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	1	...	...	...	1	...	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	25	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12 (a). Ditto of tubes, &c., of engines	1	...	...	...	...	...	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	17	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	13	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	2	...	...	...	1	...	1	...	...	...	...	...	...	...
TOTAL ALL CLASSES	3	...	...	...	1	...	1	76	...	...	...	1	...	1	...	...	...	...	...	...	...
Number of Passenger miles	4,002,418							138,417,910							815,317						
" of Servants employed	1,859							24,354							419(b)						
Train mileage of all descriptions	35,676							1,819,517							22,522						

STATE PROVINCIAL.

	Lucknow-Sitapur-Sihramau.							Eastern Bengal Railways.(c)						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	3	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	1	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	1	...	...	...	...	...	...	4	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	4	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	17	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	4	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12 (a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	13	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	1	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	2	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	4	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	2	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	5	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	1	...	...	...	...	...	...	60	...	...	...	...	...	...
Number of Passenger miles	2,931,945							66,064,614						
" of Servants employed	537							10,209						
Train mileage of all descriptions	43,257							795,258						

(a) Includes Amritsar-Pathánkot and Rájpura-Bhatinda Railways. (b) Includes 22 servants employed on the colliery. (c) Includes Northern Bengal, Dacca, Kaunia-Dharila, Assam-Behar and Bengal Central Railways.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FOURTH QUARTER of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE PROVINCIAL—*concld.*

	Nalhati.							Tirhoor.							Burma.							Jorhat.							Cherra-Companyganj.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	1	...	...	3	4	3	4	1	...	4	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	1	...	...	...	...	...	...	1	...	...	...	...	...	...	3	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	1	1	...	...	...	1	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12 (a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, Springs, &c., of engines	1	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	5	...	...	...	...	...	...	5	...	...	3	4	3	4	11	...	4	...	...	...	4	4	1	...	...	...	1	...	...	...	...	...	...	...	...
Number of Passenger miles	843,000							17,924,910							28,612,829							132,525							27,856						
„ of Servants employed	116							1,763							4,462							162							46						
Train mileage of all descriptions	12,517							138,304							264,663							5,948							3,792						

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FOURTH QUARTER of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

GUARANTEED COMPANIES.

	Madras.							South Indian.(a)							Great Indian Peninsula.(b)							Bombay, Baroda and Central India.							Oudh and Rohilkhand.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	3	...	...	...	...	...	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	2	...	2
5. Passenger trains, or parts of passenger trains, leaving the rails	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	8	...	...	...	...	...	...	3	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
9. Ditto over cattle on the line	16	...	...	...	...	...	...	18	...	...	...	...	...	...	9	...	...	...	...	...	...	2	...	...	...	...	...	...	23	...	...	...	...	...	...
10. Ditto over obstructions on the line	1	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...
11. Ditto through gates at level-crossings	2	...	...	...	...	...	...	8	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	8	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	1	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...
21. The flooding of portions of permanent-way	4	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	3	...	...	...	...	...	...	2	...	...	...	...	...	...	8	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	6	...	1	...	...	...	1	2	...	...	...	1	...	1	26	...	...	...	...	...	...	2	...	...	...	...	...	...
TOTAL ALL CLASSES	41	...	...	...	...	...	...	64	...	1	...	...	...	1	29	...	...	...	2	...	2	34	...	...	...	...	...	...	43	...	...	...	2	...	2
Number of Passenger miles	79,164,477							67,109,445							135,607,949							64,704,372							53,877,650						
„ of Servants employed	6,465							9,596							26,569							6,213							6,576						
Train mileage of all descriptions	615,848							544,438							2,371,289							545,935							638,161						

(a) Includes Cuddapah-Nellore Railway.

(b) Includes Dhond-Manmád, Bhopal-Itársi, Khámgaon, and Amráoti Railways.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FOURTH QUARTER of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

ASSISTED COMPANIES.

	Darjeeling-Himalayan.							Droghur.							Bengal and North-Western.							Rohilkhand-Kumaun. (a)							Thaton-Duyinzaik.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	5	...	...	...	...	...	...	...	...	...	...	...	...	...	11	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
Number of Passenger miles	395,370							215,821							16,980,359							2,200,923							30,882						
" of Servants employed	508							54							3,541							795							50						
Train mileage of all descriptions	31,402							3,312							175,117							21,612							1,920						

(a) Includes Bareilly-Pilibhit Railway.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FOURTH QUARTER of 1888, &c.—*continued.*

SEE ALSO TABLE No. 4.

ASSISTED COMPANIES—*concld.* NATIVE STATES.

	Dibru-Sadiya.							The Nizam's (Guaranteed Company).							The Gaekwar's.							Bhavnagar-Gondal-Junagarh-Porbandar.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	10	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	2	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	2	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents																												
TOTAL ALL CLASSES	23	...	...	...	...	...	...	19	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...
Number of Passenger miles	524,567							12,658,978							1,293,915							9,620,854						
" of Servants employed	745							1,666							210							791						
Train mileage of all descriptions	25,135							123,678							16,251							93,520						

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the FOURTH QUARTER of 1888, &c.—*concluded.*

	SEE ALSO TABLE No. 4.																					
	NATIVE STATES—*concld.*																TOTAL ALL RAILWAYS.						
	MORVI.							JODHPORE.															
	No.	Number of Passengers and others.		Number of Servants.		TOTAL ALL CLASSES.		No.	Number of Passengers and others.		Number of Servants.		TOTAL ALL CLASSES.		No.	Number of Passengers and others.		Number of Servants.		TOTAL ALL CLASSES.		
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	1	...	...	...	1	
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	...	4	3	4	3	8	
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24	...	...	...	2	...	2	
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	2	...	2	
5. Passenger trains, or parts of passenger trains, leaving the rails	1	...	...	...	...	...	...	...	...	...	...	...	...	...	20	...	...	...	1	...	1	
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	2	...	...	...	...	...	...	...	...	...	...	...	...	...	68	...	...	...	...	...	...	
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	...	
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	
9. Ditto over cattle on the line	...	...	...	...	...	...	...	1	...	...	...	...	...	...	193	1	...	...	...	1	...	
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28	...	...	...	...	...	...	
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	...	...	...	...	...	...	
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	...	...	...	...	...	...	
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	61	...	...	...	...	...	...	
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19	...	...	...	...	...	...	
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19	...	...	...	...	...	...	
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	...	
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	...	
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41	...	...	...	...	...	...	
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	...	
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	54	...	1	...	2	...	3	
TOTAL ALL CLASSES	3	...	...	...	...	...	...	1	...	...	...	...	...	...	638	1	6	3	11	4	17	
Number of Passenger miles			1,148,610							2,939,278							1,124,268,454					
„ of Servants employed			576							379							154,954					
Train mileage of all descriptions			20,672							21,758							12,588,692					

TABLE No. 4.

TABLE No. 4.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., on the several RAILWAYS open for traffic in INDIA during the FOURTH QUARTER of 1888, distinguishing the different Classes of ACCIDENTS, the Number of PASSENGERS and OTHERS and the Number of RAILWAY SERVANTS KILLED OR INJURED thereby.

Serial Number.	RAILWAYS.	1.—Collisions between passenger trains, or parts of passenger trains.	2.—Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing out of the line.	3.—Collisions between goods trains, or parts of goods trains.	4.—Collisions between light engines.	5.—Passenger trains, or parts of passenger trains, leaving the rails.	6.—Goods trains, or parts of goods trains, engines, &c., leaving the rails.	7.—Trains or engines travelling in the wrong direction through points.	8.—Trains running into stations or sidings at too high a speed.	9.—Trains running over cattle on the line.	10.—Trains running over obstructions on the line.	11.—Trains running through gates at level crossings.	12.—The bursting of boilers of engines.	12 (a).—The bursting of tubes, &c., of engines.	13.—The failure of machinery, springs, &c., of engines.	14.—The failure of tyres.	15.—The failure of wheels.	16.—The failure of axles.	17.—The failure of brake appliances.	18.—The failure of couplings.	19.—The failure of tunnels, bridges, viaducts, or culverts, &c.	20.—Broken rails.
	STATE IMPERIAL.																					
1	East Indian (a)	1	...	5	...	1	3	2	...	8	4	...	...	...	...	1	...	...	...	4	...	...
2	Rajputana-Malwa (b)	...	...	9	1	2	5	...	...	33	6	3	...	1	8	...	...	10	...	5	...	1
3	Bengal-Nágpur (c)	...	...	...	...	1	8	...	1	5	3	...	...	1	2	1	...	...	...	2	...	1
4	Mysore	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...
5	Southern Mahratta (d)	...	1	...	...	2	1	...	...	16	1	1	...	2	...	...	...	...	...	...	...	...
6	Indian Midland	...	...	1	...	...	...	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...
7	North-Western (e)	1	1	2	...	3	1	...	...	25	...	3	...	8	17	...	...	...	...	...	...	...
8	Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL.																					
9	Lucknow-Sitapur-Sihráman	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10	Eastern Bengal Railways (f)	...	...	3	1	...	4	4	...	17	4	...	...	...	13	1	...	2	...	4	...	...
11	Nalháti	...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	...	2	...	...	...	...
12	Tirhoot	...	1	...	...	...	1	...	...	1	...	...	...	...	...	...	...	...	...	2	...	...
13	Burma	...	1	...	1	...	3	...	...	1	1	2	...	...	2	...	...	...	...	...	...	...
14	Jorhát	...	...	...	...	...	3	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
15	Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	GUARANTEED COMPANIES.																					
16	Madras	...	2	...	1	2	8	...	...	16	1	2	...	...	...	1	...	1	...	...	...	...
17	South Indian (g)	...	...	3	...	...	3	...	...	18	2	8	...	7	8	...	...	1	...	...	...	5
18	Great Indian Peninsula (h)	...	...	1	...	...	1	...	...	9	1	2	...	...	1	2	...	...	...	...	...	...
19	Bombay, Baroda and Central India	...	...	...	...	...	1	...	...	2	1	...	...	1	1	...	...	...	...	...	...	...
20	Oudh and Rohilkhand	...	1	...	1	...	2	1	1	23	2	2	...	2	...	...	...	...	...	...	...	5
	ASSISTED COMPANIES.																					
21	Darjeeling-Himalayan	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	Bengal and North-Western	...	...	...	...	...	6	1	...	4	...	...	...	...	...	...	...	...	...	...	...	...
24	Rohilkhand-Kumaun (i)	...	...	...	...	...	1	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
25	Thatôn-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Dibru-Sadiya	...	...	...	...	3	10	...	...	2	2	...	...	...	2	...	...	...	...	...	...	...
	NATIVE STATES.																					
27	The Nizam's (Guaranteed Company)	...	...	...	...	...	2	...	...	5	...	...	...	...	6	...	...	3	...	1	...	...
28	The Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	Bhávnagar-Gondal-Junágarh-Porbandar	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...
30	Morvi	...	...	...	...	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	Jodhpore (j)	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL 1888	2	7	24	5	20	68	9	2	193	28	23	...	23	61	6	...	19	...	19	...	9
	Average for 5 corresponding previous quarters (j)	1	11	15	2	20	85	12	2	198	20	11	21		55	3	...	6	...	42	...	

(a) Includes Sindia, Patna-Gya, Dildarnagar-Gházipur and Tárakeshwar Railways.
(b) " Cawnpore-Achnera and Mehsána-Vadnagar Railways.
(c) " Katni-Umaria Railway.
(d) " Bellary-Kistna Railway.
(e) " Amritsar-Pathankot and Rájpura-Bhatinda Railways.

Serial Number.	21.—The flooding of portions of permanent-way.	22.—Slips in cuttings or embankments.	23.—Fire in trains.	24.—Fire at stations, or involving injury to bridges or viaducts.	25.—Other accidents.	TOTAL ALL CLASSES.	NUMBER OF PASSENGERS AND OTHERS. Killed.	Injured.	NUMBER OF SERVANTS. Killed.	Injured.	TOTAL ALL CLASSES. Killed.	Injured.	Mean miles of Railway open.	Number of Passengers carried.	Train mileage of all descriptions.	Passenger mileage.	PER MILE OPEN. Number of Passengers carried.	Train mileage of all descriptions.	Passenger mileage.	TOTAL PASSENGERS. PER MILLION OF PASSENGERS. Killed.	Injured.	PER MILLION OF PASSENGER MILES. Killed.	Injured.
1	...	...	2	1	...	32	...	1	...	...	...	1	1,680	3,595,025	2,083,009	256,582,395	2,140	1,240	152,728	...	0·278	...	0·004
2	...	...	...	3	4	91	...	...	...	...	...	...	1,686¾	2,031,796	1,527,400	114,631,826	1,205	906	67,960	...	...	...	...
3	...	...	2	...	3	30	...	...	...	...	...	...	196¼	227,507	124,902	6,355,662	1,159	636	32,386	...	...	...	...
4	...	...	1	...	...	3	...	...	...	...	...	...	139¾	183,477	54,379	7,966,449	1,313	389	57,005	...	...	...	...
5	2	...	7	...	4	37	...	...	...	1	...	1	854½	995,795	405,130	30,486,868	1,165	474	35,678	...	...	...	...
6	...	...	...	...	...	3	...	...	...	1	...	1	136¼	57,479	35,676	4,002,418	422	262	29,376	...	...	...	...
7	...	...	13	...	2	76	...	...	...	1	...	1	2,474	2,372,748	1,819,517	138,417,910	955	735	55,949	...	...	...	...
8	...	...	...	...	...	...	...	...	...	...	...	...	45	32,128	22,522	815,317	714	500	18,118	...	...	...	...
9	...	...	...	...	...	1	...	...	...	...	...	...	105	112,418	43,257	2,931,945	1,071	412	27,923	...	...	...	...
10	...	...	2	5	...	60	...	...	...	...	...	...	798	1,998,735	795,258	66,064,641	2,505	997	82,788	...	...	...	...
11	...	...	...	...	1	5	...	...	...	...	...	...	27¼	43,383	12,517	843,000	1,592	459	30,936	...	...	...	...
12	...	...	...	...	...	5	...	...	3	4	3	4	273	532,011	138,304	17,924,010	2,054	506	69,204	...	...	...	...
13	...	...	...	...	...	11	...	4	...	...	...	4	392	1,011,576	264,663	28,612,829	2,581	675	72,992	...	3·954	...	0·140
14	...	...	...	...	...	4	1	...	...	...	1	...	30½	14,896	5,918	132,525	488	194	4,345	67·132	...	7·546	...
15	...	...	...	...	...	...	...	...	...	...	...	...	7¼	5,705	3,792	27,856	761	506	3,714	...	...	...	...
16	4	...	3	...	...	41	...	...	...	...	...	...	839 (g)	2,003,631 (g)	615,848 (g)	79,164,477 (g)	2,388	734	94,356	...	...	...	...
17	4	...	2	...	6	64	...	1	...	...	...	1	736¾	1,885,098	544,438	67,109,445	2,559	739	91,088	...	0·530	...	0·015
18	...	1	8	1	2	29	...	...	...	2	...	2	1,503¼	2,405,613	2,371,289	135,607,949	1,600	1,577	90,216	...	...	...	...
19	...	...	1	1	26	34	...	...	...	...	...	...	461	2,676,988	545,935	64,701,372	5,807	1,184	140,357	...	...	...	...
20	...	...	...	1	2	43	...	...	...	2	...	2	692¼	1,147,174	638,161	53,877,650	1,657	922	77,830	...	...	...	...
21	...	...	...	...	...	5	...	...	...	...	...	...	51	13,180	13,402	395,370	258	616	7,752	...	...	...	...
22	...	...	...	...	...	...	...	...	...	...	...	...	4¾	45,057	3,312	215,821	9,486	697	45,436	...	...	...	...
23	...	...	...	...	...	11	...	...	...	...	...	...	376	514,294	175,117	16,980,359	1,368	466	45,161	...	...	...	...
24	...	...	...	...	...	2	...	...	...	...	...	...	91	64,766	21,012	2,200,923	712	231	24,186	...	...	...	...
25	...	...	...	...	...	...	...	...	...	...	...	...	8	3,854	1,920	30,832	482	240	3,854	...	...	...	...
26	...	...	...	...	4	23	...	...	...	...	...	...	78	18,988	25,135	524,567	243	322	6,725	...	...	...	...
27	2	...	...	...	...	19	...	...	...	...	...	...	310	238,679	123,678	12,658,978	770	399	40,835	...	...	...	...
28	...	...	...	...	...	...	...	...	...	...	...	...	59	60,460	16,251	1,293,915	1,025	275	21,931	...	...	...	...
29	...	...	...	...	...	5	...	...	...	...	...	...	208¾	225,916	93,520	9,620,854	1,082	448	46,088	...	...	...	...
30	...	...	...	...	...	3	...	...	...	...	...	...	68	31,874	20,672	1,148,010	469	304	16,883	...	...	...	...
31	...	...	...	...	...	1	...	...	...	...	...	...	124	66,150	24,758	2,939,278	533	200	23,704	...	...	...	...
	12	1	41	12	54	638	1	6	3	11	4	17	14,456½	24,616,401	12,588,692	1,124,268,454	1,703	871	77,769	0·041	0·244	0·001	0·005
	9	4	36	5	56	624	2	10	3	7	5	17	12,480	19,100,994	10,989,719	919,620,126	1,530	881	72,886	0·105	0·524	0·002	0·011

(f) Includes Northern Bengal, Dacca, Kaunia-Dharlla, Assam-Behar, and Bengal Central Railways.
(g) " Cuddapah-Nellore, but excludes Pondicherry Railway.
(h) " Dhond-Manmad, Bhopal-Itarsi Khámgaon, and Amráoti Railways.
(i) " Bareilly-Pilibhit Railway.
(j) " Except where statistics for 5 quarters are not available for any line.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF MAY, 1889.

No. I.—As to Age and Sex.

	Natal.			Total.		Grand Total.
	Males.	Females.	Total.	Males.	Females.	
Under 2 years	21	15	36	21	15	36
From 2 to 10 years	38	39	77	38	39	77
„ 10 „ 20 „	54	22	76	54	22	76
„ 20 „ 30 „	293	136	429	293	136	429
„ 30 „ 40 „	46	29	75	46	29	75
„ 40 „ 50 „	...	...	...	...	...	...
Above 50 years	...	...	...	...	...	...
Grand Total	452	241	693	452	241	693

No. II.—As to places whence Emigrants came to Calcutta for embarkation.

	Natal.			Total.		Grand Total.
	Males.	Females.	Total.	Males.	Females.	
Orissa	...	...	...	...	...	...
Western Bengal	...	1	1	...	1	1
Central ditto	...	...	...	...	...	...
Eastern ditto	...	...	...	...	...	...
Behar	88	49	137	88	49	137
North-Western Provinces	221	140	361	221	140	361
Oudh	141	49	190	141	49	190
Central India	2	1	3	2	1	3
Punjab	...	...	...	...	...	...
Nepal and Native States	...	1	1	...	1	1
Mixed, Bombay and Madras	...	...	...	...	...	...
Grand Total	452	241	693	452	241	693

No. III.—As to Caste and Religion.

Brahmins and high castes	93	43	136	93	43	136
Agriculturists	208	95	303	208	95	303
Artisans	5	1	6	5	1	6
Low castes	141	90	231	141	90	231
Musulmans	5	12	17	5	12	17
Christians	...	...	...	...	...	...
Grand Total	452	241	693	452	241	693

Memo.

	Males.	Females.	Total.
1. Hindus	447	229	676
2. Musulmans	5	12	17
3. Christians	...	...	...
Total	452	241	693

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, July 15th, 1889.

The weather during the week under review has, like that of the two preceding weeks, been on the whole quiet and of the normal monsoon character. Towards the close of the period a storm commenced to form over the Bay of Bengal, but the disturbance had not assumed any considerable proportions by the close of the week, and its effect on the weather, except in Northern India, was slight and unimportant. The differences of pressure between the south and north of the Indian region have been on the whole slighter than is ordinarily the case, and the monsoon currents have been in most cases below their normal strength.

The chart of the 9th showed the ordinary low pressure area over Sind and high pressure area over Malabar and the south of the Bay, with a trough of relatively low pressure over the Gangetic plain. This distribution is ordinarily associated with the most extended distribution of the monsoon current, and the chart shows moist rain-bearing winds in almost all parts of the Indian region. The principal features of this distribution were reproduced on the chart of the 10th, but the barometric difference between south and north was smaller and the force of the monsoon current lower. On the morning of the 11th the barometer was falling in all parts of the Indian region, except Bengal and Burma. The changes had not however affected the general distribution, which remained practically unchanged. The wind directions were generally fairly normal, but around the upper part of the Bay there was an irregular indraught towards the centre of the Bay, which probably indicated the existence of a small low pressure area between the Arakan and Circar Coasts. The Chart of the 12th showed a brisk to moderate barometric rise over North-Western India and a fall in most other places. These changes resulted in the production of very uniform pressures over the whole of Northern and Central India, accompanying which were very light and variable winds. Over the Peninsula moderate gradients existed and the wind blew strongly, more particularly on the North Konkan Coast. Around the upper part of the Bay the wind directions were unchanged. There was very little alteration on the 13th, except that the isobaric lines over the Bay now gave definite indication of the presence of a low pressure area over the centre of the Bay. Calms and light breezes prevailed over Northern and Central India, but over the Peninsula the monsoon continued to blow strongly. Conditions were unsettled on the Kattiawar Coast, where the wind directions were irregular and the weather squally. On the 14th the barometer was falling everywhere and the depression over the Bay was much better defined. Gradients were increasing over the Peninsula and the Bay, and the monsoon was blowing freshly, though at Bombay the force of the wind had decreased. The Bay monsoon apparently fed into the depression, as the winds over Northern India were light and rather variable. On the 15th the depression over the Bay displayed a well defined centre lying near the Orissa Coast. The barometer was falling everywhere, briskly in the North-West, and the general conditions presented a well marked example of a type of weather which is not uncommon during the progress of the south-west monsoon. The winds were cyclonic around the storm area; fairly normal elsewhere.

Temperature.—The variations of temperature from the mean have been much larger during the present than during the preceding week. This result is attributable to the variations in the extent of the monsoon currents; hence the irregularities are greatest in Upper India, where the variations in the monsoon current have been most marked. In Burma and the Central Provinces the mean temperature has been above the normal throughout. In Bengal, the North-Western Provinces, the Punjab, Guzerat, Central India, Sind, and Rajputana the earlier days of the week, when the monsoon current extended well over Northern India, were cool, while the latter days of the week, when the monsoon, under the action of the Bay depression, was inturrupted, were considerably warmer than the average. In the Punjab the mean temperature was 9·3° below the normal on the 9th and 3·6° above on the 15th, giving a range of 13° for the week. In Madras the variations of temperature were the reverse of those

in Upper India. The first days of the week, when the rainfall was light, were warmer, and the latter days, when the depression was forming and rain falling, were cooler than the average. The maxima followed the same course as the mean temperature, only, of course, the variations were larger. For instance, the maximum at Lahore on the 9th was 22° below the normal, and on the 15th was 4° above.

The following table shows the excess or defect of the mean average temperatures of the different Provinces for the present and for the preceding week:

Provinces.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of Present Week from Normal.
Burmah	+ 1·2°	+ 2·9°
Bengal	— 0·2°	+ 1·5°
North-Western Provinces	— 0·8°	— 0·2°
Punjab	— 0·5°	— 3·6°
Bombay	+ 1·0°	+ 0·1°
Central Provinces and Berar	+ 1·4°	+ 2·1°
Guzerat and Central India	— 0·7°	+ 0·6°
Sind and Rajputana	— 1·1°	+ 1·7°
Madras	+ 0·1°	— 0·4°

This table shows that there has been some deficiency of heat in the North-Western Provinces, the Punjab, and Madras, and some excess elsewhere.

Rain.—The principal features of the general rainfall of India during the past week have been the steady rain in the west and centre of the country, the sudden cessation of the rain in Northern India on the 13th, and the increase in the rainfall on the East Coast on the 14th.

The following is a brief description of the daily distribution.

On the 9th rain was general, except in Sind, where there was none, and on the East Coast, where there were only scattered showers. Lucknow had a heavy downpour, but otherwise the amounts were not large. On the 10th there was some falling off in the amount of rain received over Northern India, but no other change. The chart of the 11th showed that a large part of North-Western India, including the south of the Punjab, Rajputana, Guzerat, and Sind, were without rain, but that it had fallen in all other districts. On the 12th and 13th the same distribution prevailed, but on the 14th a sudden change took place, and rain almost ceased during that and the following day over Northern India, though it continued generally and fairly heavily elsewhere.

The table at the close of this Summary shows that at twenty-six out of the fifty-one divisions the rainfall of the week has exceeded and at twenty-three been less than the normal. The excess has been most marked over the Peninsula, where nearly every division reports an excess—in many cases very large. Over the whole of Burma, Bengal, and Assam, except the divisions of Assam (Brahmaputra) and Bengal (North), the week's rainfall has been deficient; but in Upper India the rain has been much heavier, the only districts reporting a deficiency in the North-Western Provinces and the Punjab being North-Western Provinces East, Oudh North, and the Punjab hill districts: in all other parts of those Provinces the rainfall has exceeded the average. Along the whole length of the West Coast from Malabar northward to Guzerat and Kattiawar the rainfall has been very heavy, but inland over the Deccan, Khandeish, and the Central Provinces the amounts are again short. Sind, Central India, and the east of Rajputana have also had deficient rains, but Rajputana West, as well as the whole of the eastern parts of the Peninsula, have had rains more or less above the normal.

The maximum amounts were unimportant in Burma and the greater part of Bengal and Assam. Perhaps the strongest evidence of the feebleness of the rains in this part of India is given by Cherrapunji, where the rainfall of the week was only 9¼ inches. North Bengal had several heavy amounts, and in Upper India the maximum amounts were generally above the normal. Falls of from 10 to 22 inches were measured along the West Coast, but in the interior of the Peninsula and over the Central parts of the country, except Berar, there were no important amounts. In Madras the extreme falls varied between 2 and 8 inches. The concluding column of the table shows that the seasonal rains are deficient over Burma, excessive over the whole of Northern India, except Bengal East, Orissa, Oudh North, and Punjab Central and Submontane. In Malabar and Mysore there is a certain amount of deficiency, but the other West Coast districts show an excess. In the central parts of the Peninsula and of India the rains are still deficient, while in Guzerat, Kattiawar, Rajputana, as well as over Madras, there is a fairly general excess.

Province.	Division.	Rainfall Data for Week ending July 15th, 1889.			Rainfall Data from May 13th to July 15th, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to July 15th.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	9·29	11·50	— 2·21	62·00	74·03	— 16
	Lower Burmah	2·51	4·92	— 2·41	27·97	37·24	— 25
	Central Burmah	1·25	3·86	— 2·61	20·08	29·85	— 33
	Upper Burmah	1·29	?	?	19·16	?	?
	Arakan	2·04	11·11	— 9·07	71·04	86·59	— 18
Bengal and Assam	Eastern Bengal	2·05	3·80	— 1·75	29·52	34·04	— 13
	Assam (Surma)	4·90	4·41	+ 0·49	54·24	43·58	+ 24
	Do. (Brahmaputra)	2·16	3·44	— 1·28	39·40	37·30	+ 6
	Deltaic Bengal	0·87	2·40	— 1·53	19·68	19·41	+ 1
	Central Bengal	2·13	2·52	— 0·39	21·93	19·16	+ 14
	North Bengal	6·81	4·07	+ 2·74	45·79	42·45	+ 8
	Orissa	1·01	3·48	— 2·47	14·84	17·11	— 13
	Chota Nagpur	0·94	2·80	— 1·86	17·94	15·36	+ 17
	Behar (South)	2·26	2·29	— 0·03	15·44	12·47	+ 24
	Do. (North)	2·10	2·15	— 0·05	20·54	16·29	+ 26
North-Western Provinces and Oudh.	North-Western Provinces (East).	2·51	2·80	— 0·29	13·59	10·28	+ 32
	Oudh (South)	4·04	2·57	+ 1·47	13·21	10·30	+ 28
	Do. (North)	2·62	2·75	— 0·13	12·15	12·69	— 4
	North-Western Provinces (Central).	2·75	2·14	+ 0·61	9·40	7·77	+ 21
	North-Western Provinces (West).	2·53	1·67	+ 0·86	7·78	7·67	+ 1
	North-Western Provinces (Submontane).	3·93	2·92	+ 1·01	17·55	13·29	+ 32
Punjab	Punjab (South)	1·12	1·01	+ 0·11	5·01	4·51	+ 11
	Do. (Central)	2·62	1·55	+ 1·07	5·76	7·73	— 25
	Do. (Submontane)	1·96	1·88	+ 0·08	5·08	8·47	— 40
	Do. (Hill Districts)	6·32	6·37	— 0·05	28·46	24·69	+ 15
	Do. (North-West)	1·73	1·64	+ 0·09	6·84	5·72	+ 20
	Do. (West)	0·78	0·52	+ 0·26	2·80	2·27	+ 23
Bombay and Malabar Coast Districts (Madras).	Malabar	7·31	6·67	+ 0·64	55·68	58·92	— 5
	Madras (South Central)	2·89	0·57	+ 2·32	10·64	5·88	+ 81
	Coorg	6·51	1·16	+ 5·35	37·60	36·28	+ 4
	Mysore	0·87	0·80	+ 0·07	4·97	7·19	— 31
	Konkan	17·06	7·57	+ 9·49	63·83	46·41	+ 38
	Bombay Deccan	1·48	1·70	— 0·22	9·22	11·25	— 18
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·75	1·50	— 0·75	5·13	9·22	— 44
Central Provinces and Berar.	Berar	3·45	2·56	+ 0·89	10·68	12·44	— 14
	Central Provinces (West)	2·41	2·83	— 0·42	11·53	13·42	— 14
	Ditto (Central)	3·08	3·82	— 0·74	16·63	17·46	— 5
	Ditto (East)	2·39	3·07	— 0·68	15·11	17·32	— 13
Bombay (North)	Guzerat	5·40	3·76	+ 1·64	14·22	13·74	+ 3
	Kattiawar	8·65	3·13	+ 5·52	13·13	10·59	+ 24
	Sind	0·20	0·30	— 0·10	0·71	0·75	— 5
Rajputana and Central India.	Central India (East)	2·13	2·59	— 0·46	11·54	11·31	+ 2
	Rajputana (East), Central India (West).	1·61	2·04	— 0·43	9·09	7·65	+ 19
	Rajputana (West)	1·11	0·87	+ 0·24	3·86	3·30	+ 17
Madras	East Coast (North)	1·75	1·21	+ 0·54	11·38	9·78	+ 16
	East Coast (North) (a)	3·54	3·95	— 0·41	?	?	?
	Hyderabad (South)	2·20	1·22	+ 0·98	6·14	7·37	— 17
	Madras (Central)	2·91	0·81	+ 2·10	7·29	5·54	+ 32
	East Coast (Central)	1·40	0·91	+ 0·51	6·50	5·99	+ 9
	Ditto (South)	1·29	0·49	+ 0·80	5·12	4·42	+ 16
	Madras (South)	0·43	0·16	+ 0·27	2·16	2·87	— 25

SIMLA, *18th July, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 13th July.*—Rainfall slight in Tinnevelly; fair in Ganjam, Nellore, Trichinopoly, Madura, Coimbatore, and Salem; good elsewhere. Crops generally good, but withering in parts of Tinnevelly and Coimbatore, and suffering from want of rain or water in parts of North Arcot and Salem. Crops damaged by excessive moisture in parts of Vizagapatam. Water-supply insufficient in Chingleput, Coimbatore, and Salem. Stock suffering very badly, chiefly from rinderpest, in Malabar and badly in Kistna and Anantapur. Prices rising in eleven districts, falling in eight, and stationary in others. Cholera severe in the three northern districts. Labourers employed on last day of week,—on Rushikulya works, 4,105; Gopalpur Canal, 2,114; Ghat Roads, 1,927; drinking-water tanks and wells, 2,820; minor irrigation and other works, 3,615: decrease due to agricultural operations and cholera. Number on village relief on 6th July, 30,625; fed in kitchens, 5,549. Imports during week by sea and land, 613 tons. General prospects favourable, and considerably improved in Ganjam.

Bombay.—*For week ending 17th July.*—Rain general but deficient in parts of Deccan and Southern Mahratta Country, and sowing consequently retarded in parts of Nasik, Poona, Ahmednagar, Satara, Belgaum, and Dharwar. Standing crops good in parts of Shikarpur, Surat, Khandesh, Colaba, and Belgaum; *bajri* crop doing well in Ahmedabad, but insects damaging it in two talukas; young crops also damaged by caterpillars in two talukas of Kaira. Transplantation progressing in Shikarpur, Surat, Thana, and Colaba. Fodder scarce in parts of Nasik, Ahmednagar, Dharwar, and Kathiawar. Water scarce in parts of Ahmednagar and Dharwar. Prices rising in Khandesh and two talukas of Nasik, and falling in Panch Mahals.

Bengal.—*For week ending 16th July.*—The monsoon winds from the Bay have been feeble, and the rainfall of the week has been generally light and irregular. In Orissa general rain fell on the 15th and 16th, and showers were also numerous on these days in North and East Bengal. There was a break in the rains over the greater part of the Province, which was very welcome for agricultural purposes. More rain is however wanted in Burdwan, Hooghly, Balasore, Singbhoom, and Manbhoom. Cultivation is well forward. Rice and *bhadoi* sowings are nearly complete, and transplanting of seedlings is in progress. Early rice, jute, and sugarcane are doing well. Early rice has begun to be harvested in places in North Bengal, and is expected to be below an average crop. Indigo manufacture is proceeding. The prices of rice are high and almost stationary. According to the latest report, the attendance on relief works in Muzaffarpur and Durbhanga has fallen off from 17,278 and 14,656 to 10,114 and 6,270 respectively, and in certain localities prices have risen owing to interruption of communications by heavy rain.

North-Western Provinces and Oudh.—*For week ending 17th July.*—Average rain has fallen during the week, and the *kharif* prospects are everywhere good. Markets continue well supplied, and prices generally remain steady. The condition of cattle is good.

Punjab.—*For week ending 17th July.*—Rainfall general throughout the Province. Prices rising in Jullundur and Rawalpindi, falling in Shahpur, unsettled in Peshawar, and stationary elsewhere. Ploughings for and sowings of *kharif* crops in progress. More rain is wanted in Hissar. Prospects of standing crops good. Stock cattle are reported healthy. Fodder is said to be sufficient throughout the Province.

Central Provinces.—*For week ending 17th July.*—Good rain has fallen in all the northern districts, except in the Sihora tahsil of Jubbulpore, where the fall is short. More rain is also required for rice in Nagpur and parts of Chhattisgarh, but cotton and other crops are thriving. Nearly 1,600 cattle are reported to have died in Nimar during June.

Burma.—*For week ending 13th July.*—In Lower Burma, except in Moulmein and Tavoy, the rainfall was light. Rain is wanted in Sandoway, Henzada, and Prome. In Upper Burma heavy rain fell in Mandalay, Ruby Mines, Upper Chindwin, and Meiktila; elsewhere but little rain fell. The price of paddy rose 2 per cent. in Rangoon, 5 per cent. in Pegu, 8 per cent. in Tharrawaddy, 7 per cent. in Prome, 5 per cent. in Shwegyin, 12 per cent. in Ruby Mines, 5 per cent. in Minbu, and 12 per cent. in Yamethin. Prices fell in Thayetmyo, Toungoo, and Magwé; elsewhere there was but little change. The food-supply is sufficient.

Assam.—*For week ending 17th July.*—Weather sultry. Rain wanted in Cachar. Some damage to crops by floods in Goalpara and Garo Hills. Transplanting of winter rice and reaping of summer rice continue. Prospects of tea good.

Mysore and Coorg.—*For week ending 17th July.*—Good rain in Civil and Military Station of Bangalore. Rainfall general. Crops good. Paddy and sugarcane harvested in parts. Prospects favourable. No material change in prices.

Very heavy rain in Coorg. Standing crops good.

Berar and Hyderabad.—*For week ending 17th July.*—Average rainfall good in Berar. Cotton sowing completed. Sowing of *jowari, túr,* and *til* nearly finished. Fodder sufficient, except in the Amraoti district. Agricultural stock good. No change in the price of food-grains. In Jalgaon, Akola district, cotton suffering from want of rain.

Slight rain at Hyderabad during the week. Prices stationary.

Central India.—*For week ending 17th July.*—No change of any importance. Fair rain throughout the week. Western Malwa reports crops not damaged and probable outturn good.

Rajputana.—*For week ending 17th July.*—Moderate rainfall throughout the Province,—heavier in Kerowlee and Dholepore. Agricultural operations satisfactory. Standing crops good. Agricultural stock poor in Meywar. Pasturage or fodder scarce in Meywar. Prices steady generally.

Nepal.—*For week ending 11th July.*—Good rainfall. Weather hot. Transplantation of rice is busily in progress. Prospects of Indian corn good.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XII. OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Total mean length open.	Receipts for week ending 23rd June, 1888. Total.	Receipts for week ending 23rd June, 1888. Per mile open.	Total mean length open.	Receipts for week ending 22nd June, 1889. Total.	Receipts for week ending 22nd June, 1889. Per mile open.	Total Receipts from 1st April to 23rd June, 1888. Total.	Total Receipts from 1st April to 23rd June, 1888. Per mile open per week.	Total Receipts from 1st April to 22nd June, 1889. Total.	Total Receipts from 1st April to 22nd June, 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State Lines worked by Companies.												
Last 8 days of June 1889	East Indian	1,514	8,53,295	564	1,514	8,88,331	587	1,13,28,698	624	1,14,60,929	631	1,32,231	...
Ditto ditto	Patna-Gya	57	7,599	133	57	7,843	137	1,04,447	152	1,06,778	156	2,331	...
Ditto ditto	Dildárnagar-Gházipur	12	806	67	12	855	71	15,110	105	11,778	82	...	3,332
29th June, 1889	Rajputana-Malwa	1,664	3,94,041	237	1,664	3,97,000	239	47,98,617	240	55,27,832	280	7,29,215	...
First 6 days of July 1889	Bengal-Nágpur (a)	186	25,230	135	305	(b) 31,619	104	4,74,898	213	(b) 6,00,943	172	1,26,045	...
Ditto ditto	Southern Marátha (c)	850	72,203	85	857	82,498	96	9,77,617	96	10,92,399	106	1,14,782	...
Last 8 days of June 1889	Do. Mysore Section	140	9,062	65	219	15,905	73	1,24,452	74	1,76,786	67	52,334	...
Ditto ditto	Indian Midland	211	(d) 29,707	141	674	(e) 60,128	89	(d) 3,03,616	120	(e) 7,86,884	109	4,83,268	...
29th June, 1889	Villupuram-Dharmaveram (Nellore Branch)	83	7,917	95	83	7,149	86	52,890	53	59,824	61	6,934	...
Last 8 days of June 1889	Bareilly-Pilibhit	36	1,430	40	36	1,695	47	20,017	46	26,614	62	6,597	...
	Total	4,753	14,01,290	295	5,421	14,93,023	275	1,82,00,362	319	1,98,50,767	313	16,50,405	...
	State Lines worked by Government.												
Last 8 days of June 1889	North-Western (f)	2,411	4,86,264	202	2,386	5,25,647	220	57,20,316	198	64,59,722	228	7,39,406	...
Ditto ditto	Oudh and Rohilkhand	693	1,43,950	208	692	1,48,955	215	19,44,252	235	20,99,340	253	1,55,088	...
Ditto ditto	Bengal Central	125	22,418	179	125	13,320	107	1,47,351	98	1,68,476	112	21,125	...
Ditto ditto	Wardha Coal	45	10,184	226	45	14,076	313	1,80,560	334	2,12,088	397	31,528	...
Ditto ditto	Eastern Bengal Railways	673	1,75,691	261	673	1,65,460	246	17,59,815	218	19,55,141	242	1,95,326	...
Ditto ditto	Nalháti	27	3,654	134	27	1,691	62	24,161	74	21,498	66	...	2,663
Ditto ditto	Tirhoot	259	35,875	139	273	38,046	139	4,62,842	149	4,73,306	144	10,464	...
Ditto ditto	Lucknow-Sitapur-Sihrámau	105	4,741	45	105	7,688	73	69,056	55	89,209	71	20,153	...
29th June, 1889	Jorhát	25	1,317	53	25	982	39	12,699	42	13,572	40	873	...
22nd ditto	Cherra-Companyganj	7	144	20	7	176	25	1,038	12	1,005	11	...	...
22nd ditto	Burma	392	60,127	153	553	79,585	144	7,74,741	174	11,63,135	175	3,88,394	...
	Total	4,762	9,44,365	198	4,911	9,95,626	203	1,10,96,831	195	1,26,56,492	218	15,59,661	...
	Lines worked by Guaranteed Companies.												
29th June, 1889	Madras	840	1,69,441	202	840	2,00,920	239	19,42,294	193	21,90,809	220	2,48,515	...
29th ditto	South Indian	654	1,11,942	171	654	1,17,408	180	13,18,216	168	14,06,874	181	88,658	...
Last 8 days of June 1889	Great Indian Peninsula	1,497	(g) 6,33,811	424	1,440	(h) 5,24,706	365	1,30,67,771	725	1,00,35,899	585	...	30,31,872
29th June, 1889	Bombay, Baroda and Central India (i)	461	2,34,520	509	461	2,38,000	516	(g) 36,55,782	661	(h) 38,06,180	696	1,50,398	...
	Total	3,452	11,49,714	333	3,395	10,81,034	318	1,99,84,063	482	1,74,39,762	433	...	25,44,302
GRAND TOTAL (GUARANTEED AND STATE)		12,967	34,95,369	269	13,727	35,69,683	260	4,92,81,256	317	4,99,47,021	308	6,65,765	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	2,30,43,730	148	2,34,26,417	144	3,82,687	...
NET RECEIPTS		...	...	...	...	...	...	2,62,37,526	169	2,65,20,604	164	2,83,078	...
	Assisted Companies.												
Last 8 days of June 1889	Tárakeshwar	22	8,157	371	22	4,893	222	77,740	291	77,566	291	...	174
15th June, 1889	Dibru-Sadiya	...	...	...	...	(j)	...	(k) 92,236	108	(l) 1,06,495	124	14,259	...
Last 8 days of June 1889	Bengal and North Western	376	54,107	144	376	52,500	140	7,09,400	157	7,05,965	158	...	3,435
Ditto ditto	Rohilkhand-Kumaun	67	7,800	116	67	7,147	107	89,971	112	98,693	123	8,722	...
	Total	465	70,064	151	465	64,540	139	9,69,347	149	9,88,719	153	19,372	...
	Native States.												
Last 8 days of June 1889	His Highness the Nizam's Guaranteed Company	277	29,247	106	354	41,808	118	3,65,567	110	4,87,677	116	1,22,110	...
29th June, 1889	His Highness the Gaekwar's	59	2,495	42	59	1,720	29	42,333	60	35,984	51	...	6,349
29th ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	828	39	27	1,100	40	13,587	54	15,313	48	1,726	...
Last 8 days of June 1889	Bhávnagar-Gondal-Junagarh-Porbandar	193	15,924	83	260	26,400	102	2,97,805	129	4,18,163	136	1,20,358	...
Ditto ditto	Morvi	68	2,689	40	68	4,310	63	57,429	70	62,072	76	4,643	...
29th June, 1889	Jodhpore	124	8,831	71	124	8,400	68	95,416	64	89,790	61	...	5,626
	Total	742	60,014	81	892	83,738	94	8,72,137	98	11,08,999	105	2,36,862	...

(a) Includes the Katni-Umaria Branch.
(b) Includes Sanctori Coal Section of the Bengal-Nagpur Railway.
(c) Includes the Bellary-Kistna State Railway.
(d) Includes the Sindia State Railway.
(e) Includes the Sindia and Bhopal-Itarsi State Railways.
(f) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(g) Includes the Dhond-Manmad, Khamgaon, Amraoti, and Bhopal-Itarsi State Railways.
(h) Includes the Dhond-Manmad, Khamgaon, and Amraoti State Railways.
(i) Includes the Patri Branch.
(j) Return not received.
(k) Total receipts from 1st April to 16th June, 1888.
(l) Total receipts from 1st April to 15th June, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Under Secretary.

SIMLA, *18th July, 1889.*

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SUPPLEMENT TO

The Gazette of India.

No. 30.] CALCUTTA, SATURDAY, JULY 27, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first three months of the official year 1889-90, and of the eighteen preceding years.

(IN THOUSANDS OF RUPEES.)

FOR THE THREE MONTHS, APRIL TO JUNE.

YEAR.	Bengal.				Bombay.				Sindh.				Madras.				Burma.				Total British India.			
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Export Revenue.	Total Revenue.
1871-72	2,46	16,59	5,55	24,68	2,37	7,46	1,11	10,94	27	24	32	83	94	2,98	3,89	7,82	35	1,11	6,69	8,15	6,39	28,67	17,36	52,42
1872-73	3,19	15,98	5,68	24,45	1,52	10,34	1,09	12,95	26	22	79	1,27	1,03	3,37	3,16	7,56	91	1,27	11,85	14,03	6,91	30,78	22,57	60,26
1873-74	2,24	15,12	3,85	21,21	1,69	8,65	1,12	11,46	30	15	29	74	1,05	3,42	3,86	8,33	90	1,19	11,04	13,13	6,18	28,53	20,16	54,87
1874-75	3,06	16,42	3,58	22,86	1,70	8,74	1,01	11,45	30	11	26	67	91	3,70	3,21	7,82	1,11	1,79	8,09	10,99	7,08	30,76	15,95	53,79
1875-76	3,08	19,81	4,56	27,25	1,88	10,38	2,88	15,14	28	28	66	1,22	1,13	3,66	3,92	8,65	1,10	1,08	14,60	16,78	7,47	35,15	26,42	69,04
1876-77	3,38	15,70	2,66	21,74	2,08	9,12	44	11,64	34	14	7	55	1,47	3,30	2,26	7,03	1,30	1,40	9,92	12,62	8,57	29,66	15,35	53,58
1877-78	3,80	19,07	3,06	25,93	2,61	10,90	47	13,98	55	22	13	90	1,35	3,95	48	3,68	1,38	1,56	8,49	11,43	9,69	33,60	12,63	55,92
1878-79	3,39	16,13	3,94	22,76	2,27	10,62	58	13,47	48	11	9	68	1,56	2,86	1,14	5,25	2,12	1,84	9,96	13,92	9,77	31,30	15,01	56,08
1879-80	2,89	15,23	1,82	20,05	2,46	8,32	69	11,35	71	21	7	99	1,30	1,91	1,30	4,51	1,84	1,46	12,40	15,70	9,14	27,13	16,33	52,60
1880-81	3,33	12,99	1,85	18,17	2,99	10,75	53	13,57	1,21	25	8	1,54	1,42	2,40	2,44	6,34	1,32	1,87	12,64	15,83	9,56	28,35	17,91	55,45
1881-82	3,59	13,46	3,15	20,20	2,85	10,85	58	14,28	1,14	36	11	1,61	1,28	2,53	2,14	5,89	1,90	1,91	13,82	17,63	10,72	29,09	19,80	59,61
1882-83	3,85	1	2,42	7,28	3,02	—68	50	2,84	92	2	18	1,12	1,48	—	1,11	2,53	2,32	1	18,99	21,32	11,53	—64*	24,20	35,09
1883-84	3,63	2	4,81	8,46	2,82	15	34	3,31	97	1	16	1,14	1,22	2	1,55	2,83	2,25	5	15,64	17,94	10,94	24	22,50	33,68
1884-85	3,08	10	2,51	5,69	2,75	13	54	3,42	1,17	2	15	1,34	1,28	5	1,93	3,18	2,14	3	10,89	13,06	10,36	31	16,02	26,69
1885-86	3,00	3	3,08	6,58	3,00	14	27	3,41	1,08	1	24	1,33	1,46	...	6r	1,90	1,63	...	14,15	15,78	10,42	20	18,38	29,00
1886-87	3,08	5	2,69	6,06	3,53	16	41	3,65	1,16	3	27	1,46	1,48	—	1,31	2,81	2,41	—	14,07	16,46	11,46	23	18,75	30,44
1887-88	2,82	10	2,06	5,88	3,70	14	52	4,19	1,37	3	21	1,51	2,28	1	1,36	3,49	2,71	1	13,85	16,57	12,67	28	18,79	31,74
1888-89	3,63	1,08	4,66	9,37	3,70	1,17	47	5,34	1,49	21	17	1,57	2,40	10	1,24	3,92	2,47	30	8,87	11,64	13,48	2,95	15,41	31,84
1889-90	3,50	1,85	3,57	8,92	4,06	90	72	5,68	1,39	26	21	1,86	2,46	2	1,60	4,04	2,16	73	15,23	18,12	13,51	3,76	17,27	38,62

* The amount refunded is greater than the duty collected.

E. J. SINKINSON,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 23rd July, 1889.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Circular No. $\frac{50}{63-5}$ S.

Extract from the Proceedings of the Government of India in the Revenue and Agricultural Department (Surveys),—dated Simla, the 23rd July, 1889.

Read—

The General Report on the Operations of the Survey Department of India for the year 1887-88.

RESOLUTION.

The Survey Department was under the direction of Colonel H. R. Thuillier, R.E., throughout the year, and the report, which presents a record of varied and useful work in survey and exploration, indicates that the Department continues to be maintained in a state of high efficiency.

2. Field operations were prosecuted by twenty-six parties, of which one was devoted to Trigonometrical Surveys, six to Topographical Surveys, nine to Cadastral and Forest Surveys, six to Traverse Surveys, one to Geographical Surveys, and three to Geodetic and Tidal and Levelling Operations.

3. The Party employed on Trigonometrical Surveys completed the 370 miles remaining of secondary triangulation along the east coast of India. Secondary triangulation was also carried out for an aggregate length of 270 miles by the parties employed in Baluchistan as a basis for topographical surveys in that region. The work of the Geodetic Party comprised the measurement of seven arcs of longitude in Southern India; and the Tidal Survey Party continued its observations with self-registering tide gauges at the several stations along the coast where tidal observatories are established and the connected operations of spirit levelling.

4. Geographical Surveys and Explorations have been carried out vigorously in Upper Burma, with the result that triangulation has been extended over an area of 23,000 square miles, and that nearly 21,000 square miles have been surveyed and mapped on the $\frac{1}{4}$ inch scale. The Survey officers who accompanied the Hukong Valley Expedition on the Eastern, and the Black Mountain expedition on the Western Frontier, succeeded in mapping large areas in comparatively unknown country on both sides of India, while a valuable addition was made to the geographical knowledge of Afghanistan and its borders by the Native Surveyor deputed with the Afghan Boundary Rectification Commission. A reconnaissance along the Nepal boundary has supplied a rough basis for a more accurate and detailed survey of the northern frontier when opportunity offers; and interesting additional information regarding Bhutan and Thibet has been obtained from the adventurous travels of native explorers trained and sent thither by the Survey Department. On the whole, the work accomplished during the year in Geographical exploration is satisfactory, and shows that this important and difficult section of the duties of the Department has received a full share of attention.

5. The number of parties devoted to Topographical and Forest Surveys within India was reduced from eight to six, one party having been transferred to Upper Burma for Geographical, and the other to the Central Provinces for Forest Surveys. Belgaum, Dharwar, and Guzerat in Bombay, and Madura and the Native States of Travancore and Cochin in Madras, were the field of operations in the Southern Presidencies. The Party in Madras took over the Topographical programme from the Provincial Survey Department, and by thus relieving the latter of this class of work enabled it to extend the surveys required for purposes of settlement. In Northern India the Military Surveys in Baluchistan on the

½ inch scale were continued; and a Party in the Punjab operated in Kangra and the Simla Hill States, and provided in the British districts within these tracts a skeleton traverse or frame, which it is intended that the Settlement Department should fill in, for purposes of land assessment in accordance with the system advocated in the eighth and ninth paragraphs of the Survey Resolution of 1882. New Topographical maps were also constructed for a large area in the Punjab by the Traverse party employed in that Province; and a Topographical section, working in conjunction with a Cadastral party, completed the survey of the district of Mirzapur in the North-Western Provinces. The aggregate outturn amounted to 15,673 square miles, forming a substantial addition to the data in course of collection for the new maps which are constantly being required for purposes of general administration.

6. Forest Surveys conducted by the Survey of India Department were carried out in the Central Provinces, Lower Burma, the North-Western Provinces, Orissa, and Bombay. The outturn in the forests of Hoshangabad in the Central Provinces was small, as is usual in initiating operations in a difficult and unhealthy tract. In Burma the absence of disturbances enabled a larger area to be surveyed. In the North-Western Provinces and Orissa the Forest Surveys were performed by parties employed on cadastral work, and in Bombay by the two Topographical parties engaged in the Presidency. Under recent arrangements with the Government of Bombay one of these parties will in future be exclusively employed on the survey of Government Forests, and will compile complete maps on a 4 instead of an 8 inch scale. This change, while admitting of a larger outturn of work, will not affect the value of the maps for the purposes of forest management, for which they are primarily needed.

7. In pursuance of the programme laid down four years ago, the greater part of the available Survey force is now devoted to work designed to combine the requirements of Revenue administration with the demands of Cartography. Under this head may be included the Forest Surveys, already referred to, as well as Cadastral and Traverse Surveys, which occupied thirteen out of twenty-six parties. The diversion of what may be termed unremunerative to remunerative work is indicated by the following table in which the classification of the several parties employed in 1884-85 and 1887-88 is based upon the character of the work upon which they were employed. The first term "necessary" implies that, for military or administrative purposes, the survey is urgently required. The second term "unremunerative" comprises topographical surveys, which can be postponed without great inconvenience to the Administration.

	1884-85.			1887-88.		
	Necessary.	Unremunerative.	Remunerative.	Necessary.	Unremunerative.	Remunerative.
Number of parties...	8	11	7	11	2	13
Total Cost Rs.	(a)3,02,000	7,15,000	8,66,000	(a)4,72,000	1,43,000	13,65,000

(a) Exclusive of cost of 4 Scientific Parties (Coast Triangulation, Tidal and Levelling and Astronomical).

Taking Cadastral and Traverse Surveys together, the area covered during the year was upwards of 25,000 square miles. These extensive operations will aid materially in securing the punctual assessment of large tracts of country in which the settlement engagements are about to expire; and the Government of India desires to record its appreciation of the cordiality and zeal with which the Survey Department has lent itself to carrying out the programme, imposed upon it by pressing fiscal and administrative considerations in this important section of its duties.

8. Cadastral Surveys, involving the plotting of interior details, have been restricted to tracts where no village maps and no village officials trained in survey at present exist, or where, owing to the inferior training of the village staff, the existing village maps have become inaccurate and obsolete. Seven parties were thus employed in the Central and North-Western Provinces, Assam, Burma, and Bengal; and the aggregate outturn was 5,435 square miles. The system pursued varied in each case; but in every instance measures are, as far as possible, being taken to train the local and permanent officials to assist in the work and to maintain the maps and records provided by the professional survey.

Owing to the necessity for adapting the plan of operations to the widely differing conditions and circumstances of the tracts in which Cadastral Surveys were prosecuted, no useful conclusion can be drawn from a comparison of cost rates. But efforts have been continuously and systematically directed to reducing the cost to the lowest possible limits; and the average rate, which in 1884-85 was about Rs. 300 per square mile, is now brought down to something like Rs. 150 per square mile.

9. In Traversing, the principal field of operations continued to be the Central Provinces, where five parties were engaged in providing skeleton plots on the 16 inch scale, and completed 14,287 square miles. These plots are intended to furnish a scientific framework and check for the field survey by trained village officials, which follows. The only other Province in which Traversing formed the special work of a Survey party was the Punjab, where one party was employed and furnished skeletons for 5,795 square miles. In this case the object of the survey was to provide correct outlines for new Topographical maps, the details being taken from the village maps compiled by the Land Record establishment, on the accuracy of which the traverse at the same time serves as a check. The average cost of Traverse surveys did not much exceed Rs. 20 per square mile.

10. It remains to notice the good work done by the Head Quarters Offices. Of new maps, 4,062 were published during the year, and heavy demands continued to be made on the Drawing Office for trans-Frontier maps and maps of Upper Burma. The Photographic and Lithographic Offices show the large outturn of 1,203,861 copies issued during the year, which is in some measure due to requisitions for high class illustrations for archæological and other reports, for the production of which the copying processes perfected in the Photographic Office are admirably adapted. The transactions of the Mathematical Instrument Office also increased; the number of instruments supplied being 57,293, and of those received into store, 70,093.

11. In his concluding remarks in Part I. of the Report, the Surveyor General alludes to the difficulty of providing officers to superintend the various field operations, and the necessity of further recruitment in view of the large number of prospective retirements. These matters are under the separate consideration of the Government of India.

ORDER.—Ordered, that the foregoing Resolution be forwarded to the Surveyor General of India; to the Local Governments and Administrations noted on the margin; and to the Foreign and Military Departments.

Madras.	Punjab.
Bombay.	Central Provinces.
Bengal.	Burma.
North-Western Provinces and Oudh.	Assam.
	Coorg.

Ordered also, that it be published in the Supplement to the *Gazette of India*.

(True Extract.)

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

WEATHER SUMMARY FOR JUNE 1889.

General Weather conditions of month.—The chief feature of the month is the gradual advance of the south-west monsoon humid currents from the Arabian Sea and Bay of Bengal over India. As stated in last month's report, partial advances occur in the month of May over portions of Southern India and Tenasserim, but it is usually not until the last week of May or the first week of June that the great advance occurs which finally terminates in the establishment of the monsoon over India. It advances with more or less regularity northwards up the Arabian Sea and the Bay of Bengal, and thence extends over the interior of India. The rate and manner of advance depend very largely upon the pressure and other weather conditions prevailing at the time in India. Excessive temperature usually prevails over the whole of Central and Northern India at the commencement of the month. The advance of the monsoon currents over the interior increases the humidity and gives rise to more or less cloud. Hence temperature falls, and the area of excessive temperature retreats north-westward into Sind, the West Punjab, and North-West Rajputana, where temperature remains permanently high throughout the whole of the monsoon, and the highest maximum temperatures of the year are frequently recorded in that area in June and July, and even in August.

This great change from great heat and dryness to moderate heat, excessive humidity, and frequent rain showers is usually not completed over Northern India until the third or fourth week of June, by which date the monsoon currents have penetrated into the Upper Punjab.

Weather is always more or less squally in front of the advancing monsoon currents up the Arabian Sea and Bay of Bengal; and this squally weather frequently develops into a cyclonic, storm which carries the first heavy burst of monsoon rainfall, as it were, with it in its rear.

Again, after the south-west monsoon winds are fully established, there is a marked tendency to the formation of small cyclonic storms in the Bay of Bengal and in Bengal (more especially East Bengal). These small cyclonic storms form one of the more conspicuous features of the rains proper. In June and July they usually advance in a west or west-north-west direction across the head of the Peninsula, and give heavy rain over the area they traverse. As they draw away the rain for the time being from other districts and concentrate its fall over the narrow area they traverse, they are one of the chief causes of the irregular distribution of the monsoon rainfall. This effect is exaggerated by the tendency of these cyclonic storms to follow the same general path during the months of June, July, and August, or during the height of the monsoon.

Cyclonic storms and barometric depressions of the month.—The following are the more important depressions of the month:

(1) *Depression and cyclonic storm in the Arabian Sea of June 1st to 9th.*—This storm was formed in front of the south-west monsoon current as it advanced northwards along the West Coast of India. Heavy rain began to fall on the Malabar Coast on the 30th and 31st, and weather was very squally off that Coast. On the 2nd heavy rain had extended northwards to Ratnagiri, and the wind directions at the West Coast stations indicated that the squally weather in front of the advancing humid current had developed into a cyclonic storm, the centre of which on the morning of the 2nd was to the west-south-west of Goa. Very heavy rain fell along the West Coast on the 3rd, and the centre of

the storm on the morning of the 4th was west of Ratnagiri. The depression at the centre was now considerable, as pressure at Goa and Bombay was a sixth of an inch below the normal. The depression continued to advance slowly northwards and to deepen. On the morning of the 5th the centre was west of Bombay, where the barometer was a quarter of an inch below the normal. The storm now covered the angle between the Kathiawar and Bombay Coasts, and it was blowing a heavy gale on the Konkan Coast. The average wind velocity at Bombay on the 6th was 37 miles per hour and on the 7th 33 miles per hour. The storm either filled up slowly on the 8th off the Kathiawar Coast or recurved to north-west or west. No reports have been received as yet from ships of the weather at this time in the Arabian Sea; but, so far as can be judged from the Kurrachee observations, the storm drifted to the north-west and marched parallel to the Kathiawar and Sind Coasts on the 8th and 9th. It probably filled up as it advanced and broke up in the neighbourhood of the Makran Coast west of Kurrachee on the evening of the 9th. The chief feature of the storm was the very heavy burst of rain which the westerly winds in the south quadrant gave to the West Coast districts. The following gives the total rainfall received during this period at several of the West Coast Ports:

Stations.	Rainfall of 24 Hours preceding 8 A.M. of							Total Rainfall of Week.
	June 1st.	June 2nd.	June 3rd.	June 4th.	June 5th.	June 6th.	June 7th.	
Cochin	3·24	0·83	0·10	2·61	2·79	0·39	3·92	13·88
Calicut	1·47	0·73	1·10	4·43	1·50	3·49	6·62	19·34
Mangalore	0·02	2·76	2·12	5·40	3·40	3·04	4·08	20·82
Karwar	...	0·55	3·92	5·10	7·30	5·60	10·15	32·62
Goa	...	0·14	1·46	6·00	5·06	5·28	3·22	21·16
Ratnagiri	0·01	2·77	...	0·20	2·56	3·72	0·06	9·32
Bombay	...	...	0·05	...	...	0·07	5·80	5·92

(2) *Depression and small cyclonic storm of 9th to 14th of June.*—Weather was unsettled and squally in the south of the Bay at the commencement of the month. A very small depression was in existence off the Coromandel Coast on the morning of the 2nd. It apparently advanced slowly northwards without showing any sign of further development until the morning of the 9th, when it covered the north-west of the Bay, off the Orissa and Ganjam Coasts. The centre was probably east of Gopalpore on the morning of the 9th, and east of False Point on the morning of the 10th. The depression at the centre was very small, and winds were probably only of moderate intensity in the southern quadrant. The centre at 8 A.M. of the 11th was midway between False Point and Saugor Island. It continued to advance northwards, and was between Burdwan and Berhampore on the 12th. It drifted slowly through Central Bengal on that day, and the centre was to the south-west of Dhubri on the 13th. The storm disappeared before morning of the 14th. It was hence throughout a diffused storm of feeble intensity, and was remarkable for its slow progression northwards, at a rate probably never exceeding 5 miles per hour. This storm carried the south-west monsoon current up the Bay, and general rain began to fall in Bengal on and from the 9th. The breaking up of the Arabian Sea storm, which also occurred on that day, was followed by a rapid advance of westerly humid winds and general rain over nearly the whole of Central and Upper India on the 10th and following days. The present storm gave very heavy rain on the Arakan Coast and moderate rain to Bengal. The following are some of the heaviest

falls throughout the storm and illustrate the distribution of the accompanying rainfall:

Stations.	Rainfall of 24 Hours preceding 8 A.M. of					Total Rainfall of Period.
	June 9th.	June 10th.	June 11th.	June 12th.	June 13th.	
Akyab	2·88	6·05	11·02	4·53	5·60	30·08
Calcutta	0·88	...	0·05	0·05	0·07	1·05
Jessore	1·42	0·16	2·14	0·38	1·25	5·35
Dacca	0·02	3·01	1·38	0·92	1·27	6·60
Burdwan	0·02	0·04	0·02	1·36	0·42	1·86
Berhampore	...	0·04	0·15	2·09	0·09	2·37
Dhubri	0·05	0·14	0·07	0·89	1·35	2·50

(3) *Land-formed depression of June 16th to 20th.*—After the dispersion of the previous storm strong south-westerly winds blew across the Bengal Coast, and weather was squally in Bengal. Slight indications were shown on the 15th and 16th of a tendency towards the formation of a depression in East Bengal, and on the 17th there was a small but well marked depression and cyclonic circulation, the centre of which was between Calcutta and Dacca. It marched westwards, and was south of Hazaribagh on the 18th and in Central India, between Sutna and Saugor, on the 19th. Heavy rain fell over the Central Provinces and Berars at this time. The depression at the centre was a sixth of an inch. It began to fill up on the 20th, on which day the storm was advancing between Saugor and Jhansi into Rajputana. It merged into the area of permanent depression in Rajputana and Sind on the evening of the 20th. This storm gave a moderately heavy burst of rain to the whole of Bengal, Behar, Chutia Nagpur, Orissa, the Central Provinces, and Central India.

(4) *Depression and small cyclonic storm of June 24th to 30th.*—The first indications of the formation of this storm were shown on the morning of the 24th. It originated in the north-west angle of the Bay. The centre was between False Point and Saugor Island on the morning of the 26th, and the depression at the centre probably exceeded two-tenths of an inch. It advanced westwards across the North Orissa Coast in the afternoon and passed between Sambulpur and Hazaribagh on the 27th. It was in Central India (probably between Saugor and Jhansi) on the morning of the 28th. Heavy rain was received at this time in the northern and western districts of the Central Provinces and Berars. The storm continued to advance to the west-north-west and was a little to the south of Jeypore on the morning of the 29th, at which time the depression was an eighth of an inch. It merged into the area of permanent low pressure in Upper India on the 30th. It gave general rain to the whole of Bengal, Orissa, Behar, Chutia Nagpur, the Central Provinces, Berars, Central India, and South-East Rajputana.

Pressure.—The chief barometric movements during the month occurred in connection with the cyclonic storms described above. Although they were large in amount, the mean pressure of the month for the whole of India was almost identical with the normal mean—being only ·005″ in excess. The following table gives the pressure anomalies or the variations of the mean pressure freed from the general variation (·005″) for each of the larger Provinces and the corresponding anomalies of May for comparison:

Province.	Barometric Anomalies or Pressure Variations.	
	Month of May.	Month of June.
Burmah	—·002	+·011
Bengal	—·019	+·008
Assam	—·024	+·019
Behar and Chutia Nagpur	—·027	+·006
North-West Provinces	—·009	+·003
Punjab	+·024	—·006
Sind and Rajputana	+·014	—·013
Central India	+·015	—·001
Central Provinces	+·006	—·004
Bombay	—·006	—·001
Madras	—·004	—·002

Hence, as frequently happens, the first effect of the establishment of the south-west monsoon in 1889 has been not only to diminish the amounts of the barometric anomalies but also to reverse their character over the greater part of India. The abnormals over the whole of North-East India for the month of June were positive and over the whole of Western and North-Western India they were negative, and were in all cases, except Bombay and Madras, opposite in character to those of the preceding month. They were, however, small in amount for all stations, except the following:

Dera Ismail Khan	—·030 inch.
Mooltan	—·028 „
Jacobabad	—·027 „
Sibsagar	+·028 „

whence approximately normal average pressure conditions obtained during the month, and the abnormals indicate the continuance of steady and strong south-west monsoon currents, more especially from the Arabian Sea.

Storms.—The large cyclonic storms of the month have been described above. The following local storms were reported during the month:—A tornado at Mymensingh on the morning of the 4th June, which caused some loss of life and property; severe duststorms at Nagpur and Hoshangabad on the afternoon of the 5th, and violent duststorms on the 9th at Allahabad, Sutna, and Lucknow in the North-West Provinces, and at Krishnagarh in Bengal. No severe local storms have been reported since the 10th, by which date humid monsoon winds extended over nearly the whole of the country.

Temperature.—The temperature conditions of the month were mainly determined by the rainfall distribution. At the commencement of the month temperature was excessive over the whole of India. The greatest excess of temperature at this time occurred in the area defined by the stations of Ajmere, Agra, Jhansi, Delhi, Jubbulpore, Saugor, and Hoshangabad. The 2nd was a

particularly hot day. The following gives the temperature variations of that day for these stations:

Stations.	Variation of Maximum temperature from normal of day.	Variation of Minimum temperature from normal of day.	Variation of Mean temperature from normal of day.
Ajmere	+10·1	+10·3	+10·2
Agra	+10·5	+10·7	+10·6
Jhansi	+10·2	+11·3	+10·8
Delhi	+11·1	+11·6	+11·4
Jubbulpore	+11·6	+ 9·9	+10·8
Saugor	+10·4	+ 9·3	+ 9·9
Hoshangabad	+10·2	+ 5·3	+ 7·8

With the advance of the monsoon currents up the Arabian Sea and Bay of Bengal temperature diminished generally, and the area of greatest excess of temperature was transferred northwards to the Punjab.

The following gives the highest temperatures at stations in the Punjab on the 8th, which was one of the hottest days of the month in the Punjab:

Stations.	Variation of maximum temperature from normal of day.	Variation of Minimum temperature from normal of day.	Variation of Mean temperature from normal of day.
Sirsa	+ 2·7	+10·4	+ 6·6
Delhi	+ 7·9	+13·0	+10·5
Ludhiana	+10·2	+ 9·6	+ 9·9
Lahore	+10·2	+ 5·9	+ 8·1
Sialkot	+11·1	+ 9·4	+10·3
Rawalpindi	+12·2	+ 4·9	+ 8·6
Peshawar	+11·0	+ 5·3	+ 8·2

A rapid advance of humid monsoon winds commenced on the 9th and increased humidity and diminished temperature very rapidly over the whole country. The reduction of temperature was mainly due to the rapid spread of cloud over Upper India and the occurrence of general rain in all districts, except Sind, the West Punjab, and West Rajputana.

The following table, which gives the temperature variations at several stations in Upper India on the 10th, furnishes remarkable examples of the very large reduction of temperature effected by rainfall at the commencement of the south-west monsoon:

Stations.	Variation of Maximum temperature from normal of day.	Variation of Minimum temperature from normal of day.	Variation of Mean temperature from normal of day.
Sambhar	—11·4	—13·0	—12·2
Jeypore	—11·7	—12·9	—12·3
Bareilly	—14·6	— 7·3	—11·0
Meerut	—18·2	— 8·7	—13·5
Roorkee	—20·1	— 7·6	—13·9
Delhi	—16·2	— 7·6	—11·9
Ludhiana	—23·5	— 5·0	—14·3
Sirsa	—30·3	—12·9	—21·6
Lahore	—13·5	— 6·8	—10·2
Sialkot	—15·1	— 5·7	—10·4

During the remainder of the month the variations of temperature in Upper and Central India depended almost entirely upon the occurrence or non-occurrence of continued rainfall. They were similar in character to those just described, but much smaller in amount. The following give a summary of the temperature data for the month, and shows the general character of the variation of temperature from week to week in different parts of the Empire:

Meteorological Area.	Variation of Mean Temperature from Normal for the Week ending					Variation of Mean temperature of month from normal.
	June 3rd.	June 10th.	June 17th.	June 24th.	June 31st.	
Burmah	+ 3·6	+ 3·4	+ 0·1	+ 0·7	0	+ 1·4
Bengal	+ 3·3	+ 1·0	— 1·3	— 0·2	— 1·3	+ 0·4
North-Western Provinces	+ 2·8	+ 3·9	— 6·8	— 3·0	— 2·5	— 1·2
Punjab	+ 2·0	+ 5·1	— 3·7	+ 4·0	+ 0·6	+ 2·2
Sind and Rajputana	+ 3·7	+ 3·9	— 2·3	+ 0·2	— 1·4	+ 0·7
Guzerat and Central India	+ 5·0	+ 3·1	— 3·3	— 2·0	— 1·1	+ 0·1
Berar and Central Provinces	+ 4·0	+ 4·4	— 2·0	— 4·5	+ 0·5	+ 0·7
Bombay	+ 2·0	— 0·3	+ 0·2	+ 0·2	— 0·3	+ 0·2
Madras	+ 1·2	+ 1·2	+ 0·5	+ 0·7	— 0·1	+ 0·9

Rain.—The south-west monsoon current advanced along the West Coast as far as Broach in the first week of the month and gave very heavy rain to the West Coast districts. It began to extend into the interior after the breaking up of the cyclonic storm in the Arabian Sea on the 9th and blew very steadily throughout the remainder of the month.

The Bay of Bengal current was not so strong as the Bombay current. A small diffused storm formed in the Bay during the first week of the month and

drifted very slowly northwards. It crossed the Orissa Coast on the 11th and began to give general rain to Bengal from the 10th. The unusual strength of the Bombay monsoon current at this time was shown by its rapid extension across Central India into the North-West Provinces and East Punjab on the 9th and 10th. General rain over nearly the whole of Northern India due to the advance of both currents hence dates from the 10th June. The distribution of rainfall during the remainder of the month was largely determined by the course of the three small cyclonic storms described above.

Two of the three small cyclonic storms of the month advanced in a general westerly direction across the head of the Peninsula. The indraught to them from the Bay of Bengal gave general and nearly continuous rain during the latter half of the month to Bengal, Behar, the North-Western Provinces, and Central India. The strong indraught to the same storms during the latter part of their existence from the Arabian Sea gave heavy rain to the Central Provinces, the Bombay Coast districts, and North Deccan.

In consequence of these conditions, the Punjab received slightly less than its normal amount, whilst the strong westerly or west-south-westerly deflection of the Bombay current, determined by the advance of the last two cyclonic storms, caused the rainfall of Khandeish, Guzerat, and Kathiawar and part of Berar to be considerably below the average. The deficiency in these districts varies within wide limits and averages forty-five per cent. There was also a slight deficiency in Hyderabad and Mysore and a moderately large deficiency in the Carnatic, due chiefly to the more rapid advance than usual of the monsoon currents and their early establishment over Northern India.

In all other districts the rainfall of the month was more or less above the average and was in some districts excessive. Assam received an average of 12 inches more than its normal amount; Malabar, 11 inches; Behar, Orissa, the Circars, and Lower Burmah, 6½ inches; the Konkan, 5½ inches; Lower Bengal and the greater part of the North-Western Provinces (*i.e.*, to the north of the Ganges), 3½ inches, and North Bengal, Rajputana, and Central India, 2 inches in excess.

One very noticeable feature of the present monsoon has been the favourable rainfall in certain districts, including Ganjam, North Behar, the Central Provinces, Khandeish, and Guzerat, where it was more or less deficient during the whole of last season. Thus Ganjam, North Behar, and the Central Provinces received normal or abundant rainfall during the month of June. The rainfall of June was, on the other hand, very much below the average in Khandeish and Guzerat, but heavy rain has fallen during the present month (July) in these districts also.

The large rainfall of the month was mainly due to the earlier advance of the south-west monsoon into the interior of the country and the prevalence of strongly marked monsoon conditions during the last three weeks of the month.

The following example of heavy rainfall during this month appears to deserve record:—Kumpta in North Kanara received 39 inches during the week ending 10th June, and the average fall of the whole district for the same period was 34 inches. Very heavy rain was received in Burmah during the following week, when Akyab received 36 inches, Sandoway 31 inches, Tavoy 26 inches, and Bassein 19 inches. As a rule very heavy rainfalls have been quite the exception, which is in accordance with the general rule that a strong monsoon gives well distributed and continuous moderate to heavy rain, and a weak monsoon tends to give excessive local falls and very irregularly distributed rain.

The following table gives complete data and shows the actual average rainfall and the normal rainfall of the month of the twenty-one districts into which

the country is divided, so far as it is indicated by the telegraphic reports of a few stations in each district:

Districts.	Number of Stations.	Normal Average Rainfall in June.	Actual Average Rainfall in June, 1889.	Difference from the Average in June, 1889.
Punjab, West	7	1·60	0·91	— 0·69
" East	4	3·83	3·34	— 0·49
North-Western Provinces, Trans-Gangetic	7	5·40	9·00	+ 3·60
" " Cis-Gangetic	3	3·88	3·52	— 0·36
Behar	2	6·66	13·17	+ 6·51
North Bengal	3	15·27	17·14	+ 1·87
Assam—Cachar	3	20·03	32·02	+11·99
Lower Bengal and Chutia Nagpur	8	11·17	14·77	+ 3·60
Orissa—North Circars	5	6·39	12·94	+ 6·55
Central Provinces, South	7	9·72	8·94	— 0·78
Berar—Khandeish	2	6·77	4·70	— 2·07
Rajputana, Central India, Saugor, and Nerbudda.	9	4·33	6·39	+ 2·06
Sind—Cutch	3	0·09	0·18	+ 0·09
Guzerat	3	4·96	3·26	— 1·70
Konkan	4	21·56	27·24	+ 5·68
Deccan—Hyderabad	5	5·12	4·90	— 0·22
Malabar	5	33·40	44·56	+11·16
Mysore—Bellary	4	2·80	2·42	— 0·38
Carnatic	6	2·03	0·52	— 1·51
Lower Burmah	7	23·32	29·71	+ 6·39
Ceylon	1	8·03	3·12	— 4·91

SIMLA, *18th July, 1889.*

JOHN ELIOT,
Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, July 22nd, 1889.

The principal feature in the weather of this week has been the storm, the commencement of which was noticed in the last Summary, which was formed over the Bay and after a period of little or no movement off the Orissa Coast subsequently travelled north-north-westward into Behar. This storm was at no time very deep, the greatest barometric variations from the normal being—·241″ at False Point on the morning of the 19th, and—·238″ at Saugor Island on the morning of the 20th. Owing, however, to a brisk barometric rise which occurred to the south of the storm, just before the centre crossed the Coast, the gradients on the southern quadrants were steep, and strong winds and gales were experienced over the Bay and at the Sandheads. The storm filled up quickly as soon as the centre passed inland, but not without giving very unsettled weather and heavy rain to parts of Bengal and the North-Western Provinces. In those parts of the country unaffected by the storm normal monsoon weather prevailed, though on the North Konkan Coast, accompanying local pressure irregularities, the current was largely above its normal monsoon strength.

The chart of the 16th showed the ordinary high pressure area in the extreme south and low pressure area over the Punjab. Imposed on this distribution there was a well-defined storm area overlying the north-west of the Bay, Orissa, the Circars, and the east of the Central Provinces. The centre, or centres (for this part of the storm was probably less clearly defined than would appear from the chart) of the disturbance lay off the Orissa Coast, the lowest barometer being 29·388″ at False Point. The wind circulated cyclonically around the storm area, though without much force, but in other parts of India the normal monsoon directions prevailed. On the 17th the storm occupied approximately the same position, but the barometer had fallen briskly in its neighbourhood, and the lowest reading reported was 29·329″ at False Point. On the North Konkan Coast the wind had "backed" to south-south-east and increased in force apparently in connection with some small local irregularity lying off that Coast. Elsewhere there was no important change. On the 18th the barometer was rising over the head of the Bay, and the storm had lost in definition, while the lowest reading was 29·356″ at False Point. The winds were still very variable about the North Konkan and Kattiawar, the direction at Rajkot being north-north-west, at Surat south-east, and at Bombay west. At the last station the force had again risen. The chart of the 19th showed that pressure had increased briskly over the Peninsula, but had decreased over the whole of Northern India, including the head of the Bay. The storm over the Bay had again developed, and the lowest pressures were shown over the north-west angle of the Bay, apparently midway between the stations of False Point, Saugor Island, and Balasore. There was still very little strength in the wind even close to the storm centre. On the West Coast the direction of the wind had become normal throughout, but the force had risen and a strong breeze was blowing at Bombay. Early in the morning of the 20th the storm crossed the Bengal Coast between

Balasore and Saugor Island, travelling on a north-north-west course. The lowest barometer reading reported was 29·300″ at Saugor Island. Squally and rather strong cyclonic winds prevailed over Lower Bengal and gales over the Bay. On the West Coast the winds remained westerly, but a slight gale was blowing at Bombay. By 8 A.M. on the 21st the storm had reached the neighbourhood of Benares. The barometer was rising, except in the immediate vicinity of the storm centre, and the storm was apparently filling up. Normal monsoon conditions prevailed over the greater part of India, and the force of the wind at Bombay had fallen. On the 22nd the chart showed that the storm had still further filled up without moving its position and that elsewhere normal conditions continued.

Temperature.—Variations from the mean have been rather large—more especially in the Punjab and Bombay, where there was a decided excess of heat about the beginning and a deficiency about the close of the week. In Burma, Bengal, the North-Western Provinces, Sind, and Rajputana the weather throughout the whole week was warmer than usual; but in the Punjab, Bombay, the Central Provinces, Central India, and Guzerat the mean temperature at the close of the week fell below the normal. In the Punjab the mean excess was 5·4° on the 16th and the mean defect 3·6° on the 20th, giving a range of 9° for the week. In Madras, with the exception of a trifling excess on the 19th, the average mean temperature was low throughout. Rather high maxima have been experienced over the Punjab and Sind, more particularly during the earlier days of the week. The highest reading recorded was 114·2° on the 19th at Jacobabad.

The following table shows the excess or defect of the mean average temperatures of the different Provinces for the present and for the preceding week:

PROVINCES.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of Present Week from Normal.
Burmah	+ 2·9°	+ 1·6°
Bengal	+ 1·5°	+ 2·1°
North-Western Provinces	— 0·2°	+ 1·8°
Punjab	— 3·6°	+ 0·7°
Bombay	+ 0·1°	— 0·1°
Central Provinces and Berar	+ 2·1°	+ 1·5°
Guzerat and Central India	+ 0·6°	+ 2·3°
Sind and Rajputana	+ 1·7°	+ 3·4°
Madras	— 0·4°	— 0·6°

From this table it will be seen that the weather over Northern and North-Western India, including Guzerat and Central India, has, relatively to the average, been warmer than during the previous week, and that elsewhere there has been very little change.

Rain.—The principal features of the rainfall of the past week are the steady, constant rainfall over the Peninsula, the Central parts of the country, Burma, and Lower Bengal; the heavy local rain in Behar and the east of the North-Western Provinces in connection with the breaking up of the storm; and the slight, local, and scattered rainfall in Upper India.

The following is a brief description of the daily distribution of rain:—On the 16th rain was general over the Peninsula, the Central parts of the country,

Orissa, East Bengal, and Burma, but over the whole of Northern India from Behar to the Indus the only rainfall was a few local showers. The heaviest rain was on the West Coast. The rain reported on the 17th was distributed in the same manner as that on the 16th, except that there was a little more over Northern India. On the 18th the only difference was the increasing heaviness of the showers in some parts of Northern India. The chart of the 19th still showed the same distribution, but on the 20th, when the storm crossed the Coast, rain became more general over Northern India, and on the 21st and 22nd there was a heavy burst of rain over Bengal and the North-Western Provinces. The Punjab has been visited by showers only throughout the week.

The table at the close of this Summary shows that at twenty-two out of the fifty-two divisions there has been an excess of rain during the week and that at twenty-eight there has been a deficiency. The excess has been most marked over Guzerat and Kattiawar, but has been fairly large over the greater part of the Peninsula, in the central districts, and in Orissa and Tenasserim. The deficiency has been greatest over Upper India.

Tenasserim, as mentioned above, has a considerable excess, but all the other divisions of Burma and all divisions in Bengal and Assam, except the Surma and Orissa divisions, have had less rain than the normal. Oudh had a slight excess of rain, but the North-Western Provinces and the whole of the Punjab exhibit a deficiency. The greatest defect is in the hill districts. The Peninsula, Malabar and Mysore show slightly deficient rains, but all the other western districts, *viz.*, Madras (South Central), Coorg, the Konkan, the Bombay Deccan, Khandeish, Guzerat, and Kattiawar received excessive rains. The Central Provinces and Berar shared in this excess, but in Central India and Rajputana the amount of rain varied considerably. On the East Coast also the variations were irregular and small, some divisions reporting a slight excess, while neighbouring divisions reported a deficiency.

The maxima in Burma were in general moderate, but Tavoy received 23 inches and one station in Amherst $21\frac{3}{4}$ inches within the week. Cherrapunji received $14\frac{1}{4}$ inches and Kurseong $14\frac{3}{4}$ inches, these being the largest amounts in Bengal and Assam. In the North-Western Provinces the maximum falls varied considerably. They were generally small in the plains districts and rather large in the submontane district. In the Punjab there were no falls of any importance.

On the West Coast several large falls occurred. One station in Calicut recorded $21\frac{1}{2}$ inches, one in Ratnagiri 25 inches, and one in Colaba 20 inches. In the Bombay Deccan the station of Banda in the Kolhapur district received 33 inches. Large amounts were also reported from several central stations and from Guzerat. In Madras the amounts were everywhere small.

The concluding column of the table shows, that the seasonal rains have been deficient over Burma and Eastern Bengal, that from Central Bengal westward as far as Oudh there has been an excess, and that from Oudh westward to the Indus the amount of rain received relatively to the average is very variable. Most of the Peninsula districts, except Mysore, are about or over the average. The Central Provinces show very little departure from the normal, and Guzerat and Kattiawar show an excess.

Province.	Division.	Rainfall Data for Week ending July 22nd, 1889.			Rainfall Data from May 13th to July 22nd, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to July 22nd.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	20·27	11·70	+ 8·57	82·27	85·73	— 4
	Lower Burmah	3·69	5·30	— 1·61	31·66	42·53	— 26
	Central Burmah	2·97	3·86	— 0·89	23·05	33·72	— 32
	Upper Burmah	1·28	?	?	21·68	?	?
	Arakan	9·45	10·88	— 1·43	80·49	97·47	— 17
Bengal and Assam	Eastern Bengal	2·57	3·96	— 1·39	32·10	38·00	— 16
	Assam (Surma)	4·93	4·32	+ 0·61	59·16	47·90	+ 24
	Do. (Brahmaputra)	2·66	3·53	— 0·87	40·28	42·73	— 6
	Deltaic Bengal	2·16	2·45	— 0·29	21·83	21·85	0
	Central Bengal	1·87	2·42	— 0·55	25·03	21·36	+ 17
	North Bengal	3·17	4·30	— 1·13	48·96	45·95	+ 7
	Orissa	5·67	2·73	+ 2·94	20·51	19·83	+ 3
	Chota Nagpur	2·48	3·00	— 0·52	20·42	18·36	+ 11
	Behar (South)	0·83	2·31	— 1·48	16·27	14·77	+ 10
	Do. (North)	1·30	2·42	— 1·12	21·84	18·71	+ 17
North-Western Provinces and Oudh.	North-Western Provinces (East).	1·82	2·35	— 0·53	15·42	12·62	+ 22
	Oudh (South)	3·13	2·25	+ 0·88	16·34	12·55	+ 30
	Do. (North)	2·48	2·24	+ 0·24	14·63	14·93	— 2
	North-Western Provinces (Central).	2·04	2·24	— 0·20	11·44	10·01	+ 14
	North-Western Provinces (West).	1·08	2·44	— 1·36	8·85	10·10	— 12
	North-Western Provinces (Submontane).	1·76	2·86	— 1·10	19·32	16·15	+ 20
Punjab	Punjab (South)	0·81	1·14	— 0·33	5·82	5·65	+ 3
	Do. (Central)	1·53	1·70	— 0·17	7·29	9·43	— 23
	Do. (Submontane)	1·61	1·91	— 0·30	10·02	10·38	— 3
	Do. (Hill Districts)	1·77	6·87	— 5·10	30·23	31·56	— 4
	Do. (North-West)	0·95	1·61	— 0·66	7·79	7·33	+ 6
	Do. (West)	0·45	0·57	— 0·12	3·25	2·83	+ 15
Bombay and Malabar Coast Districts (Madras).	Malabar	5·28	6·22	— 0·94	60·95	65·14	— 6
	Madras (South Central)	2·50	0·73	+ 1·77	13·14	6·61	+ 99
	Coorg	11·25	8·40	+ 2·85	48·85	44·68	+ 9
	Mysore	0·12	0·75	— 0·63	5·13	8·52	— 40
	Konkan	15·53	8·34	+ 7·19	79·36	54·75	+ 45
	Bombay Deccan	3·38	2·49	+ 0·89	12·59	13·74	— 8
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	3·31	1·16	+ 2·15	8·44	10·37	— 19
Central Provinces and Berar.	Berar	5·37	2·22	+ 3·15	16·05	14·66	+ 9
	Central Provinces (West)	5·64	2·94	+ 2·70	16·97	17·06	— 1
	Ditto (Central)	5·14	4·28	+ 0·86	21·77	21·74	0
	Ditto (East)	5·42	4·64	+ 0·78	20·53	21·96	— 7
Bombay (North)	Guzerat	6·26	2·89	+ 3·37	20·48	16·63	+ 23
	Kattiawar	6·18	2·22	+ 3·96	19·31	12·81	+ 51
	Sind	0·01	0·77	— 0·76	0·72	1·52	— 53
Rajputana and Central India.	Central India (East)	2·93	3·10	— 0·17	14·47	14·41	0
	Rajputana (East), Central India (West).	2·57	2·24	+ 0·33	11·65	9·89	+ 18
	Rajputana (West)	0·24	1·16	— 0·92	4·10	4·46	— 8
Madras	East Coast (North)	2·46	1·55	+ 0·91	13·84	11·33	+ 22
	East Coast (North) (*a*)	5·60	5·51	+ 0·09	9·14	9·45	— 3
	Hyderabad (South)	1·92	1·33	+ 0·59	8·06	8·70	— 7
	Madras (Central)	0·53	0·86	— 0·31	7·82	6·40	+ 22
	East Coast (Central)	1·08	0·82	+ 0·26	7·58	6·81	+ 11
	Ditto (South)	0·05	0·59	— 0·54	5·16	5·01	+ 3
	Madras (South)	0·16	0·12	+ 0·04	2·32	3·00	— 23

SIMLA, *25th July, 1889.*

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E. C. BUCK,
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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 20th July.*—Rainfall general; good in most districts, slight in South Arcot, Trichinopoly, Madura, Coimbatore, and Salem. Agricultural operations retarded in Chicacole in Ganjam by excessive rain. Crops generally good, but withering in parts of Salem and Coimbatore; suffering from want of rain in parts of North Arcot, Trichinopoly, and Tinnevelly; damaged by excessive moisture in parts of Vizagapatam; affected by insects or disease in parts of Ganjam, Bellary, Coimbatore, and South Canara. Water-supply insufficient in Chingleput and Salem. Stock suffering badly from rinderpest in Anantapur. Prices rising in ten districts, falling in six, and stationary in others. Cholera abating in the three northern districts, but still bad in Ganjam and Vizagapatam. Labourers employed on last day of week,—Gopalpur Canal, 1,473; Ghat Roads, 530: drinking-water tanks and wells, 3,369; minor irrigation and other works, 1,850. Number on Rushikulya and some roads not reported. Number on village relief during week ending 13th July, 49,431; fed in kitchens, 9,034. Imports during week by sea and land, 380 tons. General prospects favourable and greatly improved in Ganjam.

Bombay.—*For week ending 24th July.*—Rain general and sufficient, except in two talukas of Khandesh, where the crops are consequently unhealthy, and in parts of Nasik and Belgaum, where sowing is retarded. Rain deficient also in parts of Dharwar. In two talukas of Surat sowing is retarded owing to incessant rain. Young *bajri* crop doing well in Ahmedabad district, except in taluka Sanand, where it is slightly damaged by caterpillars; young crops also damaged by caterpillars in four talukas of Kaira. Transplantation progressing in Surat, Thana, Ratnagiri, Kanara, Shikarpur, and Baroda; commenced in two talukas of Ahmedabad, and nearly completed in Colaba. Fodder scarce in parts of Nasik, Ahmednagar, Dharwar, and Karachi. Water scarce in parts of Dharwar. Prices rising in one taluka of Nasik.

Bengal.—*For week ending 23rd July.*—The break in the rains lasted in many districts up to the middle of the week, but since the 20th, ordinary monsoon weather has set in and the rainfall has become general. The rain has been very beneficial to the transplanting of the winter rice seedlings now in progress. All over the Province early rice, jute, and sugarcane are doing well. In Rungpore, Bogra, and Pubna some early rice and jute have been destroyed by excessive rain and floods. In Behar the prospects of the *bhadoi* crops are promising. Indigo manufacture everywhere proceeding well. Prices of rice steady and high throughout the Province. Of the affected districts, in the Patna division Chumparun and Motihari report 11 seers per rupee, Durbhanga and Madhoobani 10 seers, and Muzaffarpur and Sitamarhi $7\frac{4}{5}$ to $10\frac{1}{5}$ seers. In Durbhanga the average attendance on relief works has been 5,673 during the week.

North-Western Provinces and Oudh.—*For week ending 24th July.*—A short break in the monsoon has been followed by fair general rain, and *kharif* prospects are favourable. Markets are well supplied, and prices are stationary.

Punjab.—*For week ending 24th July.*—Rainfall general throughout the Province. Prices rising in Rawalpindi; falling in Shahpur; unsettled in Peshawar; stationary elsewhere. Ploughings for and sowings of *kharif* crops still in progress. Rain is reported to be still insufficient in Sialkote. Prospects of standing crops good. Crops on the Jhelum in the Shahpur district slightly injured by river inundations. Cotton crops are under water in parts of Dera Ismail Khan owing to heavy flood in the Indus. Stock cattle are reported healthy. Fodder sufficient, except in Sirsa in district Hissar.

Central Provinces.—*For week ending 24th July.*—Rain general. Crops thriving, but more rain is required for rice in Nagpur and parts of Jubbulpore and Bilaspur. Rice sowings were delayed in Sambalpur, but good showers have now fallen, and prospects are improved.

Burma.—*For week ending 20th July.*—The rainfall in Lower Burma, with the exception of Thongwa, has been very light, taking the total inches to date as compared with 1888. Rain is badly wanted in North Tharrawaddy, and the want is felt in Thayetmyo and Toungoo. In Rangoon 29·78 inches have fallen since the commencement of the year against 54·46 in 1888. In Upper Burma the total rainfall since the commencement of the year has been in excess of the fall in 1888 in most districts, but in Shwebo the want of rain is felt, also in Yeu and Meiktila. In Lower Burma the price of paddy has fallen in Mergui, but in other districts the prices remain more or less stationary. In Upper Burma there is a slight rise in prices in Upper Chindwin and Pyinmana, and a fall in Lower Chindwin. The food-supply is sufficient.

Assam.—*For week ending 24th July.*—Weather sunny, with heavy showers. Harvesting of early and transplanting of winter rice continue. Tea doing well. Prospects of crops in general good.

Mysore and Coorg.—*For week ending 24th July.*—Rainfall good in the Shimoga and Kadur districts of Mysore and scanty in other parts. Standing crops good. Outturn of crops harvested fair. Prices slightly risen in the Bangalore district.

Good rain in Coorg. Transplanting of paddy in progress. Crops in good condition.

Berar and Hyderabad.—*For week ending 24th July.*—Average rainfall good in Berar. Sowing of *jowari* and *túr* completed. Weeding operations continue. Cotton plants in good condition. Fodder and water sufficient. Prices stationary. Agricultural stock in good condition.

Good rain in Hyderabad during the week. Sowing of *abi* and *kharif* crops still continues in some talukas and weeding commenced in others. Water in tanks insufficient. Scarcity of fodder felt in one taluka only. Prices stationary.

Central India.—*For week ending 24th July.*—Good rain throughout Central India during the week. Prospects good. Prices falling in Western Malwa and Alirajpur and Jhabua in Bhopawar Agency.

Rajputana.—*For week ending 24th July.*—Heavy rain in Kherwara and Shahpura; slight in Marwar, and moderate elsewhere. Agricultural operations and standing crops satisfactory. Agricultural stock good. Pasturage or fodder sufficient. Prices falling in Meywar, Harowti, and Dholepore; steady elsewhere.

Nepal.—*For week ending 18th July.*—Good rain. Weather fair. Prospects good.

E. C. BUCK,
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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XIII. OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Week ending 30th June, 1888. Total mean length open.	Week ending 30th June, 1888. Receipts. Total.	Week ending 30th June, 1888. Receipts. Per mile open.	Week ending 29th June, 1889. Total mean length open.	Week ending 29th June, 1889. Receipts. Total.	Week ending 29th June, 1889. Receipts. Per mile open.	Total Receipts from 1st April to 30th June, 1888. Total.	Total Receipts from 1st April to 30th June, 1888. Per mile open per week.	Total Receipts from 1st April to 29th June, 1889. Total.	Total Receipts from 1st April to 29th June, 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State Lines worked by Companies.												
First 13 days of July, 1889	East Indian	1,514	5,80,133	383	1,514	7,95,724	526	1,19,08,831	605	1,19,22,519	613	13,688	...
Ditto ditto	Patna-Gya	57	9,476	166	57	7,058	124	1,13,223	153	1,12,174	153	...	1,749
Ditto ditto	Dildárnagar-Gházipur	12	762	64	12	840	70	15,872	102	13,380	87	...	2,492
Ditto ditto	Sindia	75	7,775	104	...	(*a*)	...	1,06,864	110	(*a*)	...	...	1,06,864
6th July, 1889	Rajputana-Malwa	1,664	4,85,563	292	1,664	3,88,000	233	52,77,973	244	59,22,072	277	6,44,099	...
First 6 days of July, 1889	Bengal-Nágpur (*b*)	186	43,335	233	305	(*c*) 27,565	90	5,18,233	214	(*c*) 6,09,694	161	91,461	...
Ditto ditto	Southern Marátha (*d*)	850	77,516	91	857	70,746	83	10,55,134	96	11,73,441	106	1,18,307	...
Ditto ditto	Do. Mysore Section	140	12,193	87	219	13,999	64	1,36,648	75	1,87,945	67	51,297	...
Ditto ditto	Indian Midland	136	19,088	140	674	(*e*) 44,251	66	2,23,615	126	(*e*) 8,22,688	104	5,99,073	...
Ditto ditto	Villupuram-Dharmaveram (Nellore Branch)	83	15,641	188	83	4,861	59	68,531	63	64,806	61	...	3,725
Last 8 days of June, 1889	Bareilly-Pilibhít	36	1,631	45	36	1,752	49	21,648	46	28,350	61	6,702	...
	TOTAL	4,753	12,53,113	264	5,421	13,54,796	250	1,94,47,272	315	2,08,57,069	303	14,09,797	...
	State Lines worked by Government.												
12th July, 1889	North Western (*f*)	2,411	5,42,540	225	2,386	4,69,000	197	62,62,856	200	69,28,722	226	6,65,866	...
First 6 days of July, 1889	Oudh and Rohilkhand	693	1,08,678	243	692	1,57,935	228	21,12,931	236	22,61,238	254	1,48,307	...
Last 8 days of June, 1889	Bengal Central	125	14,451	116	125	12,758	102	1,61,802	100	1,81,146	113	19,344	...
First 6 days of July, 1889	Wardha Coal	45	16,350	363	45	6,014	134	1,96,910	337	2,18,258	377	21,348	...
Last 8 days of June, 1889	Eastern Bengal Railways	673	1,85,656	276	673	1,45,644	216	19,55,471	223	21,07,703	244	1,52,232	...
Ditto ditto	Nalháti	27	2,044	75	27	2,085	77	26,428	75	23,784	68	...	2,644
First 13 days of July, 1889	Tirhoot	259	30,813	119	273	31,310	115	4,97,639	148	5,10,321	145	12,682	...
First 6 days of July, 1889	Lucknow-Sitapur-Sihrámau	105	6,054	58	105	6,448	61	75,107	55	95,424	71	20,317	...
Last 1 day of June, 1889	Jorhát	25	858	34	25	792	31	13,557	42	14,364	39	807	...
29th June, 1889	Cherra-Companyganj	7	102	14	7	234	31	1,140	12	1,239	13	99	...
Last 8 days of June, 1889	Burma	392	56,634	144	553	88,305	160	8,31,375	171	12,56,441	176	4,25,066	...
	TOTAL	4,762	10,24,177	215	4,911	9,20,525	187	1,21,35,216	197	1,35,98,640	216	14,63,424	...
	Lines worked by Guaranteed Companies.												
First 6 days of July, 1889	Madras	840	2,12,759	253	840	2,02,360	241	21,55,053	197	23,88,852	221	2,33,799	...
Ditto ditto	South Indian	654	1,31,383	201	654	1,04,074	159	14,49,599	171	15,11,732	180	62,133	...
Ditto ditto	Great Indian Peninsula	1,497	(*g*) 6,74,211	451	1,440	(*h*) 4,38,305	304	1,37,41,982 (*g*)	703	1,04,80,940 (*h*)	566	...	32,61,042
6th July, 1889	Bombay, Baroda and Central India (*i*)	461	2,79,154	606	461	1,83,000	397	39,34,936	657	40,09,847	677	74,911	...
	TOTAL	3,452	12,97,507	376	3,395	9,27,739	273	2,12,81,570	474	1,83,91,371	421	...	28,90,199
GRAND TOTAL (GUARANTEED AND STATE)		12,967	35,74,797	276	13,727	32,03,060	233	5,28,64,058	314	5,28,47,080	301	...	16,978
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	2,49,03,204	148	2,48,90,947	142	...	12,257
NET RECEIPTS		...	...	...	...	...	...	2,79,60,854	166	2,79,56,133	159	...	4,721
	Assisted Companies.												
First 13 days of July, 1889	Tárakeshwar	22	5,608	255	22	5,436	247	83,348	288	82,939	293	...	409
22nd June, 1889	Dibru-Sadiya	...	...	...	...	(*j*)	...	(*k*) 1,00,777	108	(*l*) 1,15,526	123	14,749	...
First 13 days of July, 1889	Bengal and North-Western	376	58,950	157	376	75,644	201	7,68,351	157	7,80,829	162	12,478	...
Last 8 days of June, 1889	Rohilkhand-Kumaun	67	10,664	159	67	11,749	175	1,00,635	116	1,09,486	127	8,851	...
	TOTAL	465	75,222	162	465	92,829	200	10,53,111	149	10,88,780	156	35,669	...
	Native States.												
First 6 days of July, 1889	His Highness the Nizam's Guaranteed Company	277	39,443	142	354	45,874	130	4,05,010	112	5,33,551	117	1,28,541	...
6th July, 1889	His Highness the Gaekwar's	59	2,070	35	59	2,810	48	44,403	58	38,951	51	...	5,452
6th ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	804	38	27	1,000	37	14,391	53	16,593	48	2,202	...
First 6 days of July, 1889	Bhávnagar-Gondal-Junagarh-Porbandar	193	19,830	103	260	21,502	83	3,17,635	127	4,41,370	132	1,23,735	...
Ditto ditto	Morvi	68	3,006	45	68	4,048	68	60,495	68	67,062	77	6,567	...
6th July, 1889	Jodhpore	124	11,419	92	124	8,600	69	1,06,835	66	98,546	62	...	8,289
	TOTAL	742	76,632	103	892	84,434	95	9,48,769	98	11,96,073	104	2,47,304	...

(*a*) Included with the Indian Midland Railway.
(*b*) Includes the Katni-Umaria Branch.
(*c*) Includes Sanctoria Coal Section of the Bengal-Nagpur Railway.
(*d*) Includes the Bellary-Kistna State Railway.
(*e*) Includes the Sindia and Bhopal-Itarsi State Railways.
(*f*) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(*g*) Includes the Dhond-Mánmád, Khámgaon, Amráoti, and Bhopal-Itarsi State Railways.
(*h*) Includes the Dhond-Mánmád, Khámgaon, and Amráoti State Railways.
(*i*) Includes the Patri Branch.
(*j*) Return not received.
(*k*) Total receipts from 1st April to 23rd June, 1888.
(*l*) Total receipts from 1st April to 22nd June, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Under Secretary.

SIMLA, *25th July, 1889.*

Printed and Published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRESS, *Simla.*

SUPPLEMENT TO

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No. 31.} CALCUTTA, SATURDAY, AUGUST 3, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Governments of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 1st HALF OF JUNE 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu. (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or thur cadjan pea (*Cajanus indicus*.)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	10 4	9 14	10 14	10 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	14 9	19 7
Tavoy	...	...	...	...	11 4	12 6	13 4	14 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	24 2	24 2
Moulmein and Amherst	7 14	7 14	...	...	9 11	10 8	10 2	12 2	...	...	...	...	...	...	...	...	10 2	7 9	12 2	12 2	...	...	220 0	220 0	20 8	20 3
Pegu (deltaic)—																										
Pegu	...	...	...	...	10 4	10 4	15 0	14 10	...	...	...	...	...	...	...	...	11 3	11 3	20 8	20 8	...	...	157 0	157 0	17 10	17 10
Rangoon	11 2	11 2	...	...	12 6	10 6	13 2	11 2	...	...	...	...	...	...	...	...	15 2	15 2	...	...	...	...	250 0	250 0	16 10	14 9
Thongwa	...	...	...	...	10 13	10 11	12 13	12 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	151 0	150 0	18 11	18 11
Bassein	...	...	...	...	11 9	10 13	14 0	13 14	...	...	...	...	...	...	...	...	10 13	11 2	...	...	...	...	194 1	215 13	14 3	14 3
Pegu (inland)—																										
Shwaygyin	...	...	...	...	9 1	9 1	10 6	9 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	11 5	14 2
Tharawadi	...	...	...	...	12 0	12 8	15 0	15 8	...	...	...	...	...	...	...	...	11 7	11 7	...	...	8 2	8 2	450 0	450 0	14 0	14 0
Henzada	...	...	...	...	10 4	10 4	15 10	15 10	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	183 8	183 8	16 2	17 11
Prome	10 6	10 6	...	...	10 12	11 10	13 1	13 1	...	...	...	...	...	...	...	...	10 6	11 5	...	...	...	...	167 9	167 9	14 0	14 0
Toungoo	...	...	...	...	9 2	9 2	12 13	12 13	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	200 0	200 0	14 1	14 1
Thayetmyo	11 3	11 3	...	...	10 12	10 12	12 9	12 9	...	...	...	...	...	...	...	...	12 12	12 12	18 12	...	...	...	326 11	326 11	11 3	11 3
Upper Burma—																										
Mandalay	11 0	10 10	...	...	11 5	11 0	12 5	12 6	...	...	...	...	...	...	...	...	9 8	9 2	15 6	16 0	6 13	7 11	75 0	75 0	16 13	16 0
Arakan—																										
Sandoway	...	...	...	...	12 0	14 14	14 0	16 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	24 0	21 5
Kyouk-pyu	...	...	...	...	12 2	12 14	13 3	13 14	...	...	...	...	...	...	...	...	5 0	5 0	...	...	...	...	340 0	333 0	30 0	30 0
Akyab	...	...	...	...	12 0	12 0	14 0	14 8	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	180 0	180 0	21 0	21 0
Assam—																										
Surma—																										
Sylhet	11 4	10 0	...	...	14 0	14 14	15 12	15 12	...	...	...	...	...	...	...	...	12 8	12 8	...	...	...	...	108 0	108 0	9 6	9 8
Cachar	7 8	7 12	...	...	12 0	12 0	14 8	16 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	80 0	80 0	9 4	9 8
Khási and Jaintiá Hills	...	...	...	...	5 12	5 11	8 11	8 13	...	...	...	...	...	...	...	...	8 13	8 6	15 0	16 0	...	...	100 0	100 0	7 0	7 0
Garo Hills	...	...	...	...	6 0	6 0	13 0	15 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmaputra—																										
Goalpára	16 0	16 0	...	...	8 0	8 0	14 0	16 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	20 0	20 0	80 0	80 0	9 8	9 8
Kamrup	10 0	10 0	...	...	8 0	8 0	17 0	16 0	...	...	...	...	...	...	...	...	11 0	10 0	...	...	...	...	160 0	160 0	9 0	9 0
Darrang	6 8	7 0	...	...	12 8	12 0	14 0	14 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	150 0	150 0	8 8	8 0
Nowgong	8 [illegible]	8 0	...	...	8 0	7 0	16 0	16 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibsagar	...	...	...	...	6 8	6 8	17 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	200 0	200 0	7 0	7 8
Lakhimpur	8 0	8 0	...	...	6 8	7 0	11 0	12 0	...	...	...	...	...	...	...	...	11 0	12 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	9 6	9 6	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	8 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	...	...	8 0	8 0
Naga Hills	...	...	...	...	4 8	4 8	10 0	14 0	...	...	...	...	...	...	...	...	4 8	4 8	...	...	...	...	70 0	80 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	11 0	10 8	12 0	12 4	...	...	...	...	...	...	...	...	15 0	17 8	...	...	...	...	120 0	120 0	10 0	10 0
Noakholly	...	...	...	...	11 0	12 0	12 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	9 0	9 0
Chittagong	11 0	11 0	...	...	9 0	10 0	12 0	13 8	...	...	...	...	...	...	...	...	13 0	9 0	...	...	...	...	100 0	100 0	9 0	9 0
Tipperah	12 0	12 0	...	...	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	...	...	9 0	9 0
Dacca	13 0	13 0	26 0	26 0	11 4	12 0	13 0	14 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	16 0	16 0	160 0	160 0	10 0	10 0
Mymensingh	10 0	11 8	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	13 4	13 0	...	...	...	16 0	...	...	9 12	9 12
Deltaic—																										
Koolna	...	...	...	...	10 12	10 12	13 0	13 0	...	...	...	...	...	...	...	...	13 5	13 5	...	...	...	...	160 0	160 0	9 0	9 0
24-Pergunnahs	13 5	13 4	16 0	18 0	8 0	8 0	13 4	14 0	...	...	...	...	...	...	12 8	12 0	16 0	18 0	...	...	16 0	16 0	100 0	100 0	10 8	10 8
Midnapore	12 0	10 0	...	40 0	11 0	11 0	15 8	15 8	...	...	...	...	...	...	...	...	15 0	14 4	...	...	12 0	14 0	160 0	160 0	10 4	10 4
Howrah	...	†	...	...	10 0	10 0	13 12	13 12	...	...	...	...	...	...	...	...	16 0	17 0	...	...	13 0	12 12	100 0	100 0	10 8	10 8
Calcutta	12 11	12 12	16 1	16 9	8 11	9 11	12 10	12 15	16 13	16 13	13 1	13 8	...	...	17 12	18 15	15 1	15 5	...	...	15 14	16 8	100 0	100 0	10 9	10 8
Hooghly	13 0	13 0	...	...	10 0	10 0	12 8	12 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	14 15	14 15	*	20 0	12 0	12 0	14 2½	14 2½	...	...	...	...	...	...	...	...	17 12	19 0	...	...	16 0	16 0	...	...	9 13	9 2
Jessore	13 4	11 4	...	...	10 8	11 0	12 12	14 0	...	...	...	...	...	...	...	...	16 0	18 0	...	...	18 0	18 0	160 0	160 0	9 2	9 2
Furreedpore	16 0	16 0	18 0	18 0	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 0	10 0	120 0	120 0	9 0	9 0
Central—																										
Bankoora	13 12	14 0	17 0	17 0	14 12	15 0	17 8	17 8	...	...	...	...	...	...	...	...	16 0	16 0	19 0	19 0	15 0	16 0	240 0	280 0	10 0	10 0
Burdwan	12 8	12 4	*	*	11 4	11 10	15 0	14 4	...	...	...	...	...	...	...	...	17 0	17 0	*	*	18 8	19 0	107 0	107 0	9 14½	9 14½
Beerbhoom	15 0	15 0	...	...	12 0	12 0	13 8	13 0	...	...	...	...	...	...	...	...	16 8	16 8	...	...	...	12 0	160 0	160 0	10 0	10 0
Moorshedabad	14 0	14 8	...	...	11 0	11 8	14 0	14 0	...	...	...	...	...	...	...	...	[illegible] 0	19 0	...	...	18 0	18 0	200 0	200 0	9 10	9 0
Sonthal Pergunnahs	12 8	12 2	...	...	12 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	[illegible] 0	16 0	16 0	17 0	19 0	21 0	200 0	200 0	9 0	9 0
Pubna	16 8	15 0	...	...	7 8	8 0	12 12	14 4	...	...	...	...	...	...	...	...	18 0	17 0	...	...	17 4	17 4	200 0	200 0	9 2	9 2
Bogra	15 0	13 8	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	18 6	16 14	...	...	...	...	90 0	90 0	9 9	9 0
Rajshahye	13 8	15 0	19 8	19 8	10 8	10 8	12 0	12 0	...	...	...	...	...	...	...	...	18 12	19 8	...	...	18 12	18 12	240 0	240 0	8 13	9 0
Maldah	15 0	15 0	...	...	11 0	10 0	13 0	14 0	...	...	...	...	...	...	...	...	18 0	19 0	...	...	...	...	120 0	160 0	9 8	9 0
Northern—																										
Rungpore	14 8	14 8	...	...	10 5	10 8	14 8	15 3	...	...	...	...	...	...	...	...	13 0	13 0	...	...	13 0	13 0	120 0	120 0	9 6	9 6
Dinagepore	13 0	14 0	...	24 8	11 4	13 4	14 4	15 8	...	...	...	...	...	...	...	...	15 0	17 12	...	...	18 0	16 12	160 0	160 0	10 0	10 0
Jalpaiguri	11 0	10 0	16 0	16 0	8 0	8 0	15 0	16 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	128 0	128 0	9 0	9 0
Darjeeling	10 0	10 0	6 0	6 0	6 0	6 0	11 0	11 0	...	...	...	...	12 0	12 0	...	...	11 0	9 0	18 0	18 0	...	...	120 0	120 0	8 0	7 0
Orissa—																										
Pooree	10 2	11 13	...	...	11 13	10 8	14 7	15 12	...	...	...	...	...	...	...	...	15 12	15 12	...	...	14 7	14 7	80 0	80 0	9 13	10 8
Cuttack	10 8	10 8	...	...	[illegible]	10 8	13 2	13 2	...	...	...	...	...	...	...	...	19 11	19 11	...	...	13 2	15 12	80 0	80 0	8 0	8 0
Balasore	16 0	17 0	13 0	13 0	13 0	11 0	15 0	16 0	...	...	...	...	...	...	...	...	14 0	12 0	...	...	...	...	160 0	160 0	9 0	9 8
Chota-Nagpur—																										
Singbhoom	10 0	14 0	14 0	16 0	16 0	14 0	20 0	22 0	...	...	...	...	...	...	...	...	12 0	12 0	22 0	22 0	15 0	16 0	200 0	200 0	7 0	7 0
Manbhoom	12 4	21 0	...	12 0	13 0	12 0	17 8	16 4	...	...	...	...	...	...	...	...	14 8	14 8	25 0	25 0	15 0	15 0	200 0	200 0	9 0	9 0
Lohardugga	11 8	12 8	12 8	13 0	12 0	11 12	14 8	13 0 to 14 0	...	...	...	...	26 0	26 8	...	...	12 0	13 0	14 0	16 0	12 0 to 14 0	12 0 to 14 8	170 0	140 0	7 8	7 8
Hazáribágh	12 12	13 0	16 0	17 0	8 0	8 0	13 8	13 8	†	†	†	†	19 4	20 0	†	†	14 8	14 8	15 0	14 8	15 0	15 0	320 0	320 0	8 0	8 0

* Not sold. † Not procurable.

RETAIL PRICES FOR THE 1st HALF OF JUNE 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Maruа or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or thur cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	17 5	16 4	21 0	21 0	10 8	10 8	11 9	12 12	...	...	...	...	10 0	16 12	21 0	20 0	21 0	20 0	8 6	9 8	17 5	16 12	147 0	147 0	9 8	9 8
Gya	15 8	15 8	21 0	21 0	8 4	8 8	12 8	12 12	...	...	...	...	11 0	11 8	18 0	18 0	...	...	...	...	17 0	16 0	200 0	200 0	9 2	9 2
Patna	16 0	15 8	19 0	20 0	10 8	13 8	13 8	13 8	...	20 8	...	...	11 0	12 0	21 0	21 0	19 0	19 0	18 0	18 0	20 0	20 0	130 0	130 0	10 0	10 0
Shahabad	14 0	14 0	20 0	20 0	8 0	8 0	13 0	12 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	13 8	13 0	160 0	160 0	10 0	10 0
Behar, north—																										
Purneah	15 0	16 0	...	...	12 0	13 0	14 0	16 0	...	...	...	...	...	...	20 0	20 0	...	...	...	...	...	...	...	...	...	...
Bhágalpur	14 8	15 7	17 10	17 10	11 6	10 2	13 4	12 10	17 10	17 0	18 13	18 8½	17 10	17 5½	17 10	17 10	18 13	18 13	16 6	16 6	19 0	18 0	100 0	100 0	10 0	10 0
Durbhunga	13 11	14 4½	18 4	18 4½	10 4	10 4½	12 9½	13 4	18 13	18 8½	18 0	18 0	16 0	11 6½	18 13	18 13	16 0	16 0	16 0	16 0	18 0	18 0	100 0	100 0	11 6	11 6
Mozufferpore	13 0	13 0	16 0	16 0	9 0	9 0	12 0	12 0	20 0	20 0	20 0	20 0	11 0	...	18 8	18 8	18 0	18 0	17 8	17 8	20 0	20 0	160 0	160 0	10 0	10 0
Sarun	13 12	13 8	18 8	19 0	8 8	8 8	12 2	12 2	...	...	...	...	14 0	...	16 8	17 4	19 4	19 4	15 0	15 8	...	21 0	160 0	160 0	9 8	9 8
Champarun	14 0	13 0	17 0	18 0	7 0	7 0	11 0	11 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	19 0	20 0	100 0	100 0	10 0	10 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	14 0	17 0	18 0	7 8	7 0	11 6	12 0	19 0	19 0	18 0	18 0	17 0	12 0	17 0	17 0	17 0	17 0	17 0	17 0	19 0	19 0	100 0	100 0	10 0	10 0
Benares	14 6	14 10	18 2	18 2	8 6	8 11	11 6	11 2	18 2	18 2	18 0	18 0	16 0	12 0	19 8	19 8	19 8	19 8	19 8	19 8	18 2	19 0	120 0	120 0	10 6½	10 6½
Ghazipur	15 7	15 7	18 8	19 0	6 7	6 7	11 0	11 0	20 0	20 0	20 0	20 0	16 0	12 0	18 0	18 0	18 0	18 0	17 8	17 8	20 10	20 10	154 0	154 0	9 10	9 10
Jaunpur	14 0	13 8	19 0	18 8	7 0	7 0	12 0	11 0	...	...	...	...	14 0	...	16 0	16 0	19 0	19 0	15 0	15 0	21 0	21 0	140 0	140 0	8 8	8 8
Allahabad	13 12	13 8	18 8	18 8	7 0	7 0	10 0	10 0	...	...	...	...	...	...	...	...	20 0	20 0	16 0	16 0	18 8	18 8	120 0	120 0	10 0	10 0
Central—																										
Bánda	14 4	15 4	18 0	21 8	7 0	8 0	11 0	11 8	...	...	...	...	...	...	...	...	22 0	22 0	15 0	15 0	19 0	19 0	160 0	160 0	9 12	9 12
Fatehpur	14 12	16 0	19 0	20 0	11 0	10 12	12 0	11 8	...	...	...	...	...	...	...	...	22 0	22 0	23 8	23 8	19 2	19 0	160 0	160 0	10 8	10 8
Hamirpur	15 6	16 0	17 12	21 1	9 0	9 0	10 13	11 8	...	...	...	...	...	...	...	...	23 9	23 9	20 2	20 2	18 0	18 0	140 0	140 0	10 4	10 4
Jalaun	16 0	16 0	22 0	22 0	9 0	8 0	10 0	10 0	...	...	...	...	...	...	18 0	18 0	24 0	24 0	24 0	24 0	24 0	24 0	140 0	140 0	10 0	10 0
Cawnpore	15 12	17 0	21 8	22 12	8 0	9 0	11 0	10 0	...	...	...	...	...	...	...	...	23 4	23 0	23 4	23 0	24 0	24 2	160 0	160 0	12 0	12 0
Etawah	16 4	17 0	22 8	22 8	5 8	7 0	10 0	10 0	...	...	...	...	...	...	17 0	17 0	24 0	24 0	24 0	24 0	24 0	24 0	120 0	120 0	11 0	11 0
Farukhabad	15 0	16 12	21 0	22 8	6 8	7 0	10 0	9 12	...	...	...	...	...	...	...	...	24 0	24 0	24 0	24 0	25 2	25 14	150 0	150 0	10 8	10 8
Mainpuri	17 2	18 4	23 12	25 4	8 4	8 4	12 3	13 4	...	...	...	...	...	...	...	...	20 0	20 0	19 0	19 0	19 4	19 8	160 0	160 0	10 0	10 0
Etah	17 12	17 12	23 12	24 12	7 8	7 8	11 0	11 0	...	...	...	...	...	...	...	...	20 0	20 0	19 0	19 0	19 4	19 8	160 0	160 0	10 12	10 12
Western—																										
Lalitpur	15 8	16 0	20 0	21 0	9 0	9 0	10 8	10 8	18 0	18 0	12 0	12 4	16 0	16 0	18 0	18 0	18 0	18 0	17 0	17 0	18 0	18 0	160 0	160 0	10 0	10 0
Jhansi	16 1	16 1	21 14	21 8	8 0	8 0	12 8	12 3½	...	...	...	...	...	...	...	...	25 0	25 0	24 0	24 0	18 0	18 0	180 0	180 0	10 8	10 8
Agra	15 0	19 8	21 0	22 0	5 0	5 0	9 0	9 0	17 8	17 8	17 8	17 8	28 0	28 0	28 0	28 0	23 0	23 0	23 0	23 0	16 0	16 0	110 0	110 0	11 8	11 8
Mutra	14 6	15 0	22 0	22 8	7 8	10 0	11 8	17 0	28 0	28 0	28 0	28 0	25 0	25 0	28 0	28 0	20 0	20 0	20 0	20 0	14 0	14 0	140 0	140 0	11 8	11 8
Aligarh	16 8	17 10	23 10	24 0	7 0	7 0	10 12	11 0	27 8	27 8	27 8	27 8	19 0	19 0	19 8	19 8	16 0	16 0	18 0	18 0	21 8	21 8	160 0	160 0	12 0	12 0
Bulandshahr	16 12	17 0	25 4	26 0	7 8	8 0	10 8	10 8	25 0	25 0	25 0	25 0	24 0	24 0	24 0	24 0	18 0	18 0	20 0	20 0	20 0	20 0	120 0	120 0	11 0	11 0
Meerut	16 12	17 0	26 8	26 8	5 8	5 8	11 0	13 0	...	...	...	...	...	...	...	...	26 0	26 0	26 0	26 0	26 0	26 0	100 0	100 0	11 4	11 4
Sub-montane—																										
Saffir	10 8	14 4	19 4	19 4	8 4	8 0	13 4	13 0	...	...	...	...	...	...	20 8	20 8	20 8	20 8	...	...	...	...	155 0	155 0	10 4	10 4
Saharanpur	13 4	13 8	20 10	20 13	8 14	8 14	12 8	12 8	...	...	...	...	...	...	18 8	17 11	20 0	20 0	23 10	23 10	20 8	20 8	177 8	177 8	9 13	9 13
Gorakhpur	12 6	13 8	20 13	23 0	9 0	9 0	11 4	11 0	...	...	...	...	...	...	20 0	20 0	20 0	20 0	...	...	20 12	20 0	140 0	140 0	10 7	10 7
Bijnor	15 0	16 0	22 0	23 0	...	23 0	22 0	22 0	...	...	...	...	...	...	...	...	22 0	22 0	19 0	19 0	...	...	140 0	140 0	10 0	10 0
Bareilly	16 12	17 8	25 8	25 8	8 8	8 8	14 0	14 0	...	...	...	...	...	...	...	...	25 0	25 0	25 8	25 8	...	...	160 0	160 0	10 8	10 8
Budaun	17 4	17 4	25 4	25 4	6 0	6 0	11 0	11 0	...	...	...	...	...	...	...	...	26 0	26 0	28 8	28 8	...	...	192 0	192 0	10 6	10 6
Shahjahanpur	17 0	17 12	25 4	27 0	11 4	11 4	12 8	12 8	...	...	...	...	...	...	...	...	25 0	25 0	30 0	30 0	...	...	150 0	150 0	11 4	11 4
Pilibhit	16 12	15 8	25 0	25 0	11 4	11 4	12 8	12 8	...	...	...	...	...	...	...	...	25 0	25 0	22 8	16 8	...	...	...	...	...	...
Oudh—																										
Southern—																										
Partabgarh	15 1	17 0	20 10	13 0	11 0	11 5	12 2	13 0	...	...	...	...	...	...	...	...	22 8	22 8	16 0	16 0	14 10	17 0	180 0	180 0	9 10	9 10
Sultanpur	14 0	17 0	22 0	22 0	9 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	26 0	26 0	20 0	20 0	20 0	20 0	160 0	160 0	10 0	10 0
Rae-Bareli	15 0	17 0	20 0	20 0	7 0	7 0	12 8	13 8	...	...	...	...	...	...	...	...	24 0	24 0	25 0	25 0	16 0	17 0	180 0	180 0	10 0	10 0
Unao	16 0	16 12	21 0	22 0	8 0	8 0	11 8	11 8	...	...	...	...	...	...	...	...	23 0	23 0	23 0	23 0	14 0	14 0	130 0	130 0	10 8	10 8
Lucknow	15 12	16 0	22 12	23 0	6 0	6 0	12 0	12 0	...	...	...	...	...	...	...	...	22 0	22 0	...	...	...	...	120 0	120 0	11 0	11 0
Hardoi	17 8	18 8	24 8	24 8	7 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	26 0	26 0	26 0	26 0	...	...	...	...	...	...
Northern—																										
Fyzabad	14 4	14 0	21 0	21 4	10 0	10 0	12 0	12 8	14 0	14 0	16 6	16 6	16 0	16 0	16 0	16 0	21 4	21 0	21 0	21 0	18 0	18 0	120 0	120 0	10 0	10 0
Barabanki	14 12	15 8	22 0	22 8	10 0	10 0	11 0	11 0	21 0	21 0	21 0	21 0	16 0	16 0	16 0	16 0	23 0	23 0	24 0	24 0	19 0	19 0	120 0	120 0	11 0	11 0
Gonda	16 4	16 8	21 12	23 12	10 8	10 14	12 0	12 8	19 0	19 0	20 0	20 0	19 4	19 4	19 0	19 0	19 4	19 4	23 0	23 0	19 0	19 0	200 0	200 0	10 12	10 12
Bahraich	17 0	17 0	23 0	25 0	11 0	11 0	13 0	13 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0	23 0	25 0	25 0	25 0	25 0	140 0	140 0	10 8	10 8
Sitapur	17 4	18 8	26 0	27 0	8 0	8 0	13 0	13 0	26 0	26 0	26 0	26 0	24 0	24 0	24 0	24 0	26 0	26 0	26 0	26 0	26 0	26 0	160 0	160 0	10 8	10 8
Kheri	18 4	18 0	26 0	27 0	8 0	8 0	13 8	15 0	...	...	...	...	...	...	...	...	26 0	26 0	27 0	27 0	...	...	140 0	140 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partabgarh	14 6	14 6	17 8	17 8	6 4	6 4	7 8	7 8	18 12	18 12	...	...	...	...	...	...	18 12	18 12	18 12	18 12	...	...	...	...	...	...
Banswara	16 4	16 4	16 4	16 4	5 0	7 8	9 6	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	160 0	160 0	10 0	10 0
Meywar (Oodeypore)	10 8½	12 14½	18 12	18 12	7 0	7 6½	8 0	8 13	12 8	12 8	12 8	12 8	12 8	12 8	12 8	12 8	12 8	12 8	13 0	13 0	10 15	10 15	160 0	160 0	10 15	10 15
Sirohi	11 0	11 8	18 0	18 4	...	8 0	9 0	8 13	10 0	10 0	...	...	...	...	...	...	10 4	10 4	17 12	17 12	15 0	15 0	260 0	260 0	15 0	15 0
Ertiopura	13 2½	13 8	19 0	19 0	3 0	3 0	6 8	8 13	...	...	...	...	...	...	...	...	...	...	18 0	18 0	...	...	80 0	80 0	15 12	15 12
Ajmere	13 8	15 0	18 8	19 0	6 8	7 8	10 0	8 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15 0	15 0
Abu	11 8	14 0	18 0	16 0	9 0	7 8	8 0	7 8	10 0	10 0	13 0	13 0	10 0	10 0	10 0	10 0	16 0	16 0	...	...	16 0	16 0	240 0	240 0	13 0	13 0
Kishengarh	15 0	18 0	26 4	20 0	7 8	8 0	8 0	8 0	18 0	18 0	24 0	24 0	18 0	18 0	18 0	18 0	24 0	24 0	25 8	25 8	18 4	18 4	180 0	180 0	10 8	10 8
Bundee	17 0	17 0	20 0	20 0	7 8	7 8	8 0	7 8	22 8	22 8	24 0	24 0	22 8	22 8	22 8	22 8	22 8	22 8	22 8	22 8	14 12	14 12	240 0	240 0	9 12	9 12
Kotah	14 13½	16 15½	17 13	17 13	7 1	8 14	8 14	9 0	18 15½	18 15½	18 15½	18 15½	18 15½	18 15½	18 15½	18 15½	18 15½	18 15½	18 15½	18 15½	11 0	11 8	175 0	175 0	11 8	11 8
Tonk	15 8	16 0	20 9	22 0	7 8	8 0	9 0	8 14	23 12	23 12	23 12	23 12	23 12	23 12	23 12	23 12	23 12	23 12	15 3	15 3	15 3	15 3	130 0	130 0	11 6	11 6
Jeypore	15 4	15 8	21 0	20 12	4 12	4 12	7 12	7 8	21 0	21 0	24 0	...	26 0	...	21 0	21 0	21 0	21 0	4 8	4 8	18 0	18 0	110 0	115 0	12 0	12 0
Kerauli	15 6	16 4	20 3	21 4	10 0	11 4	11 14	20 0	20 10	17 8	16 0	16 0	16 0	16 0	16 0	16 0	16 6	16 6	16 4	16 4	10 0	10 0	200 0	200 0	10 10	10 10
Dholpur	14 15	15 7	22 7	23 1	9 14	10 12	11 4	18 0	17 2	17 2	16 8	16 8	16 8	16 8	16 8	16 8	21 0	21 0	20 4	20 4	...	10 15	90 0	90 0	11 8	11 8
Bhartpur	15 8	15 6	21 10	21 8	7 12	7 12	9 8	17 6	17 2	15 10	...	21 8	28 0	28 0	28 0	28 0	20 0	20 0	18 S	18 S	14 0	14 0	160 0	160 0	11 8	11 8
Alwar	16 10	16 0	22 0	21 12	7 12	7 12	9 11	23 12	25 0	16 4	16 12	21 9	31 4	28 15	28 15	28 15	28 15	28 15	19 0	19 0	15 0	15 0	200 0	200 0	12 8	12 8
Deoli Cantonment	15 11	16 2	21 10	21 1	4 0	4 0	8 0	8 0	23 5	21 0	12 0	12 1	...	...	12 1	12 0	100 0	100 0	12 4	12 4	10 8	17 0	220 0	220 0	10 8	10 8
Tonk Tracts of Meywar	9 6	9 6	13 0	20 1	7 0	7 0	8 0	8 0	20 9½	21 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	11 6	11 8	12 4	16 12	260 0	260 0	11 8	11 8
Balmer	12 0	12 0	...	13 0	...	9 0	8 0	8 0	...	...	...	...	...	...	...	...	...	...	14 0	14 0	11 9	12 4	260 0	260 0	12 0	12 0
Anádra	12 0	12 4	17 0	17 0	5 0	5 0	7 8	8 0	10 8	10 8	10 8	10 8	10 8	10 8	10 8	10 8	10 8	10 8	18 0	18 0	12 0	12 0	160 0	160 0	12 0	12 0
Shahpura	17 0	16 4	20 8	20 0	8 0	8 0	8 0	8 0	10 8	10 8	10 8	10 8	10 8	10 8	10 8	10 8	10 8	10 8	20 0	20 0	10 12	10 15	160 0	160 0	10 12	10 12
Western—																										
Jodhpur	13 2	13 2	17 8	17 8	6 4	6 4	7 8	7 8	13 12	13 12	13 12	13 12	13 12	13 12	13 12	13 12	13 12	13 12	15 0	15 0	13 12	14 6	120 0	120 0	10 4	10 4
Jaisulmer	10 6	10 6	...	...	7 12	8 0	9 10	12 6	12 6	12 6	12 6	12 6	12 6	12 6	12 6	12 6	12 6	12 6	...	...	11 0	10 12	180 0	180 0	11 12	11 12
Bickanir	12 8	12 8	...	...	2 14½	2 14½	6 12	6 12	...	...	...	...	...	...	...	...	...	...	13 8	13 8	13 8	13 8	200 0	200 0	10 8	10 8
Central India—																										
Indore	13 12	13 12	13 0	13 0	8 0	8 0	9 0	9 0	20 0	20 0	14 0	14 0	16 8	16 8	16 8	16 8	16 8	16 8	16 8	16 8	20 0	20 0	200 0	126 14	10 4	10 4
Nimach Cantonment	13 8	13 7	19 0	18 10	7 8	8 0	10 0	10 0	17 0	17 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	17 0	17 0	180 0	180 0	10 4	10 4
Bagheikhand (Satna)	16 12	16 12	21 0	21 0	8 0	8 0	10 0	10 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	17 0	17 0	200 0	200 0	10 8	10 8
Goona	17 8	19 8	15 0	15 0	8 0	8 0	13 0	13 0	22 7	22 7	22 7	22 7	22 7	22 7	22 7	22 7	22 7	22 7	...	...	22 7	22 14	126 14	126 14	10 4	10 4
Gwalior	12 15	13 4	19 15	20 6	6 6	6 13	7 13	8 3	15 14	15 14	15 14	15 14	15 14	15 14	15 14	15 14	15 14	15 14	15 0	15 0	15 0	15 0	145 0	145 0	10 4	10 4

* Not sold.

† Not kacha grain.

‡ Six pies per bundle.

RETAIL PRICES FOR THE 1st HALF OF JUNE 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or thur cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	19 0	18 0	27 0	25 0	...	...	10 0	10 0	22 0	21 0	20 0	21 0	†	†	†	†	26 0	26 0	17 0	17 0	†	†	110 0	85 0	11 0	10 0
Ferozepore	21 0	20 0	35 0	33 0	...	...	9 0	10 0	25 0	25 0	20 0	20 0	†	...	16 0	16 0	28 0	27 0	26 0	28 0	11 0	11 0	100 0	100 0	13 0	13 4
Montgomery	19 0	19 0	26 0	26 0	...	...	10 0	10 0	24 0	24 0	15 0	15 0	‡	‡	28 0	28 0	22 0	22 0	20 0	20 0	12 0	12 0	200 0	200 0	11 0	11 0
Central—																										
Gurgaon	17 0	18 0	24 0	26 0	...	...	11 0	10 0	20 0	20 0	19 0	19 0	†	†	†	†	23 0	24 0	20 0	20 0	20 0	20 0	130 0	130 0	11 0	11 0
Delhi	17 0	18 0	23 0	24 0	...	...	11 0	11 0	20 0	20 0	17 0	18 0	†	†	12 0	12 0	23 0	23 0	20 0	20 0	24 0	25 0	80 0	80 0	11 0	11 0
Rohtak	17 0	18 0	27 0	28 0	...	...	11 0	11 0	25 0	25 0	22 0	22 0	†	†	16 0	16 0	26 0	26 0	16 0	16 0	20 0	20 0	120 0	120 0	11 0	11 0
Karnál	17 0	18 0	26 0	28 0	...	...	11 0	12 0	24 0	24 0	18 0	18 0	22 0	22 0	18 0	18 0	26 0	27 0	30 0	30 0	20 0	20 0	160 0	160 0	10 0	10 0
Lahore	19 0	19 0	32 0	31 0	...	...	9 0	9 0	24 0	26 0	17 0	18 0	‡	‡	20 0	20 0	27 0	27 0	24 0	26 0	12 0	12 0	95 0	95 0	12 0	12 0
Sub-montane—																										
Umballa	20 0	22 0	26 0	24 0	...	...	10 0	11 0	21 0	25 0	16 0	16 0	20 0	21 0	10 0	10 0	27 0	28 0	32 0	35 0	19 0	19 0	120 0	120 0	13 0	12 0
Ludhiána	22 0	22 0	32 0	33 0	...	...	11 0	12 0	27 0	27 0	25 0	25 0	†	†	22 0	22 0	28 0	29 0	38 0	38 0	13 0	13 0	110 0	110 0	13 0	13 0
Jullundur	22 0	23 0	32 0	32 0	...	...	8 0	8 0	28 0	28 0	22 0	22 0	*	*	20 0	20 0	28 0	25 0	32 0	34 0	*	*	100 0	100 0	12 8	12 8
Hoshiárpur	23 0	24 0	36 0	32 0	...	...	12 0	12 0	27 0	27 0	18 0	18 0	12 0	12 0	24 0	24 0	28 0	28 0	32 0	32 0	17 0	17 0	120 0	120 0	13 0	13 0
Gurdáspur	22 0	23 0	28 0	28 0	...	...	12 0	12 0	23 0	23 0	14 0	14 0	†	†	16 0	16 0	24 0	23 0	26 0	26 0	10 0	11 0	120 0	120 0	13 0	13 0
Amritsar	21 0	22 0	32 0	31 0	...	...	10 0	10 0	25 0	25 0	18 0	17 0	†	†	28 0	23 0	27 0	26 0	28 0	28 0	†	†	100 0	90 0	13 0	13 0
Hills—																										
Simla	16 0	16 0	20 0	20 0	...	...	9 0	9 0	16 0	16 0	13 0	13 0	24 0	22 0	8 0	8 0	18 0	18 0	21 0	22 0	9 0	9 0	60 0	60 0	8 8	8 8
Kángra	19 0	19 0	28 0	28 0	...	...	12 0	12 0	14 0	12 0	10 0	10 0	25 0	30 0	...	8 0	21 0	20 0	25 0	25 0	12 0	13 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkote	21 0	21 0	31 0	31 0	...	...	11 0	11 0	22 0	24 0	21 0	22 0	‡	‡	19 0	20 0	27 0	26 0	25 0	26 0	12 0	12 0	160 0	160 0	13 0	13 0
Gujránwála	18 0	19 0	32 0	32 0	...	...	7 0	9 0	22 0	22 0	16 0	16 0	‡	‡	16 0	16 0	28 0	26 0	20 0	20 0	‡	‡	90 0	100 0	13 0	13 0
Gujrát	22 0	22 0	33 0	35 0	...	...	10 0	10 0	25 0	25 0	21 0	22 0	‡	‡	12 0	12 0	26 0	25 0	23 0	23 0	‡	‡	120 0	120 0	14 0	14 0
Jhelum	22 0	22 0	32 0	32 0	...	...	9 0	9 0	22 0	23 0	20 0	20 0	*	*	*	*	25 0	25 0	21 0	22 0	*	*	160 0	160 0	14 0	14 0
Ráwalpindi	19 0	20 0	36 0	36 0	...	...	11 0	11 0	23 0	20 0	21 0	21 0	*	*	16 0	15 0	25 0	25 0	24 0	24 0	20 0	20 0	90 0	90 0	13 8	13 8
Hazára	19 0	19 0	29 0	33 0	...	...	11 0	12 0	‡	‡	16 0	‡	†	†	8 0	12 0	20 0	22 0	22 0	20 0	†	†	100 0	100 0	11 8	11 0
Peshawar	21 0	21 0	40 0	34 0	...	...	9 0	10 0	29 0	26 0	15 0	15 0	†	†	23 0	19 0	23 0	20 0	29 0	30 0	22 0	22 0	110 0	106 0	40 0	39 0
Kohát	21 0	22 0	45 0	50 0	...	...	11 0	11 0	15 0	30 0	16 0	16 0	‡	†	*	10 0	22 0	22 0	30 0	14 0	‡	†	125 0	125 0	60 0	50 0
Western—																										
Shahpur	25 0	24 0	38 0	38 0	...	...	10 0	10 0	24 0	26 0	27 0	28 0	20 0	20 0	20 0	20 0	30 0	30 0	24 0	24 0	*	*	240 0	240 0	13 0	13 0
Jhang	21 0	21 0	28 0	27 0	...	...	10 0	10 0	20 0	20 0	16 0	16 0	20 0	18 0	22 0	16 0	18 0	17 0	16 0	20 0	10 0	10 0	240 0	240 0	11 0	11 0
Mooltan	16 0	16 0	24 0	25 0	...	...	12 0	12 0	24 0	24 0	20 0	20 0	†	†	24 0	24 0	21 0	21 0	24 0	24 0	†	†	100 0	100 0	12 0	12 0
Bannu	28 0	28 0	36 0	37 0	...	...	9 0	10 0	23 0	16 0	18 0	18 0	8 0	8 0	8 0	8 0	31 0	30 0	32 0	31 0	13 0	11 0	60 0	60 0	40 0	40 0
D. I. Khán	21 0	21 0	34 0	37 0	...	...	8 0	8 0	23 0	24 0	22 0	24 0	‡	‡	6 0	6 0	26 0	25 0	17 0	17 0	14 0	14 0	112 0	112 0	44 0	44 0
Muzaffargarh	18 0	18 0	27 0	26 0	...	...	13 0	13 0	20 0	20 0	21 0	21 0	‡	‡	‡	‡	19 0	19 0	‡	‡	11 0	11 0	110 0	110 0	12 0	12 0
D. G. Khán	18 0	18 0	25 0	25 0	...	...	8 0	8 0	25 0	25 0	20 0	23 0	‡	‡	‡	‡	21 0	18 0	‡	‡	‡	‡	125 0	125 0	25 0	27 0
Sind and Baluchistan—																										
Karáchi	11 8	12 0	16 0	17 0	8 0	8 0	10 0	10 0	16 0	16 0	13 0	13 0	‡	‡	‡	‡	17 0	17 0	15 0	15 0	6 0	6 0	90 0	90 0	14 0	14 0
Hyderabad (Gidu Bandar)	12 0	12 8	15 0	16 0	6 8	6 8	9 0	9 8	18 8	18 8	14 8	15 0	...	...	...	...	15 8	15 8	...	...	...	...	160 0	160 0	12 0	12 0
Thar and Párkar (Umarkot)	13 0	13 0	...	...	...	...	10 0	10 4	...	...	12 0	12 0	...	...	...	...	...	...	...	...	...	...	160 0	160 0	12 0	12 0
Sukkur	15 0	15 0	22 0	21 0	9 0	9 0	13 0	12 0	21 0	22 8	19 0	19 4	...	...	...	...	21 8	17 8	...	...	11 8	12 0	160 0	120 0	12 8	12 8
Shikárpur	12 8	13 8	19 0	21 8	8 12	8 12	11 0	10 8	19 8	19 8	19 0	19 0	...	...	...	...	19 0	19 0	...	...	9 8	10 [illegible]	140 0	140 0	11 8	11 8
Upper Sind Frontier	13 0	17 0	19 0	19 0	9 0	9 0	12 0	11 0	22 8	23 0	18 0	19 0	...	...	...	...	20 0	19 0	...	...	9 [illegible]	[illegible]	160 0	160 0	11 0	11 0
Quetta	16 0	[illegible]	16 0	15 8	5 0	5 0	7 14	8 1	16 0	16 8	‡	‡	‡	‡	‡	‡	13 0	14 0	18 0	16 0	‡	...	64 0	64 0	9 4	8 12
Bombay—																										
Konkan—																										
Karwar	10 8	10 3	...	...	6 8	6 8	10 8	10 0	18 0	18 0	...	...	20 0	20 0	12 0	12 0	11 0	11 0	...	...	10 0	0 0	213 5	213 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	8 8	8 8	11 5	9 14	14 4	14 4	13 8	13 8	16 7	16 7	...	...	11 4	11 3	...	...	9 9	9 8	135 0	135 0	11 8	12 15
Colába (Alibág)	9 13	10 0	...	...	...	...	9 14	10 3	...	...	...	...	...	...	...	...	11 12	12 0	...	...	...	...	102 0	102 0	12 0	12 0
Bombay	10 0	10 0	17 0	17 2	6 15	6 9	10 13	10 13	15 7	18 12	13 9	13 6	17 13	17 1	11 4	12 7	14 7	14 7	18 5	17 15	6 15	7 2	72 13	67 1	11 3	11 3
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 7	9 7	...	...	11 4	11 4	...	...	...	...	12 5	12 5	...	...	9 12	9 12	71 2	71 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	15 0	15 0	...	...	11 0	11 0	12 0	12 0	21 0	21 0	19 0	19 0	28 0	28 0	...	...	12 0	13 0	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Bélgaum	15 0	15 0	...	...	11 0	11 8	11 8	12 0	19 0	19 0	19 0	19 0	23 0	24 0	...	...	12 8	12 8	...	...	10 0	10 0	68 0	68 0	12 0	12 0
Satara	10 11	10 11	13 0	13 0	8 3	8 3	10 0	10 0	14 10	14 10	12 15	10 15	16 5	16 5	14 5	14 5	16 9	15 9	19 2	19 2	11 0	11 0	99 1	97 1	13 0	13 0
Sholápur	14 1	14 1	17 6	17 6	7 9	7 9	9 7	9 7	19 13	19 13	15 10	17 7	...	...	...	...	15 8	15 8	...	...	15 1	15 1	80 0	80 0	11 8	11 8
Bijápur	13 8	13 8	...	10 5	7 3	7 3	9 2	9 2	19 0	19 0	15 14	15 14	...	...	...	...	15 12	15 2	...	...	10 2	10 10	80 0	80 0	10 8	10 8
Poona (City)	11 8	11 8	13 10	13 10	8 13	8 13	9 3	9 3	15 4	15 4	12 10	12 10	16 6	16 6	...	...	12 10	12 10	...	...	14 6	14 6	60 13	60 13	11 15	11 15
Khandesh—																										
Ahmadnagar	13 4	13 2	...	...	7 7	8 0	8 6	9 1	14 5	15 0	12 8	12 8	...	...	...	...	12 5	12 13	...	...	14 5	14 7	85 0	46 0	11 6	11 6
Násik	14 1	14 6	...	...	9 0	9 0	10 8	10 8	...	...	14 1	14 0	15 14	15 14	...	...	12 15	13 10	...	...	10 1	10 1	106 8	106 8	13 8	13 8
Khandesh (Dhulia)	12 7	12 7	...	...	7 8	7 8	9 6	9 6	15 6	15 7	14 12	15 0	...	...	12 10	12 10	12 10	12 10	...	...	...	...	106 0	106 0	10 6	11 6
Guserat—																										
Surat	10 0	10 0	13 0	13 0	6 0	6 0	8 0	8 0	15 0	15 0	14 0	14 0	...	...	6 0	6 0	12 0	12 0	...	...	13 0	13 0	100 0	100 0	13 0	12 0
Broach	10 8	10 8	...	...	7 8	7 8	10 0	10 0	16 0	16 0	13 4	13 4	...	...	...	...	10 8	10 8	...	...	13 4	13 4	90 0	90 0	12 12	12 12
Kaira	13 10	13 10	18 13	18 13	7 7	7 7	9 11	9 11	14 8	14 8	13 14	13 14	15 4	15 4	...	...	12 5	12 15	...	...	...	..	90 0	90 0	13 5	13 5
Baroda Camp (Sadar Bazar)	9 2	9 2	12 9	13 11	6 4½	6 14	6 15	8 9½	15 6	16 0	13 2	13 2½	15 6	15 6½	...	...	9 9	9 9½	...	...	8 9½	8 9½	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	11 8	11 8	20 0	20 0	6 8	6 8	8 0	8 0	16 0	16 0	14 0	14 0	...	...	...	...	16 0	16 0	...	...	9 8	9 8	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	10 0	10 0	...	...	7 2	7 2	10 0	10 0	17 6	17 6	14 4	14 4	17 6	17 6	...	...	15 0	15 0	16 0	16 0	9 2	9 4	160 0	160 0	11 2	11 2
Deesa Cantonment	13 9	13 3	14 0	14 1	6 1	6 0	8 1	8 0	14 1	14 0	13 2	13 5	...	...	...	...	14 1	14 4	...	...	11 5	10 1	150 0	150 0	11 8	11 8
Kathiawar—																										
Rájkot	12 12	12 12	...	...	6 8	6 8	8 0	8 0	14 0	14 0	12 0	12 0	...	...	...	...	13 8	13 8	...	...	6 8	6 8	100 0	100 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	13 8	13 8	...	...	7 8	7 8	10 9	10 9	19 1	19 1	...	...	...	...	...	...	...	...	...	...	10 11	10 11	120 0	120 0	10 13	10 9
Khandwa-Ásirgarh Cant.	12 12	12 14	...	...	9 0	9 0	10 0	11 0	17 8	17 4	17 8	17 12	...	...	...	13 0	13 8	14 8	...	...	10 8	10 12	160 0	160 0	10 0	10 0
Hoshangabad	15 0	15 0	...	...	6 8	6 8	8 0	8 0	...	...	...	...	...	...	...	...	19 9	19 9	...	...	13 0	13 0	120 0	120 0	9 0	9 8
Betúl	15 0	14 7	...	...	...	...	10 0	...	17 7	17 7	...	...	...	...	...	...	16 0	16 0	...	...	9 11	9 12	320 0	320 0	7 9	7 9
Chhindwára	14 0	15 3	...	...	8 0	8 0	10 0	11 6	18 0	18 0	...	...	...	...	...	...	16 14	19 0	...	...	10 14	10 4	160 0	160 0	9 2	9 0
Nágpur	16 4	15 0	...	...	8 12	8 12	12 3	12 3	18 12	19 11	...	...	...	...	...	...	16 4	17 8	...	...	12 3	13 2	119 0	110 0	9 3	9 13
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	17 2	17 2	...	...	16 0	16 0	124 0	124 0	10 11	10 11
Central—																										
Narsinghpur	14 10	14 10	...	...	9 3	9 3	10 6	10 6	...	...	...	...	...	...	...	...	18 11	18 2	...	...	14 11	12 10	200 0	200 0	9 2	9 2
Saugor	15 15	15 15	...	...	8 4	8 4	9 4	9 4	...	...	...	...	...	...	...	...	19 0	19 0	...	...	13 8	13 8	160 0	160 0	8 6	9 2
Damoh	16 0	16 0	...	...	10 15	10 15	11 7	11 7	...	...	...	...	...	...	...	...	20 0	21 0	...	...	10 11	10 11	200 0	200 0	9 2	8 12
Jubbulpore	15 12	15 12	...	...	8 0	8 0	9 12	9 12	26 0	16 8	...	...	...	...	...	...	18 4	19 0	...	...	12 0	12 0	130 0	130 0	9 0	8 12
Mandla	16 8	16 8	...	...	8 0	8 0	10 0	11 0	...	...	...	...	...	...	...	...	20 0	24 0	...	...	9 0	10 0	250 0	256 0	9 8	9 0
Seoni	17 4	17 4	...	...	9 5	9 5	12 2	12 2	...	...	...	...	...	...	...	...	19 8	19 8	...	...	10 15	10 15	200 0	200 0	9 2	9 2
Bálághát	17 1	18 6	...	...	12 8	10 8	15 5	15 5	...	...	...	...	...	...	...	...	16 13	18 0	...	...	11 4	11 4	192 0	192 0	8 0	9 0
Bhandára	16 4	16 4	...	...	...	8 12	11 4	11 4	...	...	...	...	...	...	...	...	17 8	18 12	...	...	12 8	12 8	199 0	200 0	9 2	9 4
Chánda	15 7	15 0	...	...	...	...	12 13	12 13	21 5	21 5	...	...	...	...	...	...	19 3	19 3	...	...	14 6	14 6	615 0	615 0	10 0	10 0
Eastern—																										
Biláspur	17 12	19 14	...	...	10 2	10 3	13 8	14 10	...	...	...	...	...	...	...	...	15 12	15 12	...	...	15 4	16 8	96 0	96 0	9 1	9 0
Raipur	19 11	20 13	...	...	10 12	10 12	14 12	15 15	...	...	...	...	...	...	...	...	15 0	16 0	...	...	13 0	13 0	64 0	50 0	8 0	8 0
Sambalpur	12 4	12 4	...	...	12 4	12 4	15 12	15 12	...	...	...	...	...	...	...	...	10 8	10 8	...	...	...	8 0	200 0	160 0	8 0	8 5
Berar—																										
Buldána	16 0	16 0	...	...	8 0	8 0	10 0	10 0	18 0	18 0	17 0	17 0	...	...	...	...	14 0	16 0	...	...	10 0	10 0	§	§	9 0	9 0
Básim	16 9	16 10	...	...	7 10	7 10	9 10	9 10	22 13	22 9	23 0	23 0	...	...	...	...	18 4	18 3	...	...	12 10	13 4			9 1	8 11
Akola	14 0	14 0	...	...	6 0	7 0	8 0	9 0	17 0	17 0	13 0	14 0	...	...	...	...	15 8	14 0	...	...	17 0	17 0			10 8	10 8
Ellichpur	14 0	14 0	...	...	7 0	7 0	8 0	8 0	16 0	16 0	13 0	13 0	...	...	...	...	14 0	14 0	...	...	17 0	17 0			9 8	9 0
Amráoti	13 15	13 10	...	...	6 0	6 0	7 4	7 8	17 0	17 2	13 0	13 4	...	...	...	...	14 0	14 0	...	...	11 0	11 0			9 0	9 0
Wún	14 0	14 4	...	...	8 0	8 0	11 0	11 0	21 0	21 8	...	...	...	...	...	...	16 0	16 4	...	...	21 0	18 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 3	12 3	...	...	6 12	6 10	10 3	10 0	18 4	18 13	...	...	...	18 4	...	...	14 2	14 7	...	...	20 1	20 1	120 0	120 0	9 0	9 0
Bolárum	13 3	13 8	...	...	7 6	7 6	8 5	8 5	20 3	20 3	...	...	...	...	...	...	15 7	15 9	...	...	...	...	116 14	116 14	9 0	9 0
Chadarghat	12 0	12 0	...	...	6 8	7 0	9 8	9 8	19 0	20 0	19 0	20 0	...	...	...	...	13 8	14 8	...	...	...	...	120 0	120 0	9 8	9 8

* Not sold. † Not produced. ‡ Not procurable. § Firewood is sold by head-loads, cart-loads, and bullock-loads.

RETAIL PRICES FOR THE 1st HALF OF JUNE 1889—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine corocana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar or thúr cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	11 13	11 13	12 10	12 10	*	*	*	*	20 6	20 6	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	8 2	8 2	...	...	9 2	11 14	12 0	12 13	*	*	*	*	21 13	21 13	...	...	...	...	...	...	...	...	128 13	128 13	13 5	13 5
South, central—																										
Coimbatore	11 8	11 8	...	...	12 10	12 10	13 10	13 10	21 11	21 11	25 6	25 6	28 0	28 0	...	...	...	...	...	...	...	...	133 10	133 10	12 11	11 11
Nilgiris	9 14	9 14	...	...	9 10	9 10	11 3	11 3	21 10	20 0	16 13	16 13	20 14	21 10	...	...	...	...	...	...	...	...	161 13	161 13	10 2	10 2
Salem	10 13	10 3	...	...	11 13	11 13	13 11	13 11	25 14	25 0	21 5	21 5	30 13	30 13	...	...	...	...	...	...	...	...	186 10	186 10	13 8	13 8
Central—																										
Bellary	13 6	13 14	...	...	11 3	11 3	12 6	12 6	27 5	28 5	20 11	20 11	33 0	32 0	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Anantapur	11 8	11 8	...	...	12 13	12 13	14 0	15 2	30 14	31 6	25 6	25 6	31 0	32 0	...	...	...	...	...	...	...	...	194 6	194 6	10 2	10 2
Cuddapah	12 8	11 13	...	...	11 2	11 2	14 2	14 2	22 8	21 5	*	*	30 0	28 8	...	...	...	...	...	...	...	...	140 0	140 0	12 2	12 10
Kurnool	11 6	11 6	...	...	10 11	10 11	11 6	11 6	22 14	24 0	20 0	20 0	*	*	...	...	...	...	...	...	...	...	142 14	142 14	11 5	11 5
East Coast, north—																										
Ganjam	8 14	9 13	...	...	10 0	10 0	11 0	10 11	*	*	*	*	16 6	18 5	...	...	...	...	...	...	...	...	264 6	264 6	12 5	11 11
Vizagapatam	12 0	13 0	...	...	9 0	9 0	10 3	10 3	18 6	19 6	15 13	17 13	18 3	18 3	...	...	...	...	...	...	...	...	116 10	116 10	11 11	11 11
Godávari	11 11	11 11	...	...	12 14	13 14	14 0	15 0	24 0	24 0	20 3	21 2	25 8	22 13	...	...	...	...	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	11 8	12 0	12 2	11 11	20 8	21 2	*	*	23 13	23 13	...	...	...	...	...	...	...	...	170 2	170 2	13 3	13 3
Nellore	10 10	9 14	...	...	12 3	11 6	13 3	12 8	24 11	23 0	23 8	21 13	27 13	26 6	...	...	...	...	...	...	...	...	93 5	93 5	12 13	11 11
East Coast, south—																										
Madras	10 10	10 10	...	...	11 8	11 10	12 13	13 5	*	*	*	*	28 2	28 2	...	...	...	...	...	...	...	...	92 6	91 2	12 5	12 5
Chingleput	*	*	...	...	12 11	13 2	14 0	14 6	*	*	17 3	17 3	26 11	26 0	...	...	...	...	...	...	...	...	122 8	122 8	12 6	12 6
N. Arcot	9 6	9 6	...	...	12 3	12 3	13 3	13 3	*	*	*	*	33 6	33 6	...	...	...	...	...	...	...	...	194 6	194 6	11 5	11 5
S. Arcot	8 10	8 10	...	...	13 14	12 3	14 14	14 0	*	*	21 10	22 5	23 14	23 14	...	...	...	...	...	...	...	...	209 0	209 0	11 11	11 11
Tanjore	8 13	8 13	...	...	13 6	14 2	*	*	*	*	23 3	23 14	26 6	26 6	...	...	...	...	...	...	...	...	166 3	166 3	12 6	12 6
Trichinopoly	8 14	8 10	...	...	12 3	12 3	12 11	12 11	21 0	19 10	20 5	20 5	*	24 14	...	...	...	...	...	...	...	...	143 6	143 6	12 2	12 3
Southern—																										
Tinnevelly	9 14	10 11	...	...	11 2	11 8	11 10	12 6	*	*	*	*	*	*	...	...	...	...	...	...	...	...	53 5	53 5	14 6	14 6
Madura	9 11	10 2	...	...	12 10	13 6	13 2	13 14	23 8	*	*	22 0	26 5	26 5	...	...	...	...	...	...	...	...	140 14	140 14	11 3	13 10
Mysore—																										
Mysore	10 0	10 0	10 0	10 0	10 0	9 12	11 0	11 0	28 0	29 0	24 0	16 0	30 0	30 0	22 8	22 8	11 0	12 0	...	...	11 0	11 0	84 0	84 0	8 8	9 0
Bangalore	10 8	11 0	11 0	11 8	8 8	9 0	9 8	10 0	26 0	28 0	...	...	32 0	32 0	...	...	11 8	11 8	...	...	13 8	13 8	96 0	96 0	9 4	9 4
Kolar	...	...	11 0	10 0	10 4	10 0	12 0	13 0	...	24 8	...	31 0	40 0	42 0	...	...	10 0	12 0	...	...	15 0	14 0	132 0	144 0	8 0	8 0
Tumkur	11 0	12 0	11 0	11 0	11 0	11 0	13 0	13 0	...	...	...	...	48 0	48 0	...	...	12 0	12 0	...	...	15 0	15 0	340 0	340 0	9 0	9 0
Hassan	...	...	11 0	11 0	11 0	11 0	13 0	13 0	...	...	...	...	38 0	38 0	...	...	13 0	13 0	...	...	13 0	13 0	96 0	96 0	8 0	8 0
Kadur	10 0	10 0	11 0	11 0	12 0	15 0	16 0	16 0	...	...	...	...	40 0	48 0	...	...	15 0	14 0	...	...	8 8	8 0	240 0	240 0	9 0	9 0
Shimoga	11 9	10 8	12 10	12 10	10 8	10 8	14 11	14 11	31 8	33 10	...	...	45 2	43 1	...	...	13 10	14 11	...	...	...	...	480 0	480 0	8 6	8 6
Chitaldrug	13 0	13 0	15 0	15 0	11 0	11 0	13 0	13 0	40 0	48 0	32 0	32 0	55 0	55 0	70 0	70 0	13 0	14 0	...	...	16 0	18 0	320 0	320 0	8 0	8 0
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	11 8	12 8	14 0	15 0	...	...	...	...	35 0	35 0	...	...	19 0	19 8	...	...	...	...	110 0	110 0	8 8	10 0
Aden	8 0	8 0	...	...	6 3	5 9	8 0	8 0	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*)

E. J. SINKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, July 29th, 1889.

The weather of the past week has been very quiet. No storm of any importance has been developed or appeared within the Indian region, and the force of the monsoon currents on both sides of India has decreased steadily during the week. A slight break in the rains has prevailed over North-Western India and to a less extent over the Central parts of the country during the greater part of the period under review, but quite at the close of the week the rainfall area was extending and rain apparently spreading into Upper India.

The Chart of the 23rd showed fairly normal monsoon conditions over nearly the whole country. There was a difference of half an inch in pressure between the south and north of India, and a fairly strong monsoon was blowing on both sides of India. The only important irregularity in the distribution of pressure was that the low pressure trough, which ordinarily lies along the centre of the Gangetic plain, was pushed northward to the foot of the hills. In consequence the slightly higher pressures which normally prevail between the Ganges and the foot of the hills were absent, and with them the south-easterly winds, which under average conditions prevail along the northern side of the Gangetic plain. A similar distribution of pressure prevailed on the 24th, and the wind was westerly (west-south-west—west-north-west) over nearly the whole of India, except the Bay, Burma, and Bengal, where the wind drew into south. The Arabian Sea monsoon blew freshly across the West Coast from Karachi to Bombay and inland over Guzerat, Rajputana, and the Central parts of the country. To the south of Bombay the wind was lighter and the Bay monsoon was not strong, except just at the head of the Bay. The Chart of the 25th showed that the area of lowest pressure which during the two previous days had existed over the north of the Punjab had been transferred to Lower Sind. This change in the distribution was accompanied by the appearance of easterly and south-easterly winds at a few stations in Northern India, but otherwise the wind circulation was the same in all important respects as that reported on the preceding day. On the 26th a moderate to brisk barometric rise was reported from Northern India and a slight fall from the Peninsula. In consequence the difference of pressure between the south and north had decreased, and the 0·50″ which was the difference on the 23rd had been reduced to 0·35″. This reduction in the gradient had been accompanied by a fall in the wind force, and the monsoon currents were generally feeble. By the morning of the 27th the area of lowest pressure had been retransferred to the north of the Punjab, and the distribution as well as the accompanying wind circulation were the same as those reported at the commencement of the week. On the 28th there was no change in the relative positions of the areas of high and low pressures, but the barometric difference had become even slighter and the monsoons were very feeble and variable. The Chart of the 29th showed that a very shallow barometric depression was drifting across the Central parts of the country. In consequence the southerly winds from the Bay now drew into south-east and east up the Gangetic plain, and the wind circulation was less abnormal than it had been during the whole of the week.

Temperature has, over the greater part of India, been fairly steady and uniform. In Burma, Bengal, and the North-Western Provinces the mean temperature has oscillated by small amounts about the normal; but in the Punjab, Bombay, the Central Provinces, Guzerat, Central India, Sind, and Rajputana it has been continually and on the whole steadily above the normal average, while in Madras it has been almost equally steadily below it. The maxima have been several degrees higher than usual over Western and Central India, the hottest days being the 28th and 29th, when readings considerably exceeding 100° were recorded all over North-Western India. The highest reading reported during the week occurred however as early as the 25th, when Jacobabad recorded 116°.

The following table shows the excess or defect of the mean average temperatures of the different Provinces for the present and for the preceding week:

PROVINCE.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of Present Week from Normal.
Burmah	+ 1·6°	+ 0·7°
Bengal	+ 2·1°	— 0·1°
North-Western Provinces	+ 1·8°	+ 0·3°
Punjab	+ 0·7°	+ 3·1°
Bombay	— 0·1°	+ 1·3°
Central Provinces and Berar	+ 1·5°	+ 2·2°
Guzerat and Central India	+ 2·3°	+ 1·4°
Sind and Rajputana	+ 3·4°	+ 1·9°
Madras	— 0·6°	— 0·1°

This table shows that the weather relatively to the average has been hotter than it was last week in the Punjab, Bombay, the Central Provinces, Berar, and Madras, and that elsewhere it has been generally cooler. The largest changes are in Bengal and the Punjab.

Rain.—There has been a partial break in the rains over Upper India and the Central parts of the country. This has been due apparently to two causes. In the first place, owing to the abnormally northerly position of the low pressure area over the Gangetic plain, the south-easterly winds, which are the usual accompaniments of rain in Upper India, have been absent; and in the second place, to the weakness of the monsoon on the West Coast. It is important to note that, though the plains have been to a large extent without rain, the hill and submontane stations have received heavy amounts.

The following is a brief description of the daily distribution of rainfall:

On the 23rd there was no rain over the Punjab, Rajputana, Central India, the Western desert, or the east and centre of the Peninsula, except the extreme north and south. Elsewhere rain was general, and heavy in parts of Bengal and the North-Western Provinces. On the 24th there was a little rain along the foot of the hills in the Punjab, but otherwise the distribution was the same as on the 23rd. On the 25th the only change of importance was the extension of the rainfall on the East Coast. On the 26th there was hardly any rain over the whole of North-Western and Central India, but general rain elsewhere. The same distribution continued during the 27th and 28th, but on the 29th rain again extended along the foot of the hills, reaching as far as Rawalpindi in the Punjab.

The table at the close of the Summary shows that at 18 of the rainfall districts the amount of rain has been in excess of the normal rainfall of the week, and that at 32 the rain has been defective. In Burma, Deltaic Bengal, Orissa, the North-Western Provinces Central and West, and the whole of the Punjab except the hill stations, the rainfall has been short, but in all other parts of Northern India it has been excessive—more particularly so on, and along the foot of, the hills. All over the western districts of the Peninsula, the Central parts of the country, Bombay (North), and Rajputana the rainfall is defective, while in the eastern half of the Peninsula the variations are irregular. The regions of greatest excess are Assam (Surma), North Bengal, Oudh (North), and the hill districts of the Punjab. The maximum falls are not on the whole remarkable over North-Eastern India, but Cherrapunji received 63 inches and Kurseong 28 inches. In Upper India all the more important falls occurred on or near the hills: thus Dera Dun received 12½ inches, Naini Tal 26 inches, Padraura (Gorakhpur) 17¼ inches, and Simla 14½ inches. All over the Peninsula and the Central parts of the country none of the falls were remarkable.

The column giving the state of the seasonal rainfall shows that in Burma and East Bengal the rain is deficient, but that in all other parts of Bengal, as well as in Oudh and the east of the North-Western Provinces, the rainfall has equalled or exceeded the average. The western parts of the North-Western Provinces and the whole of the Punjab, except the submontane and hill districts, have had short rain. In the West Coast districts, Madras (South Central), the Konkan, Guzerat, and Kattiawar have all had more than the normal rainfall, but the other districts, as well as those in the Central parts of India and of the Peninsula, have had less. On the East Coast the variations are irregular.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING JULY 29TH, 1889. Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	RAINFALL DATA FROM MAY 13TH TO JULY 29TH, 1889. Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to July 29th.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMAH	Tenasserim	8·89	10·25	— 1·36	91·16	95·98	— 5
	Lower Burmah	4·16	5·68	— 1·52	39·37	48·21	— 18
	Central Burmah	2·94	4·39	— 1·45	25·99	38·10	— 32
	Upper Burmah	2·53	?	?	23·27	?	?
	Arakan	11·50	12·60	— 1·10	91·98	110·07	— 16
BENGAL AND ASSAM	Eastern Bengal	6·43	5·18	+ 1·25	38·53	43·18	— 11
	Assam (Surma)	12·34	4·42	+ 7·92	71·17	52·32	+ 36
	Do. (Brahmaputra)	5·79	3·09	+ 2·70	45·77	38·87	+ 17
	Deltaic Bengal	3·18	3·34	— 0·16	25·02	25·19	— 1
	Central Bengal	4·05	3·06	+ 1·99	27·83	24·42	+ 14
	North Bengal	10·96	3·84	+ 7·12	59·92	50·59	+ 18
	Orissa	1·89	2·89	— 1·00	22·40	22·73	— 1
	Chota Nagpur	4·75	3·54	+ 1·21	24·08	21·82	+ 10
	Behar (South)	4·02	3·68	+ 0·34	20·29	18·45	+ 10
	Do. (North)	6·45	2·98	+ 3·47	28·14	21·79	+ 29
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East).	4·32	3·24	+ 1·08	19·74	15·86	+ 24
	Oudh (South)	4·79	2·75	+ 2·04	21·13	15·30	+ 38
	Do. (North)	8·14	2·69	+ 5·45	22·77	17·61	+ 29
	North-Western Provinces (Central).	0·81	2·98	— 2·17	12·26	13·00	— 6
	North-Western Provinces (West).	0·28	2·76	— 2·48	8·83	13·12	— 33
	North-Western Provinces (Submontane).	5·36	3·22	+ 2·64	25·18	19·29	+ 31
PUNJAB	Punjab (South)	0·03	1·01	— 0·98	5·85	6·66	— 12
	Do. (Central)	0·06	1·78	— 1·72	7·35	11·21	— 34
	Do. (Submontane)	0·86	2·49	— 1·63	10·88	12·87	— 15
	Do. (Hill Districts)	14·64	4·46	+ 10·18	36·86	27·48	+ 34
	Do. (North-West)	0·40	1·92	— 1·52	8·14	9·24	— 12
	Do. (West)	0·05	0·67	— 0·62	3·30	3·51	— 6
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	Malabar	4·40	5·52	— 1·12	65·35	70·66	— 8
	Madras (South Central)	2·16	0·56	+ 1·60	15·30	7·17	+ 113
	Coorg	2·39	8·15	— 5·76	51·24	52·83	— 3
	Mysore	1·48	2·34	— 0·86	15·58	18·00	— 13
	Konkan	3·96	5·86	— 1·90	83·32	60·61	+ 37
	Bombay Deccan	0·78	2·03	— 1·25	13·38	15·77	— 15
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·39	0·87	— 0·48	8·83	11·25	— 21
CENTRAL PROVINCES AND BERAR.	Berar	1·00	1·63	— 0·63	17·04	16·29	+ 5
	Central Provinces (West)	1·13	3·25	— 2·12	18·76	19·72	— 5
	Ditto (Central)	1·34	4·34	— 3·00	23·11	20·08	— 11
	Ditto (East)	2·76	2·95	— 0·19	20·68	23·53	— 12
BOMBAY (NORTH)	Guzerat	0·86	3·03	— 2·17	21·34	19·66	+ 9
	Kattiawar	0·49	1·76	— 1·27	19·80	14·57	+ 36
	Sind	0·01	0·37	— 0·36	0·72	1·88	— 62
RAJPUTANA AND CENTRAL INDIA.	Central India (East)	0·35	2·80	— 2·45	14·82	17·22	— 14
	Rajputana (East), Central India (West).	0·59	2·01	— 1·42	12·24	11·90	+ 3
	Rajputana (West)	0	0·69	— 0·69	4·10	5·15	— 20
MADRAS	East Coast (North)	1·35	1·15	+ 0·20	15·19	12·48	+ 22
	East Coast (North) (a)	1·90	3·04	— 1·14	11·04	12·49	— 12
	Hyderabad (South)	0·62	0·95	— 0·33	8·68	9·65	— 10
	Madras (Central)	0·98	0·84	+ 0·14	8·75	7·24	+ 21
	East Coast (Central)	0·40	0·92	— 0·52	7·98	7·72	+ 3
	Ditto (South)	3·12	0·55	+ 2·57	8·28	5·56	+ 49
	Madras (South)	0·65	0·30	+ 0·35	2·97	3·29	— 10

SIMLA, *1st August, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 27th July.*—Rainfall general; good in twelve districts, slight in Kistna, Nellore, Bellary, Anantapur, Madras, Tinnevelly; fair in Godavari, Chingleput, North Arcot, Madura, and Coimbatore. Crops generally good, but withering in parts of Tinnevelly and Coimbatore; damaged by excessive moisture in Vizagapatam; affected by insects or disease in Bellary, Coimbatore, and South Canara. Water-supply insufficient in parts of Chingleput, Tinnevelly, Coimbatore, and Salem. Stock suffering badly, chiefly from rinderpest, in Malabar and Tanjore. Prices rising in ten districts, falling in five, and stationary in others. Prices of *ragi* fell and of other grains rose in Ganjam. Cholera abating in Ganjam and Vizagapatam, but still bad there and in Godavari. Labourers employed last day of week,—on Rushikulya works, 2,991; Gopalpur Canal, 1,396; Ghat Roads, 1,236: drinking-water tanks and wells, 3,850; minor irrigation and other works, 3,746. Number on village relief on 20th July, 69,521; fed in kitchens, 11,377; total 80,898, of whom 48,990 were children. Imports during week by sea and land, 824 tons. General prospects favourable and greatly improved in Ganjam.

Bombay.—*For week ending 31st July.*—Rain during week general; total fall insufficient for sowing in parts of Nasik, Poona, Ahmednagar, Satara, Belgaum, Dharwar, and Ahmedabad. Young crops suffering for want of moisture in parts of Poona and Ahmednagar, and damaged by floods in parts of Karachi and Shikarpur, by locusts and breaches in canals in parts of Hyderabad, and by caterpillars in parts of Kaira and Kathiawar. Standing crops otherwise good, except in Dharwar and three talukas of Khandesh, where they are middling. Sowing and transplantation progressing generally. Fodder scarce in parts of Karachi, Hyderabad, Nasik, Poona, Ahmednagar, and Dharwar. Water scarce in parts of Upper Sind Frontier, Ahmednagar, and Dharwar. Prices rising in one taluka of Nasik.

Bengal.—*For week ending 30th July.*—General rain during the week, the falls have been particularly heavy in North-East Bengal and North Behar. Transplanting of the winter rice seedlings is now making good progress everywhere, but more rain is still wanted in places in the Burdwan and Chota Nagpur divisions and the Balasore district. All autumn crops and sugarcane are doing well. In North and East Bengal early rice and jute are being harvested, and the outturn in some districts is reported to be below the average. In Chumparun the *bhadoi* crops have been considerably damaged by excessive rain and floods; loss of these crops by floods is also apprehended in Purneah, Bhagulpur, and Maldah. Food stocks are sufficient throughout the affected tract in the Patna division. In Muzaffarpur and Chumparun all relief works are closed, but gratuitous relief is being given. In Durbhanga the attendance on relief works has fallen from 8,968 to 5,673. In Chumparun prices have risen and paupers are increasing on account of the floods.

North-Western Provinces and Oudh.—*For week ending 31st July.*—The weather continues seasonable with average rain generally. *Kharif* crops are doing well. Markets are well supplied and prices steady.

Punjab.—*For week ending 31st July.*—Slight rain has fallen in Umballa, Jullundur, Amritsar, Rawalpindi, and Dera Ismail Khan. Prices rising in Delhi, Ferozepore, and Rawalpindi; falling in Shahpur, and stationary elsewhere. Ploughings for and sowings of *kharif* crops are still in progress. Standing crops are in good condition, except in Delhi. Prospects are discouraging in Peshawar for want of rain. More rain wanted in Hissar, Delhi, Lahore, and Shahpur. Stock cattle are generally healthy. Fodder sufficient, except in Hissar.

Central Provinces.—*For week ending 31st July.*—Weather cloudy, with showers occasionally. Young crops are in good condition, but more rain is required, especially for rice. Ground being prepared for winter sowing.

Burma.—*For week ending 27th July.*—Seasonable rain fell during the week throughout Lower Burma, but more rain is wanted in North Tharrawaddy, Prome, Shwegyin, and Toungoo. In Upper Burma heavy rain fell in Bhamo, Ruby Mines, and Upper Chindwin districts, and moderate rain in Yamethin and Pyinmana, but elsewhere little or no rain fell; and in Shwebo, Kyaukse, Minbu, and Meiktila the want of rain is likely to affect the crops. In Lower Burma the price of paddy has risen slightly in Henzada and Rangoon. In Upper Burma prices have risen 25 per cent. in the Ruby Mines, 9 per cent. in Lower Chindwin, 5 per cent. in Pakokku. Prices have fallen 5 per cent. in Tharrawaddy and Minbu and 3 per cent. in Mandalay; elsewhere prices are stationary. The food-supply is sufficient.

Assam.—*For week ending 31st July.*—Rain in all districts from 0·68 to 8·56 inches. Lands in Goalpara, Sibsagar, and plains portion of Garo Hills submerged. Reaping of early and transplanting of late rice continue. Tea blight in Cachar.

Mysore and Coorg.—*For week ending 31st July.*—Rainfall good in the Shimoga and Kadur districts of Mysore, and fair elsewhere. Crops good. Paddy and sugarcane harvested in parts, and coffee transplanted in Manjarabad taluk. Prospects fair, but more rain wanted for crops in parts of the Kolar and Mysore districts. Prices fallen in Bangalore, Tumkur, and Mysore districts.

Good rain in Coorg. Coffee and rice crops in good condition. Prices have risen slightly.

Berar and Hyderabad.—*For week ending 31st July.*—Rainfall average. Weeding operations continue. Cotton and *jowari* plants in good condition. Fodder sufficient. No change in prices of food-grains. Agricultural stock good.

Slight rain in Hyderabad during the week. *Kharif* and *abi* crops thriving. Weeding of crops continues. Water in tanks insufficient. Prices stationary.

Central India.—*For week ending 31st July.*—Rainfall slight in Central India during the week; none in Gwalior and Goona. Standing crops in Goona suffering slightly for want of rain. Crops in Bhopawar Agency are reported to be doing well, and prospects are good. Prices of food-grains falling in Bundelkhund, Western Malwa, and Neemuch.

Rajputana.—*For week ending 31st July.*—Rainfall slight generally. Good in Pertabgarh. Agricultural operations satisfactory. Standing crops are in want of rain in Marwar, Kerowlee, and Bhurtpore. Agricultural stock good. Pasturage or fodder sufficient, except in parts of Ulwar and Marwar. Prices rising in Kerowlee.

Nepal.—*For week ending 25th July.*—Sufficient rain. Weather hot. Agricultural prospects good. Transplantation of winter rice completed. More rain still required for the upland rice.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XIV. OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Week ending 7th July, 1888. Total mean length open.	Week ending 7th July, 1888. Receipts. Total.	Week ending 7th July, 1888. Receipts. Per mile open.	Week ending 6th July, 1889. Total mean length open.	Week ending 6th July, 1889. Receipts. Total.	Week ending 6th July, 1889. Receipts. Per mile open.	Total Receipts from 1st April to 7th July, 1888. Total.	Total Receipts from 1st April to 7th July, 1888. Per mile open per week.	Total Receipts from 1st April to 6th July, 1889. Total.	Total Receipts from 1st April to 6th July, 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State Lines worked by Companies.												
20th July, 1889	East Indian	1,514	6,68,648	442	1,514	7,88,712	521	1,25,77,479	593	1,27,11,231	606	1,33,752	...
20th ditto	Patna-Gya	57	5,991	105	57	8,103	142	1,19,914	150	1,20,277	153	303	...
20th ditto	Dildárnagar-Gházipur	12	653	54	12	768	64	16,525	98	14,148	85	...	2,377
13th ditto	Sindia	75	7,477	100	...	(a)	...	1,14,341	109	(a)	...	...	1,14,341
13th ditto	Rajputana-Malwa	1,664	3,12,469	188	1,664	3,00,000	216	55,90,442	240	62,77,891	272	6,87,449	...
13th ditto	Bengal-Nágpur (b)	186	14,964	80	305	(c) 28,149	92	5,33,197	205	(c) 6,29,300	153	96,103	...
13th ditto	Southern Maratha (d)	850	73,838	87	857	76,324	89	11,28,072	95	12,53,893	105	1,24,921	...
13th ditto	Do. Mysore Section	140	10,535	75	219	14,208	65	1,47,183	75	2,02,463	66	55,280	...
13th ditto	Indian Midland	136	11,697	86	668	(e) 46,886	70	2,35,312	123	(e) 8,54,155	101	6,18,843	...
	Villupuram-Dharmaveram (Nellore Branch)	83	4,281	52	83	5,169	62	72,812	63	69,975	61	...	2,837
First 13 days of July, 1889	Bareilly-Pilibhit	36	1,079	29	36	1,573	44	22,727	45	29,840	60	7,113	...
	TOTAL	4,753	11,11,632	234	5,415	13,29,952	246	2,05,58,904	309	2,21,63,173	299	16,04,269	...
	State Lines worked by Government.												
20th July, 1889	North Western (f)	2,411	4,05,469	168	2,386	6,36,854	267	66,68,325	198	75,65,576	229	8,97,251	...
13th ditto	Oudh and Rohilkhand	692	96,234	139	692	1,39,230	201	22,09,165	228	24,07,003	248	1,97,838	...
13th ditto	Bengal Central	125	11,410	91	125	12,631	101	1,73,211	99	1,95,100	113	21,889	...
13th ditto	Wardha Coal	45	11,839	263	45	25,158	559	2,08,749	331	2,43,428	390	34,679	...
	Eastern Bengal Railways												
20th ditto	Nalháti	673	1,24,256	185	747	1,51,177	202	20,79,727	221	22,49,188	237	1,69,461	...
20th ditto	Tirhoot	27	1,542	57	27	1,846	68	27,971	74	26,213	70	...	1,758
13th ditto	Lucknow-Sitapur-Sihrámau	259	27,271	105	273	36,534	134	5,24,910	145	5,46,054	144	21,744	...
13th ditto	Jorhát	105	3,442	33	105	7,164	68	78,549	53	1,01,023	69	22,474	...
6th ditto	Cherra-Companyganj	25	1,240	50	25	1,131	45	14,798	36	15,405	37	607	...
6th ditto	Burma	...	(g)	...	7	187	27	1,140	11	1,420	13	280	...
	TOTAL	392	48,758	124	553	88,308	100	8,80,133	168	13,50,548	175	4,70,415	...
		4,754	7,31,461	154	4,985	11,00,160	221	1,28,66,678	194	1,47,07,654	216	18,40,976	...
	Lines worked by Guaranteed Companies.												
13th July, 1889	Madras	840	1,58,023	188	840	1,81,109	216	23,13,076	197	25,71,720	221	2,58,644	...
13th ditto	South Indian	654	1,05,460	161	654	1,35,265	207	15,55,059	170	16,46,997	182	91,938	...
13th ditto	Great Indian Peninsula	1,497	(h) 4,83,875	323	1,440	(i) 5,36,514	373	1,42,25,857 (h)	676	1,10,21,230 (i)	550	...	32,04,627
13th ditto	Bombay, Baroda and Central India (j)	461	1,56,206	339	461	2,00,000	434	40,91,142	634	42,17,532	660	1,26,390	...
	TOTAL	3,452	9,03,564	262	3,395	10,52,888	310	2,21,85,134	459	1,94,57,479	414	...	27,27,655
GRAND TOTAL (GUARANTEED AND STATE)		12,959	27,46,657	212	13,795	34,83,000	252	5,56,10,716	307	5,63,28,306	298	7,17,590	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	2,68,15,702	148	2,71,41,311	144	3,25,609	...
NET RECEIPTS		...	...	...	...	...	...	2,87,95,014	159	2,91,86,995	154	3,91,981	...
	Assisted Companies.												
20th July, 1889	Tárakeshwar	22	4,732	215	22	5,353 (k)	243	88,080	286	88,292	290	212	...
Last 8 days ending 30th June, 1889.	Dibru-Sadiya	...	...	...	...		...	(l) 1,09,099	108	(m) 1,25,590	124	16,491	...
20th July, 1889	Bengal and North-Western	376	35,282	94	376	50,087	133	8,03,633	153	8,33,002	160	29,369	...
First 13 days of July, 1889	Rohilkhand-Kumaun	67	6,950	104	67	7,742	116	1,07,585	115	1,16,694	126	9,109	...
	TOTAL	465	46,964	101	465	63,182	136	11,08,397	146	11,63,578	155	55,181	...
	Native States.												
13th July, 1889	His Highness the Nizam's Guaranteed Company	277	20,598	74	354	44,294	125	4,25,608	110	5,77,845	118	1,52,237	...
13th ditto	His Highness the Gaekwar's	59	1,469	25	59	2,510	43	45,872	56	41,606	51	...	4,266
13th ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	632	30	27	1,000	37	15,023	51	17,671	47	2,648	...
13th ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	13,724	71	260	23,292	90	3,31,359	123	4,66,371	129	1,35,012	...
13th ditto	Morvi	68	2,097	31	68	3,313	49	62,592	66	70,428	74	7,836	...
13th ditto	Jodhpore	124	8,203	66	124	7,200	58	1,15,038	66	1,06,464	62	...	8,574
	TOTAL	742	46,723	63	892	81,609	92	9,95,492	96	12,80,385	104	2,84,893	...

(a) Included with the Indian Midland Railway.
(b) Includes the Katni-Umaria Branch.
(c) Includes Sanctoria Coal Section of the Bengal-Nágpur Railway.
(d) Includes the Bellary-Kistna State Railway.
(e) Includes the Sindia and Bhopal-Itarsi State Railways.
(f) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(g) Traffic stopped on account of breach of line.
(h) Includes the Dhond-Mánmád, Khámgaon, Amráoti, and Bhopal-Itarsi State Railways.
(i) Includes the Dhond-Mánmád, Khámgaon, and Amráoti State Railways.
(j) Includes the Patri Branch.
(k) Return not received.
(l) Total receipts from 1st April to 30th June, 1888.
(m) Total receipts from 1st April to 30th June, 1889.

SIMLA, *1st August, 1889.*

M. C. BRACKENBURY, *Major, R.E.,*
Under Secretary.

Printed and Published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRESS, *Simla.*

SUPPLEMENT TO

The Gazette of India.

No. 32.] CALCUTTA, SATURDAY, AUGUST 10, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

GENERAL RULES FOR WORKING INDIAN RAILWAYS.

No. 353 R. T., dated Simla, the 23rd July 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Section 8 of Act IV (the Indian Railway Act) of 1879.

Public Works Department Notification No. 299, dated 13th September 1880 (publishing the General Rules for all Railways in India) and Public Works Department Circular No. 17 Railway, dated 21st August 1880.

Notification by the Government of India, in the Foreign Department, No. 4587-I., dated 21st October 1887.

Read also—

Letter from the Consulting Engineer to the Government of India for Railways, Central Division, No. 1479-T., dated 4th July 1889, and enclosure.

OBSERVATIONS.—In accordance with the provisions of Section 8 of the Indian Railway Act, IV of 1879, as extended, by the Notification of the Government of India in the Foreign Department read above, to the lands occupied by the Bhopal State Railway in the territories of Her Highness the Begum of Bhopal, the Agent and Chief Engineer of the Indian Midland Railway Company has applied that the General Rules for Indian Railways, which have received the sanction of the Governor General in Council and were published in the *Gazette of India*, dated 18th September 1880, may be applied to the Bhopal State Railway, now worked by that Company, with the exception of Section XVII, which

refers to the working of a single line of railway on the system termed "Train Despatching" in rule 3 of the said Rules, and of Rules 342 and 343 which he requests may be modified so as to read as follows:—

"No. 342.—No engine or train shall be moved from any station until the Driver has in his possession a "Line Clear," "Caution Message," or other permission written on the authorised form showing that he can proceed to the next station. The Driver is to receive this written permission from no other person than the Guard of his own train, or from the Station Master, or from one of the Station staff duly authorised for such duty, but on all occasions when the Guard does not personally deliver the permission to the Driver, it must be countersigned by the Guard before delivery to the Driver. The Driver must also receive from the Guard the usual starting signal before moving.

When a train is arranged to run through a station without stopping, the written permission to proceed to the next station may be handed to the Driver direct by the Station Master or other authorised person of the Station staff, and a duplicate of it handed to the Guard in the same manner.

"No. 343.—The Station Master, or other authorised person of the Station staff, is to hand the written permission to the Guard, who must satisfy himself that it is properly filled up and dated, with the time added, and is signed in full and in ink, and that it applies to the particular train or engine for which it is given and received, before handing it to the Driver. The Driver must also satisfy himself on these points before starting.

This written permission is never to be given to the Driver until the train is to start; and when waiting to pass another train, it must not be given to the Driver until the whole of such other train has come in and is clear of the points.

When a train is not timed to stop at a station, and the written permission is handed both to the Driver and Guard of the train, the Station Master will be held wholly responsible that it applies to the particular train or engine for which it is given, and that it is properly filled up and dated, with the time added, and is signed in full and in ink."

RESOLUTION.—With Rules 342 and 343 altered as proposed, and with the exception of Section XVII which refers to the working of a single line of railway on the system termed in Rule 3 of the said Rules "Train Despatching," the Governor General in Council is pleased, under Section 8 of the said Act as so extended, to sanction the application to the Bhopal State Railway of the General Rules for Indian Railways as published in the *Gazette of India*, dated 18th September 1880.

ORDER.—Ordered that the General Rules, which have been published in the *Gazette of India*, be further notified to the Railway servants and the public by a copy thereof [with the exception and alterations noted] and of this Resolution being kept open to inspection, free of any charge, in the office of the Station Master of every station on the said Railway.

Ordered also, that this Resolution be communicated to the Consulting Engineer to the Government of India for Railways, Central Division, for information and guidance, with reference to his letter No. 1479-T., dated 4th July 1889; and that it be published in the *Gazette of India*.

M. C. BRACKENBURY, *Major, R. E.*,
Under-Secretary.

Documents accompanying.

Nil.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS—Irrigation.

STATEMENTS OF IRRIGATION OPERATIONS IN BENGAL FOR THE KHARIF SEASON OF 1888.

GOVERNMENT OF BENGAL, PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH.
IRRIGATION OPERATIONS FOR THE KHARIF SEASON, 1888-89.

No. I.—KHARIF STATEMENT. *Comparative Statement of Irrigation and Rain-fall in Canal Districts of Bengal.*

District.	Area in acres.	Culturable, acres.	Area irrigated. 1887-88.	Area irrigated. 1888-89.	As compared with 1887-88. Increase.	As compared with 1887-88. Decrease.	Rainfall for four months. July. 1887.	July. 1888.	August. 1887.	August. 1888.	September. 1887.	September. 1888.	October. 1887.	October. 1888.	Total. 1887.	Total. 1888.	Remarks.
			Acres.	Acres.	Acres.	Acres.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	
Cuttack	Information not available.	Information not available.	89,167	129,631	40,464	...	11·43	8·97	7·95	21·65	6·55	8·42	2·79	1·04	28·75	39·18	Average rainfall of the 11 stations in the Cuttack District.
Balasore			9,710	23,578	13,868	...	12·83	14·14	11·19	21·36	3·92	8·03	2·20	1·50	30·14	40·04	Average rainfall at Bhuddruck and Acquapadda stations.
Midnapore			64,885	54,551	...	10,334	17·74	21·30	10·19	21·96	7·56	7·37	3·24	0·79	38·73	51·42	
Hooghly			547	502	...	45	...	...	...	...	...	...	...	...	...	...	No rain-gauge stations on the Tidal Reaches of the Midnapore Canal.
Gya	3,015,680	2,356,000	29,348*	27,600	...	1,748	6·75	16·06	6·30	21·50	3·95	7·40	3·30	Nil.	20·30	44·96	Rainfall at Daudnugger.
Patna	1,329,920	1,039,000	25,409*	28,146	2,737	...	8·64	18·13	5·25	14·23	3·51	4·59	3·20	Nil.	20·60	36·95	Rainfall at Bankipore.
Shahabad	2,806,400	2,192,500	204,533*	206,929	2,396	...	7·29	17·90	5·93	17·74	5·96	5·58	5·89	0·43	25·07	41·65	Rainfall at Arrah station.
Sarun	1,680,000	1,312,500	1,904†	5,839	3,935	...	8·35	11·79	9·82	11·14	9·07	7·18	5·53	...	32·77	30·41	Rainfall at Gopalganj station.
							11·40	14·43	6·95	12·32	2·88	5·34	4·95	...	26·18	32·09	Rainfall at Chupra.
TOTAL	...	...	425,593	476,776	63,400	12,127	...	...	...	...	...	...	...	...	...	...	
				NET INCREASE . 51,273													

NOTE.—The figures for 1887-88 as now given are correct.
* Include 13,855 acres hot weather irrigation.
† Includes 205 acres indigo irrigation.

CALCUTTA,
The 21st June 1889.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal.

GOVERNMENT OF BENGAL, PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH.

IRRIGATION OPERATIONS OF FASL KHARIF, 1888-89.

No. II.—KHARIF STATEMENT.

Statement in acres of crops irrigated in Canal Districts.

NATURE OF CROPS.		Cuttack.	Balasore.	Midnapore.	Hooghly.	Gya.	Patna.	Shahabad.	Sarun.	TOTAL.
Garden and orchards		...	...	...	...	...	...	...	...	...
Sugarcane		...	...	...	...	2,560	1,614	18,938	8	23,120
Cereals	Wheat	...	...	...	...	...	...	...	...	...
	Barley	...	...	...	...	...	...	...	...	...
	Rice	129,631	23,578	54,551	502	24,790	26,485	175,820	5,674	441,031
	Miscellaneous	...	...	...	...	250	47	402	123	822
Pulse	Gram, &c.	...	...	...	...	...	...	...	...	...
	Miscellaneous (bhadoi)	...	...	...	...	...	...	...	...	...
Fodder crops	Grass, lucerne	...	...	...	...	...	...	...	...	...
Fibres	Cotton	...	...	...	...	...	...	...	...	...
Dyes	Indigo	...	...	...	...	...	...	...	34	34
	Turmeric, &c.	...	...	...	...	...	...	...	...	...
Drugs	Opium	...	...	...	...	...	...	...	...	...
	Tobacco, &c.	...	...	...	...	...	...	...	...	...
Oilseeds	Mustard, &c.	...	...	...	...	...	...	...	...	...
	Castor	...	...	...	...	...	...	...	...	...
Miscellaneous		...	...	...	...	...	...	...	...	...
Hot-weather		...	...	...	...	...	...	11,769	...	11,769
TOTAL, 1888-89		129,631	23,578	54,551	502	27,600	28,146	206,929	5,839	476,776
TOTAL, 1887-88		89,167	9,710	64,885	547	29,348	25,409	204,533	1,904	425,503

CALCUTTA,
The 21st June 1889.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal.

GOVERNMENT OF BENGAL, PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH.

IRRIGATION OPERATIONS OF FASL KHARIF, 1888-89.

No. III.—KHARIF STATEMENT. *Statement in acres of crops irrigated by Canals in Canal Divisions.*

Nature of Crops.	Taldunda Canal.	Kendrapara Canal.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Midnapore Canal.	Patna Canal.	Arrah Canal.	Buxar Canal.	Sarun Canal.	Total.	Remarks.
	Mahanuddy.	Brahminee-Byturnee.		Acquapadda-Jajpore.		Cossye.	Eastern Sone.	Arrah.	Buxar.	Gunduck.		
Garden and orchards	...	...		...		...	...	...	...	...	...	
Sugarcane	...	...		...		...	4,174	12,378	6,560	8	23,120	
Cereals — Wheat	...	...		...		...	...	...	...	...	...	
Cereals — Barley	...	...		...		...	...	...	...	...	...	
Cereals — Rice	41,339	86,278		25,592		55,053	51,275	1,13,006	62,814	5,674	441,031	
Cereals — Miscellaneous (bhadoi)	...	...		...		...	297	99	303	123	822	
Pulse — Gram, &c.	...	...		...		...	...	...	...	...	...	
Pulse — Miscellaneous	...	...		...		...	...	...	...	...	...	
Fodder crops Grass, Lucerne	...	...		...		...	...	...	...	...	...	
Fibres Cotton	...	...		...		...	...	...	...	...	...	
Dyes — Indigo	...	...		...		...	...	...	...	34	34	
Dyes — Turmeric, &c.	...	...		...		...	...	...	...	...	...	
Drugs — Opium	...	...		...		...	...	...	...	...	...	
Drugs — Tobacco, &c.	...	...		...		...	...	...	...	...	...	
Oilseeds — Mustard, &c.	...	...		...		...	...	...	...	...	...	
Oilseeds — Castor	...	...		...		...	...	...	...	...	...	
Miscellaneous	...	...		...		...	...	...	...	...	...	
Hot-weather	...	...		...		...	...	8,980	2,789	...	11,769	
TOTAL, 1889-89	41,339	86,278		25,592		55,053	55,746	1,34,463	72,466	5,839	476,776	
TOTAL, 1887-88	26,688	60,963		11,226		65,432	54,757	1,22,287	82,246	1,904	425,503	

CALCUTTA,
The 21st June 1889.

G. A. G. SHAWE,
Under-Secy. to the Govt. of Bengal.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

EXCLUSION OF CERTAIN OFFICES FROM THE OPERATION OF THE RULES FOR THE REGULATION OF APPOINTMENTS IN THE SECRETARIAT CLERICAL SERVICE OF THE GOVERNMENT OF INDIA.

No. $\frac{22}{1368-82}$.

Extract from the Proceedings of the Government of India in the Home Department (Public),—under date Simla, the 5th August, 1889.

Read—

Home Department Resolution No. 1817, dated the 3rd July 1888.
Home Department Resolution No. 39-2970-84, dated the 13th November 1888.

RESOLUTION.

In modification of the rules for the regulation of appointments in the Secretariat clerical service of the Government of India and attached Offices, published in the Resolution of the 3rd July 1888, the Governor-General in Council is pleased to direct that these rules shall not apply to the Traffic and Statistical Sections of the Railway Branch of the Public Works Secretariat and the Offices of Consulting Engineers to the Government of India for Railways, when these Sections and Offices fill vacancies by recruitment of Officers already serving in the Offices of Traffic Superintendents and District Officers on State lines. When recruitment is not effected in this way, the rules will apply.

ORDER.—Ordered, that a copy of this Resolution be forwarded to all Departments of the Government of India; to the Heads* of Offices under the Home Department; to the Governments of Bengal, North-Western Provinces and Oudh, and the Punjab; and Chief Commissioner, Central Provinces; and to the Secretary to the Board of Examiners, Calcutta, for information, in continuation of Home Department communications Nos. 39-2970-84, dated the 13th November 1888.

* Surgeon General, Sanitary Commissioner, Registrar, Calcutta University, } with the Government of India.

Ordered also, that the Resolution be published in the *Gazette of India* for general information.

[True Extract.]

A. P. MACDONNELL,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

EXECUTION OF DEEDS, CONTRACTS, &c., ON BEHALF OF THE SECRETARY OF STATE.

No. 1071—72.

Extract from the Proceedings of the Government of India in the Home Department (Judicial),—under date Simla, the 9th August, 1889.

Read—

A communication from the Public Works Department, No. 1944-G., dated 6th July 1889.

RESOLUTION.

In exercise of the power conferred by the thirty-third and thirty-fourth of Vict. Cap. fifty-nine, section two, the Governor-General in Council is pleased to declare that the undermentioned class of instruments referred to in the twenty-second and twenty-third of Vict. Cap. forty-one, section two, may be executed by the Director, North-Western Railway :

Agreements with Covenanted Engine Drivers on the expiry of the term of their original covenants.

ORDER.—Ordered, that this Resolution be communicated to the Public Works Department, and be published in the Supplement to the *Gazette of India.*

[True Extract.]

A. P. MACDONNELL,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

TRANSMISSION OF MARRIAGE RETURNS BY REGISTRARS APPOINTED UNDER ACTS III. OF 1872 AND XV. OF 1865 TO REGISTRARS GENERAL OF BIRTHS, DEATHS AND MARRIAGES UNDER ACT VI. OF 1886.

No. $\frac{6}{1074-85}$.

Extract from the Proceedings of the Government of India in the Home Department (Judicial),—under date Simla, the 9th August, 1889.

Read—

The undermentioned letters on the subject of the transmission of Marriage Returns by Registrars appointed under Acts III. of 1872 and XV. of 1865 to Registrars General of Births, Deaths and Marriages under Act VI. of 1886:

From the Government of Bombay, No. 2502, dated 27th June 1889.

From the Government of the Punjab, No. 165S., dated 1st July 1889.

RESOLUTION.

In exercise of the powers conferred by section 13A. of Act III. of 1872 *(to provide a form of marriage in certain cases)*, and section 8A. of the Parsi Marriage and Divorce Act, 1865, the Governor-General in Council is pleased to issue the following orders.

Copies of entries in the Marriage Certificate Book prescribed in section 13 of Act III. of 1872 and in the Register of Marriages referred to in section 6 of the Parsi Marriage and Divorce Act, 1865, which Registrars* under these Acts are required to send to the Registrars General of Births, Deaths and Marriages appointed under the Births, Deaths and Marriages Registration Act, 1886, shall be certified in the form set forth in the following schedule, and shall be sent at intervals of three months, on or as nearly as possible after the 1st January, April, July, and October in each year.

* Except the Registrar appointed by the Chief Justice of the High Court of Judicature at Bombay under Act XV. of 1865.

Should no entries be made in a Marriage Certificate Book, or a Register of Marriages, as the case may be, during the preceding three months, a certificate to this effect shall be sent to the Registrar General concerned.

SCHEDULE.

Form of Certificate of truth of copies of entries in Marriage Certificate Book under Act III. of 1872 [or Register of Marriages under the Parsi Marriage and Divorce Act, 1865, *as the case may be*] *to be sent to Registrar General.*

Certified that the above, which contains entries from No. regarding to No. regarding , is a true copy of all the entries in the Marriage Certificate Book under Act III. of 1872 (*or* Register of Marriages under Act XV. of 1865, *as the case may be*) kept by me for the three months ending the day of 18 .

Dated the of

(*Signature.*)

Registrar of Marriages under Act III. of 1872 (*or* Registrar under the Parsi Marriage and Divorce Act, 1865, *as the case may be*) for (*local area*).

ORDER.—Ordered, that the above Resolution be communicated to Local Governments and Administrations, and to the Foreign Department.

Ordered also, that it be published in the Supplement to the *Gazette of India.*

[True Extract.]

A. P. MACDONNELL,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, August 5th, 1889.

The quiet undisturbed weather which prevailed during last week has continued during the week under review. The monsoon on both sides of India has been moderate in force, and except quite at the close of the week there has been no storm in any part of the Indian region. Owing to this and to the absence of any exceptional strength in the monsoon currents, the rainfall, though fairly steady and continuous, has been generally moderate or light. In North-Western India, including the Punjab, Rajputana, and Sind, there has been a break in the rains during the greater part of the week.

The chart of the 30th July exhibited normal monsoon conditions, except that a very slight depression existed in the neighbourhood of Allahabad. Gradients were somewhat slighter than is ordinarily the case, so that, though winds from the usual monsoon directions prevailed in most parts of India, in the south of the Peninsula calms and variable breezes were reported. On the morning of the 31st a well marked depression was shown over Sind, while that reported from Allahabad on the previous day had disappeared. These were the only important changes in pressure. Gradients had become somewhat steep over Sind and Guzerat, and the monsoon in that part of India was blowing freshly. Elsewhere the winds were moderate generally, but in the south of the Peninsula and over the Gangetic plain light variable breezes prevailed. The chart of the 1st showed that the depression over Sind had largely filled up, and that considering the time of year, pressure was generally uniform and the winds light in force. On the 2nd, owing to a general barometric fall in the North and a rise in the South, gradients had increased. Monsoon winds of normal direction and force consequently again prevailed over the greater part of India, the only exception being in the Gangetic plain, where variable airs and calms were still reported. The reports of the 3rd showed a further fall of pressure over Northern and Central India, and a further rise in the south of the Peninsula. Depressions had formed over the Indus Valley and over Bengal, and a difference of over four-tenths of an inch of pressure existed between these regions and the south of the Bay. On the 4th there was very little change, except that the barometric fall had extended to the south of the Peninsula, and that a slight recovery had commenced in North Bengal and Assam. On the 5th the observations showed that a small shallow storm had formed over the head of the Bay. Otherwise there had been little change.

Throughout the whole of the past week the distribution of pressure over Northern India has, notwithstanding daily oscillations, exhibited one constant characteristic, *viz.*, low pressures over the Indus Valley and over Bengal, with an intervening shoulder of higher pressure over Rajputana, the east of the Punjab, and the west of the North-Western Provinces. This shoulder of high pressure appears to act as a barrier to the free extension of the monsoon currents into Upper India, and hence the region lying to the west or north-west of it experiences deficient rainfall.

Temperature has been high for the time of year over nearly the whole of India. Over Burma, Bengal, Bombay, the central parts of the country, Guzerat, Sind, and Rajputana the average mean temperature has exceeded the normal on all days; but in the Punjab, the North-Western Provinces, and Madras the mean temperature has been subject to considerable fluctuations from day to day. On the last day of the week the temperature exceeded the normal in all Provinces. The maxima in North-Western India have undergone large fluctuations during the week; but at the close they were generally largely above the average, a reading of 109·8° being reported from Jacobabad, of 107·5° from Dera Ismail Khan, and of 106° from Multan and Peshawar.

The following table shows the excess or defect of the mean average temperature of the different Provinces for the present and for the preceding week:

PROVINCES.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of Present Week from Normal.
Burmah	+ 0·7°	+ 1·5°
Bengal	— 0·1°	+ 0·9°
North-Western Provinces	+ 0·3°	— 1·2°
Punjab	+ 3·1°	+ 0·4°
Bombay	+ 1·3°	+ 1·8°
Central Provinces and Berar	+ 2·2°	+ 1·8°
Guzerat and Central India	+ 1·4°	+ 1·7°
Sind and Rajputana	+ 1·9°	+ 2·9°
Madras	— 0·1°	— 0·2°

This table shows that temperature relatively to the normal average has decreased considerably in the Punjab and North-Western Provinces and slightly in the Central Provinces and Berar, and that elsewhere it has risen or remained stationary.

Rain.—There has again been a partial break in the rains over a large part of North-Western India, including Sind, the west of Rajputana, and the greater part of the Punjab. This region has throughout the week been to the westward and north-westward of the shoulder of high pressure noticed in a preceding section, and the deficient rainfall of this region is probably due to its position with respect to this shoulder and to the direction of rain bearing winds.

The following is a brief description of the daily distribution of rainfall. On the 30th there was no rainfall reported in Sind, Guzerat, or the greater part of Rajputana and of the Punjab (except the hills), but there was general, though generally light, rain elsewhere. On the 31st the distribution was the same, except that there was more rain both in Rajputana and in the Punjab, a fair fall having taken place all along the line of the hills in the Punjab. On the 1st (when the monsoon was very light) the rain bearing current retreated again from the Punjab and Rajputana, and in addition there was no rain in the Deccan or the North Konkan, but elsewhere there were small amounts. On the 2nd there was general rain, except in the Punjab, Western Rajputana, and Sind. This distribution continued on the 3rd, and in a modified degree on the 4th and 5th; but on the two later dates there was no rain on the East Coast or in Rajputana.

The table at the close of the Summary shows that on the whole the rainfall of the week has been deficient. Only at twenty-one out of the fifty-one districts reporting does the week's fall exceed the average, and in most of these the excess is very small. The most general excess is reported from Behar, the North-Western Provinces, and Madras, in all of which regions the majority of places have received more than the normal amount. In Burma, with the exception of Tenasserim, and in Bengal and Assam, with the exception of the Brahmaputra, Bengal North, and the Behar divisions, all divisions report a deficiency. In the North-Western Provinces, on the contrary, Oudh South and North-Western Provinces Central are the only divisions where the rainfall is short; but in the Punjab the amounts are everywhere below the normal. In the West Coast districts Madras (South Central) and Mysore exhibit an excess; all the remainder, a deficiency. The centre and east of the Central Provinces, the east of Central India, and the east of Rajputana have had, like the North-Western Provinces, more than the usual amount of rain, but all the other central districts, as well as Sind, Kattiawar, and Guzerat, have had less. On the East Coast as mentioned above the rainfall has been heavy.

The maximum amounts were again generally unimportant. In Burma no station received more than 12 inches during the week, and in the greater part of Bengal the falls were much smaller. Cherrapunji registered only 14 inches, and the sole heavy fall in that part of India was 21½ inches at the station of Falacutta in the Jalpaiguri district. Throughout Behar and the greater part of the North-Western Provinces there were no exceptional falls, but in the submontane district the majority of districts report falls of between 10 and 13 inches. In the Punjab the only moderately heavy fall was 9·9 inches at Kangra. There is nothing of importance in the records of the West Coast districts or in those of the central districts of the Peninsula and of India. Fair falls are reported from all parts of the East Coast from Ganjam in the north to Madura in the south.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING AUGUST 5TH, 1889. Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	RAINFALL DATA FROM MAY 13TH TO AUGUST 5TH, 1889. Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to August 5th.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMAH	Tenasserim	12·63	10·58	+ 2·05	103·79	106·56	— 3
	Lower Burmah	3·98	5·04	— 1·06	39·03	53·25	— 27
	Central Burmah	2·52	4·17	— 1·65	28·50	42·28	— 33
	Upper Burmah	3·10	?	?	24·93	?	?
	Arakan	7·75	9·72	— 1·97	99·73	119·79	— 17
BENGAL AND ASSAM	Eastern Bengal	1·45	4·50	— 3·05	39·98	47·68	— 16
	Assam (Surma)	3·57	3·97	— 0·40	74·74	56·29	+ 33
	Do. (Brahmaputra)	2·95	2·52	+ 0·43	48·71	41·38	+ 18
	Deltaic Bengal	1·74	3·40	— 1·66	26·76	28·59	— 6
	Central Bengal	1·14	3·14	— 2·00	27·76	27·56	+ 1
	North Bengal	6·21	4·16	+ 2·05	66·13	54·75	+ 21
	Orissa	2·67	2·84	— 0·17	25·08	25·77	— 3
	Chota Nagpur	2·62	3·51	— 0·89	27·73	25·43	+ 9
	Behar (South)	3·14	2·57	+ 0·57	23·43	21·02	+ 11
	Do. (North)	3·24	2·53	+ 0·71	30·45	24·12	+ 26
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East).	3·00	2·87	+ 0·13	22·74	18·16	+ 25
	Oudh (South)	2·19	2·89	— 0·70	23·32	18·19	+ 28
	Do. (North)	3·49	2·72	+ 0·77	23·76	20·33	+ 17
	North-Western Provinces (Central).	1·94	2·87	— 0·93	14·20	15·87	— 11
	North-Western Provinces (West).	2·61	1·90	+ 0·71	11·70	14·62	— 20
	North-Western Provinces (Submontane).	5·54	3·28	+ 2·26	30·72	22·58	+ 36
PUNJAB	Punjab (South)	0·30	0·90	— 0·60	6·15	7·56	— 19
	Do. (Central)	0·88	1·43	— 0·55	8·23	12·63	— 35
	Do. (Submontane)	1·70	2·00	— 0·30	12·58	14·85	— 15
	Do. (Hill Districts)	5·60	7·39	— 1·79	43·14	45·65	— 6
	Do. (North-West)	0·88	1·67	— 0·79	9·08	10·92	— 17
	Do. (West)	0·15	0·72	— 0·57	3·52	4·22	— 17
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	Malabar	2·66	4·57	— 1·91	68·03	75·23	— 10
	Madras (South Central)	1·87	0·85	+ 1·02	17·17	8·01	+ 114
	Coorg	3·35	7·68	— 4·33	54·59	60·51	— 10
	Mysore	1·42	0·96	+ 0·46	8·09	10·26	— 21
	Konkan	3·55	5·35	— 1·80	86·87	65·96	+ 32
	Bombay Deccan	0·58	1·50	— 0·92	13·96	17·27	— 19
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·26	0·68	— 0·42	9·09	11·93	— 24
CENTRAL PROVINCES AND BERAR.	Berar	1·14	1·76	— 0·62	18·19	18·05	+ 1
	Central Provinces (West)	1·36	2·59	— 1·23	20·12	22·31	— 10
	Ditto (Central)	4·97	3·59	+ 1·38	28·08	29·68	— 5
	Ditto (East)	4·59	3·02	+ 1·57	28·51	28·22	+ 1
BOMBAY (NORTH)	Guzerat	0·70	1·86	— 1·16	22·05	21·52	+ 2
	Kattiawar	0·49	2·21	— 1·72	20·29	16·78	+ 21
	Sind	0	0·75	— 0·75	0·72	2·63	— 73
RAJPUTANA AND CENTRAL INDIA.	Central India (East)	3·35	2·76	+ 0·59	18·18	19·98	— 9
	Rajputana (East), Central India (West).	2·46	1·72	+ 0·74	14·70	13·62	+ 8
	Rajputana (West)	0·16	1·41	— 1·25	4·26	6·56	— 35
MADRAS	East Coast (North)	2·00	0·91	+ 1·09	17·19	13·39	+ 28
	East Coast (North) (a)	2·20	1·69	+ 0·51	13·24	14·17	— 7
	Hyderabad (South)	0·68	0·99	— 0·31	9·36	10·64	— 12
	Madras (Central)	0·94	0·47	+ 0·47	9·69	7·71	+ 26
	East Coast (Central)	1·17	0·64	+ 0·53	9·15	8·36	+ 9
	Ditto (South)	2·02	0·85	+ 1·17	10·30	6·41	+ 61
	Madras (South)	0·91	0·45	+ 0·46	3·88	3·74	+ 4

W. L. DALLAS,

Assistant Meteorological Reporter to the Government of India.

SIMLA, *8th August, 1889.*

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 3rd August.*—Rainfall general; good in most districts. Crops generally good, but withering in parts of Tinnevelly and Coimbatore; damaged by excessive rain in Vizagapatam and Godavari; affected by insects in Coimbatore and South Canara. Water supply insufficient in parts of Chingleput, Tinnevelly, Salem, and Coimbatore. Prices rising in five districts, falling in seven, and stationary in others. Labourers employed on last day of week,—on Rushikulya works, 3,117; Gopalpore Canal, 1,382; Ghat Roads, 1,196: drinking-water tanks and wells, 1,801; minor irrigation and other works, 3,727. Number on village relief on 27th July, 70,184; fed in kitchens, 9,318. Imports during week by sea and land, 695 tons. General prospects favourable and greatly improved in Ganjam.

Bombay.—*For week ending 7th August.*—Rain during week general; more required in Nasik and parts of Guzerat, Khandesh, Poona, Ahmednagar, Satara, Bijapur, Belgaum, and Dharwar. Young crops withering for want of moisture in parts of Nasik, Poona, and Ahmednagar and damaged by floods and crabs in parts of Karachi; standing crops otherwise good, except in three talukas of Khandesh. Sowing and transplantation progressing in several districts. Preparations for late crops commenced in Sholapur, Bijapur, and Dharwar. Fodder and drinking water scarce in parts of Nasik, Ahmednagar, and Dharwar. Prices rising in one taluka of Nasik.

Bengal.—*For week ending 6th August.*—General rain fell during the week, but the fall in many districts was light and scanty. Transplanting of winter rice is proceeding, but more rain is wanted in almost all parts of the Burdwan division, in places in the Presidency division, and also in the Balasore and Hazaribagh districts. Early rice, jute, sugarcane, and *bhadoi* crops are generally doing well. In North Behar the *bhadoi* and winter rice crops have suffered from excessive rain and floods; the loss of the *bhadoi* in the Chumparun district is considerable. In North and East Bengal the harvesting of early rice and jute is progressing. Foodstocks are everywhere sufficient. In the afflicted area in the Patna and Bhagalpur divisions the price of common rice is 10 seers per rupee at Madhubani and Motihari and 10½ seers at Sitamarhi. No relief works in Muzaffarpur and Chumparun. 272 persons employed on two relief works in the north of Bhagalpur. Persons receiving charitable relief are 4,800 in Muzaffarpur, 288 in Chumparun, and 129 in the Contai subdivision of Midnapur.

North-Western Provinces and Oudh.—*For week ending 7th August.*—The weather continues favourable, and the *kharif* crops are doing well. Markets are fully stocked, and prices are mostly stationary; but a fall is reported from a few districts. Fodder for cattle is abundant.

Punjab.—*For week ending 7th August.*—Partial rain in most districts. Prices rising in Rawalpindi and Shahpur, and stationary elsewhere. Ploughing for *kharif* crops are nearly over; sowings still in progress. Standing crops are flourishing and are in good condition. The standing crops at Hissar and Peshawar have suffered for want of rain. It is reported from Hissar that there is much fear of an almost complete failure of *kharif*. More rain wanted in almost all parts of the Province. Stock cattle are reported healthy, except in four villages of Sialkot tahsil. Fodder sufficient, except in Hissar.

Central Provinces.—*For week ending 7th August.*—Weather seasonable. Good rain in most districts; more rain is wanted in Nimar and in parts of Jubbulpore and Bilaspur. *Kharif* crops in good condition. Prospects favourable. Fodder sufficient.

Burma.—*For week ending 3rd August.*—In Lower Burma the rainfall during the week was under 2 inches in Rangoon, Tharrawaddy, Toungoo, and Mergui and under 1 inch in Prome and Thayetmyo. Elsewhere there was heavy rain. Ploughing is backward, and the early crops are suffering from want of rain in Prome, Tharrawaddy, and Toungoo; elsewhere in Lower Burma the crop promises well. In Upper Burma heavy rain fell during the week in Mandalay, Bhamo, and Ruby Mines; fair in Shwebo, Yeu, Sagaing, and Myingyan districts; elsewhere but little rain fell. Rain is urgently wanted in Kyaukse and Minbu and to a less extent in Shwebo. Ploughing and sowing for the wet weather crops in Upper Burma are generally progressing favourably. The price of paddy, owing to heavy demands from Singapore, has risen 5 per cent. in Rangoon. Prices in other districts have risen as follows:—Pegu 10 per cent., Tharrawaddy 11 per cent., Toungoo 5 per cent., and Minbu 5 per cent. In the other districts there have been little or no fluctuations.

Assam.—*For week ending 7th August.*—Weather seasonable. Rainfall light. Harvesting of summer rice and transplanting of winter rice continue. Some damage has been done to crops in Nowgong and Sibsagar districts by floods.

Mysore and Coorg.—*For week ending 7th August.*—Good rainfall in the Civil and Military station of Bangalore and in the Bangalore district. Rainfall more or less throughout the State. Standing crops good, except in parts of the Mysore district, where more rain is wanted. Harvesting of paddy continues in parts. Outturn fair. No material change in prices.

Heavy rain in Coorg since 5th. Health improved.

Berar and Hyderabad.—*For week ending 7th August.*—Average rainfall fair in Berar. Weeding of cotton and *jowari* in progress. *Kharif* crops in good condition. Agricultural stock good. Fodder sufficient. Prices stationary.

Rainfall fair during the week in Hyderabad. *Kharif* and *abi* crops prospering. Water in tanks insufficient. Prices stationary.

Central India.—*For week ending 7th August.*—Good rain throughout Central India during the week. Heavy falls in Gwalior, Bundelkhand, and Goona. Prospects appear good throughout, especially in Goona, where condition of standing crops has improved. Condition of agricultural stock in Bhopal is reported as indifferent this week.

Rajputana.—*For week ending 7th August.*—Rainfall slight in Sirohi and Marwar, heavy in Deoli, and moderate elsewhere. Agricultural operations satisfactory. Standing crops want rain in Marwar and Sirohi. Agricultural stock good. Pasturage or fodder insufficient in parts of Marwar and Ulwar. Prices rising slightly in Marwar and Ajmere.

Nepal.—*For week ending 1st August.*—Beneficial rain fell. Autumn and winter rice progressing. Prospects of Indian corn good.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

ADMINISTRATION REPORT ON INDIAN RAILWAYS FOR 1888.

No. 381 R.T., dated Simla, 5th August, 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Letter No. 68 (Statistical) of the 29th May 1889, from the Director General of Railways, submitting the Administration Report on the Railways in India for the year 1888, Part I.

OBSERVATIONS.—The Annual Administration Report for 1888 has been submitted by the Director General of Railways with punctuality, and is in improved form in many details. The distribution of the several chapters has been rearranged, and the first chapter of the Report furnishes an interesting and useful summary of the principal results of the year's working.

Principal incidents.

2. The transfer to the State of the Oudh and Rohilkhand Company's undertaking on the 1st January 1889; the Railway Conference which was held at Simla in September 1888; and the completion during the year of the "Lansdowne" bridge over the Indus at Sukkur, with its formal opening on 27th March 1889, are referred to as being the principal events. The tunnel through the Khwaja-Amran mountains, commenced in 1887, was vigorously pushed on during the year, the length bored to the 31st March 1889 being 7,373 feet out of a total of 12,400.

Abstract of statistical results.

3. The main facts related in Chapter I. of the Report may for general convenience be briefly recapitulated thus:

During the twelve months ending 31st March 1889 there were opened for public traffic 886 miles of railway, as compared with 988 miles opened during 1887-88; the total open mileage at the end of 1888-89 was 15,245 miles.

The Capital expended upon Railways directly by the State to end of the calendar year 1888 was Rs. 1,12,01,06,776, against Rs. 1,09,47,54,468 at the end of the calendar year 1887; while that expended by Companies for these two periods was respectively Rs. 80,69,19,877 and Rs. 79,70,90,168.

This does not include expenditure in Native States, which was Rs. 5,08,75,527 and Rs. 6,23,65,740, respectively, to end of 1887 and 1888.

The gross earnings on all Railways during 1888, inclusive of Steam-boat services, amounted to Rs. 19,76,44,749, against Rs. 18,46,47,937 during 1887.

During 1888 the number of passengers carried was 103,156,013, the coaching earnings being Rs. 6,43,50,321, and the passenger mileage 4,349,054,980; while during 1887, 96,289,324 passengers were carried, with coaching earnings of Rs. 6,02,83,498 and passenger mileage of 4,089,914,830.

The aggregate tonnage of goods, material, and live stock carried during 1888 was 22,393,202 tons, which earned Rs. 12,79,03,904, the ton-mileage being 3,576,997,334. In 1887 the totals were 20,195,677 tons, with an earning of Rs. 11,92,70,989 and a ton-mileage of 3,195,563,738.

The total working expenses amounted in 1888 to Rs. 9,87,43,474, or 49·96 per cent. of the gross earnings, as compared with Rs. 9,15,68,849, or

49·59 per cent. in 1887, the distribution under the several Departmental heads of expenditure being as under—

	1888.	1887.
Maintenance	14·12 per cent.	13·79 per cent.
Locomotive	16·15 „	15·80 „
Carriage and Wagon... ...	4·35 „	4·50 „
Traffic	7·98 „	8·11 „
General	5·26 „	5·48 „
Steam-boat	0·52 „	0·51 „
Special and Miscellaneous ...	1·58 „	1·40 „
TOTAL	49·96 „	49·59 „

The net earnings realised during 1888 were Rs. 9,89,01,275 against Rs. 9,30,79,088 in 1887, giving a return on the Capital expenditure on open lines, including Steam-boat services and Suspense accounts, of 5·12 per cent., against 5·09 per cent. in the previous year.

Financial results of Railway working.

4. The financial results of the working of the year 1887-88 are given in paragraph 13 of Chapter I. of the Report, and show a net loss of Rs. 1,97,54,770. The year 1887-88 was a peculiarly unfavourable year; and as the figures for the calendar year 1888 are given in pages 86-89 of the Report, and though liable to some small alteration, are approximately correct, it will be useful to show what the results of Railway working for that year were. And here it must be remarked that the proper way of treating this subject is a matter of some complexity. The statistical results of Railway working are one thing; the financial results to the State are another. In the former the payments made to Companies for surplus profits and the share of profits paid on leased lines to the lessees, are excluded; in the latter they are included. Again, the Capital outlay on a Railway is one thing; the actual cost to the State when it has bought that Railway at 25 per cent. premium, as in the case of the East Indian Railway, or at 50 per cent. premium, as in the case of the Eastern Bengal Railway, is another thing. The following table shews the Capital expended on construction up to the 31st December 1888, the interest in rupees (sterling being converted at standard rates of exchange, not at contract rates in the case of Guaranteed Railways), the actual net earnings, as well as that portion of the net earnings which passed into the Government Treasury:

	East Indian.	State Commercial.	State Military.	State lines leased to Companies.	Guaranteed Railways.	TOTAL.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Capital outlay to 31st December 1888 ...	39,33,63,060	35,02,81,031	39,54,63,485	22,64,16,718	62,33,28,324	1,98,88,52,618
Interest for the year ...	2,60,16,053	1,51,42,187	1,91,87,394	88,03,392	3,96,83,855	10,88,32,881
Net earnings ...	3,00,27,370	1,85,32,091	82,82,706	19,18,121	3,71,08,236	9,58,68,524
Surplus or deficit ...	40,11,317	33,89,904	—1,09,04,688	—68,85,271	—25,75,619	—1,29,64,357
Percentage of net earnings on Capital ...	7·63	5·29	2·1	0·85	5·95	4·82
Net receipts of the State	2,92,86,543	1,78,82,276	80,05,617	19,91,402	3,14,13,238	8,85,79,076
Surplus or deficit ...	32,70,490	27,40,089	—1,11,81,777	—68,11,990	—82,70,617	—2,02,53,805
Percentage of net State receipts on Capital ...	7·44	5·1	2·02	0·88	5·04	4·45

High interest the cause of the State loss on its Railways.

5. The net earnings of the Railways were less than the interest which had to be paid on them by 130 lakhs of rupees. Of this sum, 69 lakhs accrued on the "State Railways leased to Companies," which are only partially open and far from their

full working power. The rest of the deficit is due to the Military Railways and to the loss on the Guaranteed lines, which have to earn nearly 6½ per cent., in order that enough gold may be purchased to pay the guaranteed interest in sterling in England. It will be observed that the total interest of the year amounts to nearly 5·5 per cent. on the Capital outlay. This is accounted for partly by the high rate on the Guaranteed lines, partly by the purchase of three of the old Guaranteed lines at a considerable premium, and partly by the fact that the figure shown as interest contains about 25 lakhs of rupees, which really are a sinking fund towards the extinction of the Capital debt raised to purchase those three lines. The cardinal fact to be noticed is that, after all deductions made, the Railways earned 4·82 per cent. on their Capital, of which the State received 4·45 per cent.; so that had the whole debt been raised at 4 per cent., which is the rate at which the Government can now borrow in silver in India, there would have been a profit of about 80 lakhs of rupees received in the Treasury. That this profit was turned into a loss of 202 lakhs of rupees is due to the fact that in past years the credit of the State was not so good, and it was forced to borrow at higher rates, in gold instead of silver, and through Guaranteed Companies, instead of coming directly on the market.

Comparative figures of five years.

6. The main results in gross earnings and working expenses on all Railways for the last five years are compared in the following table:

	1884.	1885.	1886.	1887.	1888.
	Miles.	Miles.	Miles.	Miles.	Miles.
Open mileage on 31st December ...	11,619·17	12,210·48	12,870·39	14,059·34	14,459·97
Mean mileage worked during the year ...	11,036·79	12,044·91	12,508·36	13,532·74	14,378·54
Gross Earnings—	Rs.	Rs.	Rs.	Rs.	Rs.
Coaching	5,07,14,066	5,55,67,338	5,80,96,624	6,02,83,498	6,13,50,321
Goods	10,56,55,122	11,93,81,142	12,39,16,556	11,92,70,989	12,79,03,904
Steam-boat, Telegraph, and Miscellaneous	42,98,719	53,86,775	50,51,504	50,93,150	53,90,524
TOTAL ...	16,06,67,907	18,03,38,255	18,70,64,684	18,46,[illegible]37	19,76,44,749
Earnings per mean mile worked ...	14,557·49	14,972·15	14,955·17	13,[illegible]53	13,745·81
Working Expenses—					
Maintenance	2,23,21,879	2,44,52,857	2,52,09,000	2,54,66,397	2,79,14,081
Locomotive	2,68,12,037	2,92,46,660	2,90,40,683	2,91,82,754	3,19,07,256
Carriage and Wagon	84,91,968	89,88,424	86,53,837	83,03,003	86,00,132
Traffic	1,26,42,712	1,36,24,519	1,43,11,902	1,49,67,386	1,57,70,452
General	83,49,711	92,34,982	92,67,743	1,01,14,513	1,03,98,112
Steam-boat, Special, and Miscellaneous, and rent of leased lines ...	34,52,724	41,10,038	35,01,293	35,34,796	41,53,441
TOTAL ...	8,20,71,031	8,96,57,480	9,00,20,422	9,15,68,849	9,87,43,474
Expenses per mean mile worked ...	7,436·13	7,443·60	7,196·82	6,766·47	6,867·42
Ratio of expenses to earnings	51·08	49·72	48·12	49·59	49·96
Ratio of net earnings to Capital outlay ...	5·06	5·60	5·69	5·09	5·12

Growth of gross earnings.

7. The gross earnings from all sources show steady improvement between 1884 and 1886. The falling off in 1887 may be attributed to a deficient wheat crop in the spring of that year and to failure in the cotton crop of 1886. The total weight of goods lifted during 1887 was greater than the previous year, but the ton-mileage was less, the increased tonnage being principally over the Eastern

Bengal and Southern Mahratta lines, with a comparatively short lead; while there was a decrease in the tonnage lifted on the North Western and the Rajputana-Malwa Railways. This decrease in the ton-mileage appreciably affected the earnings. The gross earnings in 1888 show improvement as contrasted with 1887, consequent upon more favourable harvests and larger demands from England for wheat supplies; but they do not compare favourably with the figures for the years 1884-85-86, when the additional mean mileage worked is considered, the results being lower in earnings per mean mile in 1888 than those of any of the three years last named. This may partly be accounted for by the reduced earnings in carriage of construction material due to completion of several lines, and partly by the fact that extension of Railways seems, for the time at least, to have overtaken expansion of traffic.

Growth of working expenses.

8. Under Working expenses, the cost per mean mile worked shows unfavourably in comparison with 1887. The mean mileage worked was increased by 6·25 per cent., while the Maintenance expenses increased by 9·61, the Locomotive expenses by 9·34, and Steam-boat, Special, and Miscellaneous expenditure by 17·50 per cent. Apart from the increased ordinary outlay due to more extended mileage, these high percentages of increase in Departmental working may be explained (*a*) under "Maintenance" by heavy renewals in permanent way on the East Indian, the Bombay, Baroda and Central India, the North Western, and the Southern Mahratta Railways; (*b*) under "Locomotive" by renewals and replacement of locomotive engines on the East Indian, the Great Indian Peninsula, and North Western Railways; by increased train-mileage worked over the Great Indian Peninsula, the Bombay, Baroda and Central India, and the Rajputana-Malwa Railways, and by the higher cost of fuel upon those Railways which drew supplies from England; and (*c*) under "Steam-boat and Special and Miscellaneous" by heavy repairs to steamers and replacement of barges for the river traffic on the Eastern Bengal Railway, and by provision made by the Oudh and Rohilkhand Railway for claims unadjusted and disputed at the end of the year, and for bonus to the Company's staff.

Earnings per mile per week.

9. The gross earnings per mile of Railway per week (excluding Steam-boat) in five-yearly periods from the commencement up to the year 1888 are given in the following table, the lines being arranged in the order of their intake in 1888:

Railway (including Branches and leased Lines).	1853.	1858.	1863.	1868.	1873.	1878.	1883.	1888.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bombay, Baroda and Central India ...	...	...	138	287	260	298	497	532
Great Indian Peninsula	119	173	175	357	282	394	467	526
East Indian	...	279	222	346	382	499	585	525
Eastern Bengal (*a*)	...	...	130	259	331	254	288	283
Rajputana-Malwa (*b*)	...	...	...	...	32	129	197	215
North-Western	...	...	171	112	154	193	228	202
Oudh and Rohilkhand	...	...	...	120	56	163	192	197
Madras	...	93	110	181	157	148	148	195
Burma	...	...	...	...	...	115	187	178
South Indian (*c*)	...	...	74	90	120	102	149	158
Bengal and North-Western ...	...	...	...	...	...	...	...	102

(*a*) Excluding the Bengal Central Railway.
(*b*) Excluding the Viramgam-Mehsána-Vadnagar State Railway.
(*c*) Excluding the Villupuram-Dharmavaram State Railway, Nellore Branch.

Earnings per mile per week with ratio of working expenses for two years.

10. The following table shows the percentage of working expenses to gross earnings, and gross earnings per mile open per week, on the principal Railways for 1887 and 1888:

Railways (including Branches and leased Lines.)	1887.		1888.	
	Percentage of Working expenses to Gross earnings (excluding Steam-boat).	Gross earnings per mile open per week (excluding Steam-boat).	Percentage of Working expenses to Gross earnings (excluding Steam-boat).	Gross earnings per mile open per week (excluding Steam-boat).
		Rs.		Rs.
Bombay, Baroda and Central India ...	41·89	508	44·11	532
Great Indian Peninsula	46·84	511	46·96	526
East Indian	32·69	529	34·16	525
Eastern Bengal (a)	51·61	268	45·77	283
Rajputana-Malwa (b)	50·84	191	48·26	215
North-Western	72·11	182	67·27	202
Oudh and Rohilkhand	52·83	186	57·38	197
Madras	64·76	189	58·72	195
Burma	53·12	192	62·33	178
South Indian (c)	68·20	149	68·98	158
Bengal and North-Western	56·81	90	53·50	102

Cost per passenger.

11. The average statistical cost of carrying one passenger one mile on the principal Railways during 1888 is as follows:

		Pies.
Standard gauge.	Eastern Bengal	0·60
	East Indian*	0·76
	Madras	1·02
	Oudh and Rohilkhand	1·13
	Bombay, Baroda and Central India*	1·17
	Great Indian Peninsula*	1·41
	North-Western*	1·45
Metre gauge.	Rajputana-Malwa	0·82
	Bengal and North-Western	0·99
	South Indian, including Pondicherry	1·03
	Burma	1·50
	Southern Mahratta*	1·74 (d)

Cost per ton.

12. The average statistical cost of hauling one ton of goods one mile during the year is—

		Pies.
Standard gauge.	East Indian*	2·05
	Bombay, Baroda and Central India*	3·45
	Oudh and Rohilkhand	3·47
	Great Indian Peninsula*	3·74
	North-Western*	4·23
	Eastern Bengal*	4·70 (d)
	Madras	4·96
Metre gauge.	Bengal and North-Western	3·45
	Rajputana-Malwa	3·64
	Burma	5·49
	South Indian, including Pondicherry	6·32
	Southern Mahratta*	6·61 (d)

Cost of Maintenance.

13. On Maintenance of Way and Works the average expenditure for the year per mean mile maintained on the principal standard gauge lines is Rs. 2,502 and on the metre gauge,

(a) Excluding the Bengal Central Railway.
(b) Excluding the Viramgam-Mehsána-Vadnagar State Railway
(c) Excluding the Villupuram-Dharmavaram State Railway, Nellore Branch.
(d) Corrected from the Analysis of Working.
* Including Branches and leased Lines.

Rs. 1,364. Excluding the cost of permanent-way, the cost of maintenance per mile of track, including sidings, is the lowest for its gauge on the East Indian Railway, with a mean age of 23·95 years. Of the metre gauge lines, the Bengal and North-Western Railway is the lowest. The details are given in the following table:

Railways (including Branches and leased Lines).	Cost per mile of track, including sidings.			Cost per mean mile maintained.	Ton-mileage per mean mile worked.	Total cost of maintenance per 1,000 gross ton-miles.
	Mean age in years.	Excluding Permanent-way.	Permanent-way.			
	Standard Gauge.					
		Rs.	Rs.	Rs.		Rs.
East Indian	23·95	481	1,571	3,131	1,902,252	1·62
North-Western	10·97	823	1,022	2,152	940,071	2·28
Eastern Bengal (a)	12·54	583	845	1,795	797,588	2·12
Madras	24·96	834	567	1,652	745,911	2·21
Great Indian Peninsula	22·23	1,131	1,188	3,204	1,747,698	1·84
Bombay, Baroda and Central India	22·34	1,452	1,460	3,914	1,711,840	2·29
Oudh and Rohilkhand	13·66	611	633	1,449	890,018	1·63
	Metre Gauge.					
Rajputana-Malwa (b)	9·34	406	624	1,174	704,273	1·67
Southern Mahratta	3·18	465	556	1,089	283,244	3·85
Burma	6·04	414	1,103	1,759	526,913	3·20
South Indian (c)	15·49	999	1,130	2,374	483,182	4·92
Bengal and North-Western	3·73	356	243	663	400,400	1·65

Locomotive Expenses.

14. The differences in the average prices of coal per ton render any comparison of working on the basis of Locomotive cost misleading. A better comparison can be made if the cost of fuel be deducted from the Locomotive expenses. Excluding the cost of fuel, the Locomotive expenses per 1,000 gross ton-miles on the principal standard and metre gauge lines compare as follows:

Standard Gauge.

1887.	Rs.	1888.	Rs.
East Indian*	1·01	East Indian*	1·04
Oudh and Rohilkhand	1·22	Oudh and Rohilkhand	1·18
Bombay, Baroda and Central India*	1·51	Eastern Bengal*	1·36
Eastern Bengal*	1·59	Bombay, Baroda and Central India*	1·42
North-Western*	2·01	Madras	1·69
Great Indian Peninsula* ...	2·05	North-Western*	1·87
Madras	2·07	Great Indian Peninsula* ...	1·90

Metre Gauge.

Bengal and North-Western ...	1·46	Bengal and North-Western ...	1·29
Burma	1·69	Rajputana-Malwa	1·68
Rajputana-Malwa	2·02	Burma	1·69
Southern Mahratta*	2·03	Southern Mahratta*	2·02
South Indian*	2·15	South Indian*	2·21

Cost of fuel.

15. Particulars of the fuel consumption and supply are given in Chapter IX. Compared with 1887, the consumption of coal on all Railways was greater by 12¼ per cent. The quantity of English coal rose by 11¾ per cent., while the quantity of country coal consumed rose by 12½ per cent. The total consumption of coke and wood

(a) Excluding the Bengal Central Railway, excepting in two last columns.
(b) Excluding the Viramgam-Mehsána-Vadnagar State Railway.
(c) Excluding the Villupuram-Dharmavaram State Railway, Nellore Branch.
* Including Branches and leased Lines.

increased by 30¼ per cent. and 10 per cent. respectively, and that of patent fuel decreased by 7 per cent.

The cost of fuel per train-mile and the consumption per 1,000 gross ton-miles on the principal Railways are stated below:

Railways (including Branches and leased Lines).	Standard or Metre Gauge.	Cost per train-mile.	Consumption per 1,000 gross ton-miles.	Source and description of fuel.
		Annas.	lbs.	
East Indian	S	0·83	136·17	Bengal coal.
Eastern Bengal ...	S	2·08	196·64	Bengal coal.
Bengal and North-Western	M	2·32	152·73	Bengal coal.
South Indian... ...	M	3·29	191·62	English and Australian coal; principally the former.
Oudh and Rohilkhand ...	S	3·43	145·47	Bengal coal.
Madras	S	3·74	(a)398·53	Wood and patent fuel; principally the former.
Burma	M	3·84	135·28	English coal, patent fuel and wood.
Southern Mahratta ...	M	3·88	(a)612·95	English coal and wood; principally the latter.
North-Western ...	S	4·30	126·58	English, Bengal, Khost and Dandot coal, also patent fuel and wood.
Rajputana-Malwa ...	M	4·40	155·88	English and Bengal coal; principally the latter.
Great Indian Peninsula ...	S	4·41	177·59	English, Warora, Umaria, Mohpani, Singareni coal, and wood; but principally English coal.
Bombay, Baroda and Central India.	S	4·67	113·84	English coal and wood; a very small percentage of the latter.

16. The Carriage and Wagon expenses for the principal standard and metre gauge lines open for traffic show the following comparison of cost per 1,000 vehicle miles run by home vehicles:

Carriage and Wagon Expenses.

Standard Gauge.

1887.	Rs.	1888.	Rs.
East Indian*	4·84	Oudh and Rohilkhand ...	4·26
Oudh and Rohilkhand ...	5·10	East Indian*	4·47
Eastern Bengal*	7·33	Eastern Bengal*	8·46
Bombay, Baroda and Central India*	9·11	Bombay, Baroda and Central India*	9·80
North-Western*	11·52	North-Western*	10·96
Great Indian Peninsula*	11·93	Great Indian Peninsula* ...	11·70
Madras	15·45	Madras	13·64

Metre Gauge.

Southern Mahratta* ...	2·57	Bengal and North-Western ...	2·08
Bengal and North-Western ...	2·72	Southern Mahratta* ...	3·98
Burma ...	5·49	Burma ...	4·62
Rajputana-Malwa ...	5·98	Rajputana-Malwa	5·00
South Indian* ...	7·53	South Indian*	6·27

(a) In terms of wood.
* Including Branches and leased Lines.

17. The following table compares the cost of Train staff in annas per train-mile, the lines being arranged in order of cheapness:

Cost of Train Staff.

Railways (including Branches and leased Lines).	Cost per train-mile.
	Annas.
South Indian	0·334
Bengal and North-Western	0·498
Bombay, Baroda and Central India	0·544
Southern Mahratta	0·562
Rajputana-Malwa	0·571
Madras	0·602
Eastern Bengal	0·715
Oudh and Rohilkhand	0·746
Burma	0·875
North-Western	0·973
East Indian	1·001
Great Indian Peninsula	1·308

18. The Traffic expenses per train-mile are given in the following table; the cost is highest on the Burma State Railway and lowest on the South Indian Railway:

Cost of Traffic expenses per train-mile.

Railways (including Branches and leased Lines).	Train-mileage per mean mile worked.	Average distance between stations, in miles.	Cost per train-mile.
Standard Gauge.			
		Miles.	As.
Great Indian Peninsula	6,129	7·30	4·88
Oudh and Rohilkhand	2,972	6·86	5·05
North-Western	3,026	7·59	5·09
Bombay, Baroda and Central India ...	5,063	5·62	5·26
Madras	2,849	6·71	5·36
East Indian	5,055	8·66	5·61
Eastern Bengal (a)	3,786	4·88	6·92
Metre Gauge.			
South Indian (b)	3,096	6·49	3·48
Rajputana-Malwa (c)	3,643	7·24	3·78
Bengal and North-Western	2,001	5·88	4·15
Southern Mahratta	1,949	8·06	4·43
Burma	2,954	7·00	6·99

19. The General Charges, on the basis of percentage on Gross earnings, vary as follows on the principal standard and metre gauge lines:

General Charges.

Standard Gauge.

Rs.†	1887.	Per cent.	Rs.†	1888.	Per cent.
(26,597)	Great Indian Peninsula* ...	3·12	(27,346)	Great Indian Peninsula*	3·11
(27,559)	East Indian*	4·38	(27,639)	Bombay, Baroda and Central India.*	4·13
(26,388)	Bombay, Baroda and Central India.*	4·56	(27,333)	East Indian*	4·22
(14,857)	Eastern Bengal ...	5·01	(15,698)	Eastern Bengal ...	4·26
(9,815)	Madras	5·89	(10,531)	North-Western* ...	5·30
(9,465)	North-Western* ...	6·21	(10,165)	Madras	5·83
(9,653)	Oudh and Rohilkhand ...	7·10	(10,220)	Oudh and Rohilkhand ...	7·55

(a) Excluding the Bengal Central Railway.
(b) Excluding the Villupuram-Dharmavaram State Railway, Nellore Branch.
(c) Excluding the Viramgam-Mehsána-Vadnagar State Railway.
* Including Branches and leased Lines.
† The figures in parentheses represent the Gross earnings (including Steam-boat), per mean mile worked.

Metre Gauge.

Rs.†	1887.	Per cent.	Rs.†	1888.	Per cent.
(10,074)	Burma	6·30	(11,184)	Rajputana Malwa ...	6·09
(9,930)	Rajputana-Malwa ...	6·83	(7,618)	South Indian* ...	6·88
(7,293)	South Indian* ...	7·17	(9,269)	Burma	7·02
(4,529)	Southern Mahratta* ...	12·44	(5,876)	Bengal and North-Western	11·68
(5,170)	Bengal and North-Western	13·19	(4,495)	Southern Mahratta* ...	12·73

Spirit in which statistics should be studied.

20. The figures in the various tables are for the most part the bare results of the working as shown in the published Revenue Accounts of the various lines. When contrasting the results, the Government of India is fully aware how much the varying conditions under which the traffic is worked on the different lines affect these results. The amount of the earnings per mile per week; the want of balance in the up and down traffic; the fluctuations in the amount of traffic at different periods of the year; the gradients; the price of fuel—all these, together with other varying local conditions, greatly influence the results of the working and may account for the divergences shown.

Nature of goods traffic.

21. The quantity of merchandise carried was 17,937,610 tons, or about 8 per cent. more than in 1887, and the freight received aggregated Rs. 12,24,52,343, being more by about 7 per cent. Of this increase, consignments of "Railway plant and rolling stock" contributed 30 per cent. in weight and 18 per cent. in receipts, and the grain traffic contributed 15 per cent. in weight and 40 per cent. in earnings, "Oil seeds" giving 11 per cent. in weight and 16 per cent. in receipts. There was also an increase in the coal and jute consignments both in the quantity carried and in the receipts.

A falling off occurred under "Metals" of 13 per cent. in weight and 19 per cent. in receipts, and under "Raw cotton" of 14 per cent. in weight and 17 per cent. in earnings, compared with 1887.

Average distance of haulage.

22. The following table shows the average distance over which a ton of goods and a passenger was carried on some of the principal Railways:

Railways (including Branches and leased Lines).	Mean mileage worked during the year 1888.	Average distance over which a ton of goods was hauled.	Average distance travelled by each passenger.
	Miles.	Miles.	Miles.
East Indian	1,706·05	202·62	66·51
Eastern Bengal	795·11	105·17	27·07
Bengal and North-Western	376·00	123·94	33·60
Oudh and Rohilkhand	692·46	117·13	44·70
North-Western	2,110·02	164·57	55·35
Rajputana-Malwa (a)	1,664·42	257·72	55·30
Bombay, Baroda and Central India	460·90	166·78	19·89
Great Indian Peninsula	1,501·48	247·59	44·67
Southern Mahratta	854·05	96·36	44·23
Madras	839·27	105·17	39·16
South Indian (b)	662·00	47·32	34·90
Burma	364·24	87·93	28·12

(a) Excluding the Viramgam-Mehsána-Vadnagar State Railway.
(b) Excluding the Villupuram-Dharmavaram State Railway, Nellore Branch.
* Including Branches and leased Lines.
† The figures in parentheses represent the Gross earnings (including Steam-boat), per mean mile worked.

Statistics of Railways in seven classes.

23. The following table shows the Gross earnings, Working expenses, and Net earnings, and gives also figures per train-mile, excluding Steam-boat, of all Railways under the following grouping:

	Gross earnings.	Per train-mile.	Working expenses.	Per train-mile.	Net earnings.	Per train-mile.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian Railway	4,53,91,210	5·45	1,53,35,210	1·84	3,00,56,000	3·61
State Railways (Commercial)	3,58,97,826	3·21	1,78,97,067	1·61	1,80,00,759	1·60
Ditto (Military)	2,55,74,038	3·46	1,72,03,129	2·33	83,70,909	1·13
State Lines leased to Companies	73,62,300	2·40	54,38,286	1·77	19,24,014	0·63
Guaranteed Railways	7,48,43,974	4·15	3,77,21,046	2·09	3,71,22,928	2·06
Assisted Companies	36,92,439	3·24	20,82,691	1·83	16,09,748	1·41
Native States	36,98,558	3·26	20,29,954	1·83	16,68,604	1·43

In 1887 the results per train-mile were—

	Gross earnings.	Working expenses.	Net earnings.
	Rs.	Rs.	Rs.
East Indian Railway	5·36	1·72	3·64
State Railways (Commercial)	3·36	1·77	1·59
Ditto (Military)	3·39	2·44	0·95
State Lines leased to Companies	2·69	1·87	0·82
Guaranteed Railways	4·15	2·08	2·07
Assisted Companies	3·09	1·82	1·27
Native States	3·18	1·92	1·26

Number of employés.

24. The number of persons of all races employed on open lines during 1888 was 243,585, against 225,047 in 1887. The distribution is shown in the following table:

Year ending	Number of Employés.				Number of miles open.	Number of stations.
	Europeans.	East Indians.	Natives.	Total.		
31st December 1887 ...	4,684	5,077	215,286	225,047	14,065	1,988
31st December 1888 ...	4,674	5,604	233,307	243,585	14,463	2,096

The Native Staff represented 95·78 per cent. of the entire body of Railway employés. The percentage of increase in the total number employed was 8·24. The length of additional open mileage gives a percentage of 2·82, and the additional stations open a percentage of 5·43. Under the head of Europeans,

there was a decrease of 0·21 per cent.; under East Indians an increase of 10·38 per cent.; and under Natives an increase of 8·37 per cent.

Number of accidents.

25. The total number of persons killed and injured during the year 1888 was 1,334, as compared with 1,121 during 1887. The number killed was 482, as against 429. Of these, 41 were killed from causes beyond their own control, 193 from their own want of caution, 12 at level crossings, 219 while trespassing and by suicide, and 17 from miscellaneous causes.

The number of accidents to trains increased from 2,844 in 1887 to 3,252 in 1888, or by about 14⅓ per cent. The number of train accidents per 1,000 train-miles was 0·06, which is the same number as in 1887. There were two passengers killed from causes beyond their own control, being an average of one per 51 7/12 millions of passengers travelling; and 26 passengers injured, being an average of one per four millions, or an average of one casualty for 155⅓ millions of miles travelled.

RESOLUTION.—The thanks of the Government of India are due to Lieutenant-Colonel Conway-Gordon, R.E., C.I.E., Director General of Railways, for the zeal and ability with which he conducted the duties of his office throughout the year under review.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, and Assam.
The Residents at Hyderabad and Mysore.
The Agents to the Governor General for Central India, Rajputana, and Baluchistan.
The Accountant General, Public Works Department.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Central Division.

ORDER.—Ordered, that this Resolution be communicated, for information, to the Local Governments, Administrations, and Officers noted in the margin.

Ordered also, that this Resolution be published in the Supplement to the *Gazette of India*.

R. C. B. PEMBERTON, *Colonel, R.E.,*
Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XV. OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Week ending 14th July, 1888. Total mean length open.	Week ending 14th July, 1888. Receipts. Total.	Week ending 14th July, 1888. Receipts. Per mile open.	Week ending 13th July, 1889. Total mean length open.	Week ending 13th July, 1889. Receipts. Total.	Week ending 13th July, 1889. Receipts. Per mile open.	Total Receipts from 1st April to 14th July, 1888. Total.	Total Receipts from 1st April to 14th July, 1888. Per mile open per week.	Total Receipts from 1st April to 13th July, 1889. Total.	Total Receipts from 1st April to 13th July, 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
	State Lines worked by Companies.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
27th July, 1889	East Indian	1,514	6,63,062	438	1,514	7,87,543	520	1,32,40,541	583	1,34,98,774	595	2,58,233	...
27th ditto	Patna-Gya	57	6,111	107	57	8,278	145	1,26,025	147	1,28,555	150	2,530	...
27th ditto	Dildárnagar-Gházipur	12	635	53	12	756	63	17,160	95	14,904	83	...	2,256
.....	Sindia	75	7,232	96	...	(a)	...	1,21,573	108	(a)	...	...	1,21,573
20th ditto	Rajputana-Malwa	1,664	2,82,349	170	1,664	3,30,000	198	58,72,791	235	66,19,221	268	7,46,430	...
20th ditto	Bengal-Nágpur (b)	186	20,604	111	305	(c) 20,909	69	5,53,801	198	(c) 6,46,440	146	92,639	...
20th ditto	Southern Maratha (d)	850	72,217	85	857	68,774	80	12,01,189	94	13,24,489	103	1,23,300	...
20th ditto	Do. Mysore Section	140	9,196	65	219	12,164	56	1,56,379	75	2,14,057	65	57,678	...
20th ditto	Indian Midland	136	11,124	82	668	(e) 42,553	64	2,46,436	121	(e) 8,87,041	97	6,40,605	...
13th ditto	Villupuram-Dharmaveram (Nellore Branch)	83	3,549	43	83	4,594	55	76,361	61	74,316	60	...	2,045
13th ditto	Bareilly-Pilibhit	36	1,208	35	36	1,544	43	23,995	48	31,384	62	7,389	...
	TOTAL	4,753	10,77,347	227	5,415	12,77,115	236	2,16,36,251	303	2,34,39,181	295	18,02,930	...
	State Lines worked by Government.												
20th July, 1889	North Western (f)	2,411	4,07,290	169	2,386	4,61,953	194	72,10,104	199	80,27,529	226	8,17,425	...
20th ditto	Oudh and Rohilkhand	692	1,03,902	150	692	1,20,749	174	23,13,068	223	25,30,197	244	2,17,129	...
13th ditto	Bengal Central	125	10,260	82	125	12,611	101	1,83,471	98	2,07,711	111	24,240	...
20th ditto	Wardha Coal	45	11,887	264	45	13,058	290	2,20,036	327	2,56,486	384	35,850	...
20th ditto	Eastern Bengal Railways	673	1,35,409	201	747	1,52,099	204	22,15,136	219	24,01,287	234	1,86,151	...
20th ditto	Nalháti	27	1,640	61	27	1,806	67	29,611	78	28,019	73	...	1,592
27th ditto	Tirhoot	259	27,800	107	273	37,405	137	5,52,710	152	5,84,059	153	31,349	...
20th ditto	Lucknow-Sitapur-Sihrámau	105	3,679	35	105	6,327	60	82,228	52	1,07,213	68	24,985	...
	Jorhát	25	945	37	25	1,422	56	15,745	36	16,917	38	1,172	...
13th ditto	Cherra-Companyganj	...	(g)	...	7	16	2	1,140	10	1,442	13	302	...
13th ditto	Burma	392	46,866	120	553	76,504	138	9,26,999	164	14,84,151	173	5,07,152	...
13th ditto	TOTAL	4,754	7,49,678	158	4,985	8,83,930	177	1,37,50,848	193	1,55,95,011	213	18,44,163	...
	Lines worked by Guaranteed Companies.												
20th July, 1889	Madras	840	1,62,001	193	840	1,87,546	223	24,75,077	196	27,62,380	221	2,87,303	...
13th ditto	South Indian	954	1,01,170	155	654	1,09,895	168	16,56,229	169	17,57,597	181	1,01,368	...
20th ditto	Great Indian Peninsula	1,497	(h) 4,75,255	318	1,440	(i) 4,52,779	315	1,47,01,112 (h)	653	1,14,81,858 (i)	535	...	32,19,254
20th ditto	Bombay, Baroda and Central India (j)	461	1,48,8[illegible]	323	461	1,61,000	349	42,39,999	613	43,78,649	639	1,38,650	...
	TOTAL	3,452	8,87,2[illegible]	257	3,395	9,11,220	268	2,30,72,417	446	2,03,80,484	404	...	26,91,933
GRAND TOTAL (GUARANTEED AND STATE)		12,959	27,14,308	209	13,795	30,72,265	223	5,84,59,516	301	5,94,14,676	292	9,55,160	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	2,87,99,321	148	2,92,09,179	144	4,09, 858	...
NET RECEIPTS		...	...	...	...	...	...	2,96,60,195	153	3,02,05,497	148	5,45,302	...
	Assisted Companies.												
27th July, 1889	Tárakeshwar	22	5,172	235	22	5,340	243	93,252	279	93,631	281	379	...
First 6 days of July, 1889	Dibru-Sadiya	...	...	...	...	(k)	...	(l) 1,17,860	108	(m) 1,34,919	124	17,059	...
27th July, 1889	Bengal and North-Western	376	42,040	112	376	45,829	122	8,45,673	150	8,78,831	157	33,158	...
13th ditto	Rohilkhand-Kumaun	67	6,705	100	67	7,075	106	1,14,290	122	1,23,769	132	9,479	...
	TOTAL	465	53,917	116	465	58,244	125	11,71,075	144	12,31,150	153	60,075	...
	Native States.												
20th July, 1889	His Highness the Nizam's Guaranteed Company	277	24,124	87	354	41,660	118	4,49,732	108	6,19,505	118	1,69,773	...
20th ditto	His Highness the Gaekwar's	59	1,526	26	59	1,810	31	47,398	54	43,621	50	...	3,777
20th ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	656	31	27	800	29	15,679	50	18,486	46	2,807	...
20th ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	13,447	70	260	12,338	47	3,44,806	119	4,77,984	124	1,33,178	...
20th ditto	Morvi	68	2,820	41	68	2,270	33	65,412	64	72,381	71	6,969	...
20th ditto	Jodhpore	124	7,012	57	124	5,900	48	1,22,050	66	1,11,075	60	...	10,975
	TOTAL	742	49,585	67	892	64,7[illegible]	73	10,45,077	94	13,43,052	102	2,97,975	...

(a) Included with the Indian Midland Railway.
(b) Includes the Katni-Umaria Branch.
(c) Includes Sanctoria Coal Section of the Bengal-Nágpur Railway.
(d) Includes the Bellary-Kistna State Railway.
(e) Includes the Sindia and Bhopal-Itarsi State Railways.
(f) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(g) Traffic stopped on account of breach of line.
(h) Includes the Dhond-Mánmád, Khámgaon, Amráoti, and Bhopal-Itarsi State Railways.
(i) Includes the Dhond-Mánmád, Khámgaon, and Amráoti State Railways.
(j) Includes the Patri Branch.
(k) Return not received.
(l) Total receipts from 1st April to 7th July, 1888.
(m) Total receipts from 1st April to 6th July, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Under Secretary.

SIMLA, *8th August, 1889.*

Printed and Published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRESS, *Simla.*

SUPPLEMENT TO

The Gazette of India.

No. 33.} SIMLA, SATURDAY, AUGUST 17, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor-General will in future be published in* PART VI. *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI. *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, August 12th, 1889.

The weather during the past week has been of the same general character as that which has prevailed since the setting in of the rains, *viz.*, a moderately strong monsoon over the Western and Central districts, a somewhat feeble monsoon over the Bay and Northern India, and a general absence of important cyclonic storms. The net result of these conditions has been a somewhat deficient rainfall throughout the district affected by the Bay monsoon and a slightly excessive rainfall elsewhere.

The chart of the 6th showed a large elongated, but shallow, depression stretching from the north-west of the Bay westward across Orissa and the Circars as far as the east of the Central Provinces, a large low pressure area over the Western desert, and a high pressure area over Malabar, Ceylon, and the south of the Bay. The winds over the greater part of the Bay, Bengal, the North-Western and Central Provinces, and the head of the Peninsula were influenced by the elongated depression noticed above and executed a feeble cyclonic circulation around it, but in all other parts of India the winds blew from the ordinary monsoon directions. The Arabian Sea monsoon current was blowing freshly, but the winds in Northern India were feeble. Between the morning of the 6th and of the 7th the depression had moved westward, and the centre at 8 A.M. on the 7th lay between Seoni and Raipur. Owing to this westerly movement of the storm centre and the consequent change in the centre of circulation of the cyclonic winds, southerly and south-westerly winds had appeared over the Bay; but this was the only important change in the wind directions. The monsoon was blowing more freshly over the Bay, and strongish squally winds were reported from the neighbourhood of the depression. By the morning of

the 8th the depression had largely filled up, but the centre had again moved somewhat to the westward and apparently lay between Seoni and Saugor. A new but very slight disturbance had appeared near Kurrachee, and a small high pressure area had been formed over the west of the North-Western Provinces and the east of the Punjab. The chart of the 9th showed that the depression over the Central Provinces had changed very little as regards position, but that it had developed somewhat in intensity, the lowest reading at the centre being 29·548″ as compared with 29·566″ on the preceding day. The local depression near Kurrachee and the local high pressure area near Roorkee had alike broken up. The wind circulation was generally similar to that of the previous day, except at the head of the Bay, where variable winds had reappeared, with indications of the formation of a new disturbance off the Orissa Coast. On the 10th the distribution of pressure was such as is characteristic of general monsoon conditions. Readings were highest in Malabar and Ceylon, and relatively high in Burma and Assam; lowest in the Western desert, and relatively low within a belt or trough of low pressure running from the Punjab and Rajputana south-eastward across the Central and North-Western Provinces as far as the Circars and the north-west of the Bay. Within this trough variable winds prevailed—to the north of it, the Bay monsoon; and to the south of it, the Arabian Sea monsoon. The only important change shown on the chart of the 11th was the slight northerly movement of the trough of low pressure. On the 12th this movement was continued, so that the trough lay further to the north than usual in August, and the monsoon current from the Bay into Northern India was a good deal interrupted.

Temperature has been on the whole high for the time of year, except in Madras and the Central Provinces, where heavy rain and much cloud has reduced the heat. In Bengal and the North-Western Provinces, where the rainfall on the contrary was light, the mean temperature exceeded the normal on every day of the week. The warmest days occurred in the early part of the week. On the 6th the mean temperature of the Punjab, Sind, and Rajputana was 3° above the normal; and on the 7th it was 3½° in the North-Western Provinces, 4° in the Punjab, and 4½° in Sind and Rajputana above the normal. Maxima considerably exceeding 100° were reported from nearly all stations in the Punjab and Sind in the early part of the week; but on the 9th and 10th a considerable fall occurred, and on the 12th the highest reading was 96·3° at Ludhiana and Multan.

The following table shows the excess or defect of the mean average temperatures of the different Provinces for the present and for the preceding week:

Provinces.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of present Week from Normal.
Burmah	+ 1·5°	+ 0·6°
Bengal	+ 0·9°	+ 1·2°
North-Western Provinces	— 1·2°	+ 2·2°
Punjab	+ 0·4°	+ 1·1°
Bombay	+ 1·8°	+ 0·7°
Central Provinces and Berar	+ 1·8°	— 0·6°
Guzerat and Central India	+ 1·7°	+ 0·5°
Sind and Rajputana	+ 2·9°	+ 1·2°
Madras	— 0·2°	— 0·1°

This table shows that, relatively to the average, the present week has been slightly in Bengal and the Punjab and considerably in the North-Western Provinces warmer than the preceding week, but that elsewhere the weather has been cooler.

Rain.—As mentioned in preceding sections, strongly marked monsoon conditions have prevailed over India during the past week, and rain has fallen in all divisions of India. The rainfall has generally occurred in steady moderate falls on each day of the week and, with few exceptions, there have been no very heavy downpours. In Northern India—more particularly in Behar and the North-Western Provinces—the rainfall has been slighter than elsewhere, and the weather there has been showery with fair intervals.

The following is a brief description of the daily distribution of rainfall:

On the 6th the Punjab, Sind, and the greater part of Rajputana were without rain, and Western Bengal and the North-Western Provinces had only scattered showers. Elsewhere rain was general. On the 7th the only change was that a little more rain was reported from Rajputana. On the 8th there was a very heavy fall of rain at Mussoorie and Roorkee, and slight rain along the foot of the hills in the Punjab, as well as at Kurrachee and Hyderabad in Lower Sind. In the Central parts of the country some heavyish falls were experienced. In Western Bengal and the North-Western Provinces the weather remained fair, with a few showers, and elsewhere there was no change. On the 9th the only change was the more general rain over the Punjab and Sind. On the 10th, 11th, and 12th rain practically fell in all parts of India,—heavily at the hill stations, and moderately elsewhere.

The table at the close of the Summary shows that at twenty-nine divisions the rainfall of the week was deficient; that at twenty-one it was excessive; and that at two no comparison is possible. Roughly divided, those divisions which receive their rainfall from the Bay of Bengal current have received short rains, and those which receive their rainfall from the Arabian Sea monsoon have received excessive rain. The whole of Burma, the whole of Bengal except Orissa, and the whole of the North-Western Provinces have had deficient rainfall. The Punjab, which has been more or less influenced by both branches of the monsoon, has received more favourable rains than other parts of Northern India, four of the divisions reporting an excess and only two a deficiency. In the Hill districts the rainfall is about half the normal average amount. The Western districts of the Peninsula had more than the average rainfall; but Mysore and the Bombay Deccan had rather less than usual. The Central divisions of the country, including Khandeish, Berar, the Central Provinces, Central India, and Rajputana, all received considerably more than the normal fall during the week. Guzerat and Kattiawar participated in this excess; but in Sind the rainfall was slightly short. In the Madras divisions the East Coast North and Hyderabad South received somewhat heavier rains than usual; but all the other divisions report a deficiency.

The maximum falls all over Northern India are quite unimportant. Cherrapunji received only 5·7 inches of rain during the week—a striking example of the weakness of the Bay current. In the west of the Peninsula the maximum falls were larger, one or two places recording total falls of from 10 to 15 inches; but even here they are the exception. In the Central parts of the country the average of the maxima is higher, but the falls are in no way remarkable.

The final column of the table shows the state of the seasonal rainfall. In Burma and East Bengal there is a deficiency; in Assam an excess; and in the other divisions in Bengal about an average fall. The east of the North-Western Provinces and the submontane district show an excess; but the Western districts and also the whole of the Punjab report deficient rains. In the Peninsula, the Konkan and Madras (South Central) districts are in excess of the average; but the other districts in the west and centre exhibit a deficiency, while on the East Coast again there is an excess. In the Central parts of India, including Kattiawar and Guzerat, the seasonal rainfall is above the average; but in Sind there is a considerable deficiency.

Province.	Division.	Rainfall Data for Week ending August 12th, 1889.			Rainfall Data from May 13th to August 12th, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in Inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to August 12th.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	8·91	9·30	— 0·39	112·69	115·86	— 3
	Lower Burmah	3·70	4·87	— 1·17	42·73	58·12	— 26
	Central Burmah	3·47	4·32	— 0·85	31·97	46·60	— 31
	Upper Burmah	2·73	?	?	27·06	?	?
	Arakan	3·85	9·27	— 5·42	103·57	129·06	— 20
Bengal and Assam	Eastern Bengal	3·31	4·79	— 1·48	43·28	52·47	— 18
	Assam (Surma)	4·25	5·11	— 0·86	79·00	61·40	+ 29
	Do. (Brahmaputra)	2·15	3·07	— 0·92	51·14	44·38	+ 15
	Deltaic Bengal	1·62	2·86	— 1·24	28·38	31·45	— 8
	Central Bengal	1·40	2·53	— 1·13	29·16	30·09	— 3
	North Bengal	2·88	5·05	— 2·17	69·01	59·82	+ 15
	Orissa	2·91	2·50	+ 0·41	27·99	28·27	— 1
	Chota Nagpur	1·19	2·73	— 1·54	28·92	28·15	+ 3
	Behar (South)	0·99	2·86	— 1·87	24·42	23·88	+ 2
	Do. (North)	0·51	3·13	— 2·62	30·96	27·26	+ 13
North-Western Provinces and Oudh.	North-Western Provinces (East).	0·61	2·49	— 1·88	23·35	20·15	+ 16
	Oudh (South)	1·08	2·31	— 1·23	24·40	20·50	+ 19
	Do. (North)	0·75	2·23	— 1·48	26·60	22·59	+ 18
	North-Western Provinces (Central).	1·21	2·05	— 0·84	15·41	17·92	— 14
	North-Western Provinces (West).	0·77	1·77	— 1·00	12·47	16·40	— 24
	North-Western Provinces (Submontane).	1·34	2·66	— 1·32	32·05	25·24	+ 27
Punjab	Punjab (South)	1·25	0·88	+ 0·37	7·39	8·44	— 12
	Do. (Central)	0·49	1·22	— 0·73	8·72	13·86	— 37
	Do. (Submontane)	2·45	2·23	+ 0·22	15·02	17·08	— 12
	Do. (Hill Districts)	3·55	6·80	— 3·25	46·69	52·45	— 11
	Do. (North-West)	2·05	1·82	+ 0·23	11·13	12·74	— 13
	Do. (West)	1·29	0·00	+ 0·03	4·82	4·88	— 1
Bombay and Malabar Coast Districts (Madras).	Malabar	5·81	3·76	+ 2·05	73·84	78·83	— 6
	Madras (South Central)	1·41	1·03	+ 0·38	18·58	9·05	+105
	Coorg	9·71	5·88	+ 3·83	64·30	66·39	— 3
	Mysore	0·27	0·92	— 0·65	8·35	11·18	— 25
	Konkan	6·89	4·54	+ 2·35	93·76	70·50	+ 33
	Bombay Deccan	1·17	1·61	— 0·44	15·12	18·89	— 20
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	1·30	0·90	+ 0·40	10·39	12·83	— 19
Central Provinces and Berar.	Berar	4·66	1·42	+ 3·24	22·85	19·47	+ 17
	Central Provinces (West)	5·70	2·15	+ 3·55	25·84	24·45	+ 6
	Ditto (Central)	6·63	2·89	+ 3·74	34·71	32·57	+ 7
	Ditto (East)	5·57	3·42	+ 2·15	34·09	31·04	+ 8
Bombay (North)	Guzerat	3·74	2·26	+ 1·48	25·78	23·78	+ 8
	Kattiawar	1·78	1·62	+ 0·16	22·07	18·40	+ 20
	Sind	0·42	0·55	— 0·13	1·14	3·18	— 64
Rajputana and Central India.	Central India (East)	6·08	2·22	+ 3·86	24·25	22·20	+ 9
	Rajputana (East), Central India (West).	3·56	1·53	+ 2·03	18·27	15·15	+ 21
	Rajputana (West)	2·30	1·34	+ 0·96	6·56	7·90	— 17
Madras	East Coast (North)	1·80	1·01	+ 0·79	18·99	14·39	+ 32
	East Coast (North) (a)	3·36	4·66	— 1·30	10·60	18·83	— 12
	Hyderabad (South)	2·37	1·26	+ 1·11	11·73	11·90	— 1
	Madras (Central)	0·60	1·39	— 0·79	10·29	9·10	+ 13
	East Coast (Central)	1·07	1·65	— 0·58	10·21	10·00	+ 2
	Ditto (South)	0·31	1·04	— 0·73	10·60	7·45	+ 42
	Madras (South)	0·13	0·26	— 0·13	4·00	4·00	0

SIMLA, *15th August, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 10th August.*—Rainfall general; good in Ganjam, Vizagapatam, Godavari, Kistna, South Arcot, Tanjore, Nilgiris, South Canara, and Malabar. Crops generally good, but damaged by excessive rain in Vizagapatam and Godavari; affected by insects in parts of Anantapur, Coimbatore, and South Canara, and withering in parts of Tinnevelly. Prices falling in many districts. Labourers employed on last day of week,—on Rushikulya works, 2,747; Gopalpore Canal, 1,183; Ghat Roads, 1,837; drinking-water tanks and wells, 1,905; minor irrigation and other works, 1,089. Returns incomplete. Number on village relief on 3rd August, 93,561; fed in kitchens, 10,163; total, 1,03,724—of whom, 56,358 were children and 32,477 were women. Imports during week by sea and land, 834 tons. General prospects favourable and greatly improved in Ganjam.

Bombay.—*For week ending 14th August.*—Rain during week general; more wanted in parts of Surat, Khandesh, Nasik, Poona, Ahmednagar, Satara, Belgaum, and Dharwar. Young crops suffering for want of moisture in parts of Shikarpur, Ahmednagar, Satara, and Belgaum; damaged by breaches in canals in parts of Hyderabad and by grasshoppers in parts of Ahmedabad. Standing crops otherwise good, except in two talukas of Khandesh. Sowing and transplantation progressing in several districts, but retarded in some for want of sufficient rain. Preparations for late crops progressing in Sholapur. Fodder scarce in parts of Nasik, Poona, Ahmednagar, Belgaum, and Dharwar. Drinking-water scarce in parts of Upper Sind Frontier, Nasik, Ahmednagar, and Dharwar.

Bengal.—*For week ending 13th August.*—The week has been marked by deficient rainfall, and more rain is wanted in many places and specially in Burdwan and Gya. Transplanting of winter rice is proceeding vigorously where there is sufficient water and has not yet suffered for want of rain anywhere. Early rice, jute, sugarcane, and *bhadoi* crops are generally doing well. Jute is being cut and steeped. In the affected tracts of Behar, *bhadoi* crops in the low lands of Durbhanga have been injured by floods, but the extent of damage has not yet been ascertained; in Muzaffarpur the damage done by inundation is more extensive in the Sadr Station, but the outturn of *bhadoi* is expected at over ten annas there. Number of persons receiving gratuitous relief is increasing. In Chumparun the floods are subsiding rapidly and the surviving crops doing well. Persons receiving gratuitous relief number over 1,000. In Bhagulpore prospects improving, but prices still high, being 12 seers 10 chittacks of rice per rupee. 343 persons employed on two relief works here. In Maldah much damage has been done by inundations; but the price of common rice has fallen. Food stock is sufficient everywhere in the Patna and Bhagulpore divisions. Indigo is doing well. At Contai in Midnapore rice sells at Rs. 2-9-3 per maund. Prices of foodgrains are high at Puri and Khurdah; but measures are being taken to provide labour in Chilka tracts and Khurdah. Floods are also reported from Purneah, Bogra, Dacca, and Backergunge.

North-Western Provinces and Oudh.—*For week ending 14th August.*—The weather generally has been favourable for agricultural operations, and the *kharif* is thriving, though more rain is wanted in rice-producing districts. Fodder is abundant. Markets fully supplied, and prices show no great variations.

Punjab.—*For week ending 14th August.*—General rain throughout the Province. Prices rising in Rawalpindi and Shahpur and stationary elsewhere. Ploughings for *rabi* commenced in Jullundur and Sialkot. *Kharif* sowings nearly over. Crops are flourishing. Standing crops are said to be in good condition. More rain wanted in Umballa, Lahore, and Shahpur. Stock cattle

are reported healthy, but suffering from insufficiency of fodder in Hissar. Fodder sufficient, except in Hissar.

Central Provinces.—*For week ending 14th August.*—Rainfall sufficient, except in parts of Jubbulpore. Good rain in Nimar, where there has hitherto been a deficiency. *Kharif* crops thriving and prospects favourable. Fodder sufficient. Prices steady.

Burma.—*For week ending 10th August.*—Heavy and seasonable rain fell throughout Lower Burma, except in Prome. More rain is still much wanted in Prome, North Tharrawaddy, and Toungoo. In the other districts agricultural operations progress favourably and standing crops are in good condition. In Upper Burma the rainfall was fair in Mandalay, Sagaing, Minbu, Yamethin, and Pyinmana districts, and light in Myingyan; elsewhere heavy rain fell. More rain is wanted in Myingyan, Minbu, Meiktila, and Pyinmana. Agricultural operations in Upper Burma progress favourably and the crops promise well, except in districts where the want of rain is felt, and in Bhamo and Shwebo, where damage has been done by insects. The price of paddy has again risen in Rangoon, where Rs. 125 was paid for 100 baskets. There was also a rise of 4 per cent. in Prome; 10 per cent. in Henzada; 3 per cent. in Moulmein; 4 per cent. in Minbu; and 17 per cent. in Meiktila. In Sandoway prices fell 20 per cent. and elsewhere were stationary.

Assam.—*For week ending 14th August.*—Rainfall varies from 0·25 in Khasi Hills to 7·31 in Sylhet. Reaping of early and transplanting of winter rice continue. Prospects of crops generally good, except in Goalpara, Nowgong, and Garo Hills districts, where some injury has been done by floods. Weather rather wet for tea in the Surma valley.

Mysore and Coorg.—*For week ending 14th August.*—Rainfall good in parts of the Shimoga and Hassan districts of Mysore and fair elsewhere. Crops good, except in parts of Kolar and Mysore districts, where more rain is wanted. Sowing and harvesting operations still continue in parts. Prices slightly fallen in Bangalore and risen in the Mysore districts.

Heavy rain in Coorg. Season continues favourable for transplanting paddy.

Berar and Hyderabad.—*For week ending 14th August.*—Rainfall average in Berar. Cotton and *jowari* crops are in good condition. Weeding operations continue. Prices of foodgrains unchanged. Agricultural stock good. Fodder sufficient.

Good rain in Hyderabad during the week. Sowing of *abi* and weeding of *kharif* crops still in progress. Water in tanks insufficient for *abi* and *tabi* crops. Prices stationary.

Central India.—*For week ending 14th August.*—Prospects in Central India, especially in the Bhopawar Agency, are good. Prices of foodgrains in Bundelkhand are falling and prospects of outturn improved. Agricultural operations completed in Goona.

Rajputana.—*For week ending 14th August.*—Rainfall good throughout the Province; heavy in Jhallawar and Abu. Agricultural operations and standing crops satisfactory. Agricultural stock good. Pasturage or fodder sufficient. Prices falling in some places.

Nepal.—*For week ending 8th August.*—Good rain. Weather fair. Winter rice progressing. Prospect of Indian corn generally good.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

EXECUTION OF CONTRACTS.

No. 1142—43.

Extract from the Proceedings of the Government of India in the Home Department (Judicial),—under date Simla, the 16th August, 1889.

Read again—

Home Department Resolution No. 1750, dated the 2nd November 1876, on the subject of the execution of minor contracts and deeds on behalf of the Secretary of State for India in Council.

Read—

A letter from the Government of Bengal, No. $P\frac{C}{4}6$, dated 11th July 1889.

RESOLUTION.

In exercise of the power conferred by the thirty-third and thirty-fourth of Victoria, Chapter fifty-nine, section two, the Governor General in Council is pleased to declare, in extension of the orders contained in the Resolution of the 2nd November 1876, that the undermentioned class of contracts referred to in the twenty-second and twenty-third of Victoria, Chapter forty-one, section two, may be executed as follows in the territories under the administration of the Lieutenant-Governor of Bengal:

Contracts for the supply of articles procured in the local markets for hospitals, lunatic asylums, &c.	By the local Medical Officers in charge of such hospitals, asylums, &c.

ORDER.—Ordered, that this Resolution be communicated to the Government of Bengal for information, and be published in the Supplement to the *Gazette of India.*

[True Extract.]

A. P. MACDONNELL,
Secretary to the Government of India.

DISCIPLINE AND MORAL TRAINING IN SCHOOLS AND COLLEGES IN INDIA.

No. $\frac{6}{371-383}$.

Extract from the Proceedings of the Government of India in the Home Department (Education),—under date Simla, the 17th August, 1889.

Read again—

Home Department letter Nos. 10-382-391, dated 31st December 1887, to all Local Governments and Administrations.

Read replies—

From the Government of Madras, No. 421, dated the 16th July 1889.
From the Government of Bombay, No. 985, dated the 2nd October 1888.
From the Government of Bengal, No. 183, dated the 26th February 1889.
From the Government of the North-Western Provinces and Oudh, No. $\frac{909E.}{111-203-6}$, dated the 18th July 1888.
From the Government of the Punjab, No. 146, dated the 25th July 1888.
From the Chief Commissioner, Central Provinces, No. $\frac{2646}{110}$, dated the 10th May 1888.
From the Chief Commissioner, Burma, No. 659-11E., dated the 26th March 1889.
From the Chief Commissioner, Assam, No. 4815, dated the 31st August 1888.
From the Chief Commissioner, Coorg, No. 931-685, dated the 28th May 1888.
From the Resident at Hyderabad, No. 259G., dated the 30th June 1888.

RESOLUTION.

In the letter addressed by the Home Department to Local Governments and Administrations on 31st December 1887, their attention was drawn to the

growth of tendencies unfavourable to discipline, and favourable to irreverence, in the rising generation in India; and the Governor General in Council formulated for the consideration of Local Governments and Administrations certain suggestions with the object of counteracting these tendencies. The recommendations related both to schools and colleges. For the former it was suggested—

(1) that gymnastics and field exercises should be recognized as part of a regular course of school training, and that a system of marks and prizes for efficiency in gymnastics should be introduced;

(2) that punishments for breaches of discipline should be arranged so as to fall on the offender, and that with this aim the imposition of tasks, deprivation of privileges, a judicious use of the rod in the case of young pupils, and finally expulsion in cases of aggravated and persistent misconduct, are more suitable forms of punishment than fines;

(3) that good conduct registers should be prescribed, extracts from which should be sent to the parents and guardians of the boy at stated intervals with the definite opinion of the head master on his character and behaviour, and that prizes for good conduct should be awarded at the end of each year;

(4) that hostels and boarding houses should be established at the larger schools and colleges in large towns and cities for the accommodation of students whose families are not resident in the place where they are being educated;

(5) that selected boys from the higher classes of schools should be appointed monitors for the purpose of maintaining discipline during, and as far as possible out of, school hours;

(6) that any boy who through want of diligence and attention to study fails to rise to a certain class by the time he has reached a certain age should be required to leave the school;

(7) that inter-school rules, defining the conditions under which pupils should be allowed to pass from one school to another, should be extended to all schools aided or supported by public funds, as a condition of the continuance of such aid; and that the Senates of the Universities should be invited to use their influence to procure the adoption of this system in schools and colleges which do not receive aid from Government;

(8) that the provision of efficient training schools and colleges for teachers should be made a first charge against the educational grant; that the employment of teachers in all schools should be gradually restricted to those who have given satisfaction during a course of training; and that trained head-masters should be introduced from England for definite periods of five to seven years for selected schools; and

(9) that teaching having a direct bearing upon personal conduct should be more generally resorted to. The Government of India, while admitting that this is provided for in some aided schools by religious instruction, and that even in some State schools religious instruction can under well-recognized restrictions be granted out of school hours, considered that this was not sufficient; and it therefore, in concurrence with the Secretary of State, desired that consideration should be given to the proposal of the Education Commission that an attempt should be made to prepare a moral text-book based on the fundamental principles of natural religion.

In regard to methods for encouraging respect for authority in colleges, it was pointed out by the Government of India that an improvement in this matter in schools would naturally reproduce itself in colleges, which students would enter with habits formed and characters developed by the wholesome discipline of the schools. The Governor General in Council, however, pressed that an effort should be made to impart moral instruction in colleges, and with a view to

improving the supervision of Principals and Professors over students in colleges, suggested the adoption of the following regulations:

(a) that weekly meetings should be held by the Principal and the Professors to consider questions of discipline;

(b) that the Principal should have the power of ordering the expulsion or rustication of a student, and of fining him for disorderly conduct; and

(c) that every Professor should have the power of suspending a student for a limited period of time, and of fining him without reference to the Principal.

2. The Government of India has now been placed in possession of the views of Local Governments and Administrations on the foregoing suggestions. There is substantial agreement both among officials and the representatives of the native community as to the existence of the evils which have been indicated. The tendency towards irreverence and disregard of authority has no doubt gone further in some parts of India than it has in others. But most of the conditions which have favoured its growth in the parts of India where it is most prevalent are in a greater or less degree noticeable in other less forward portions of the country; and the Governor General in Council entertains no doubt that remedies are necessary in those places in which the work is at present one of prevention, as well as in those in which it is one of cure. His Excellency in Council thinks that no profit will result from any further discussion as to how far the present state of things is due to defects in the system of education, and how far to forces either independent of, or antagonistic to, that system. The evil is admitted on all hands; and the problem is to find means by which the method of public instruction may be strengthened and improved so as to combat and overcome it. Holding these views, the Governor General in Council considers it matter for congratulation that Local Governments and Administrations and the representatives of the different native communities in India have generally accepted his suggestions with cordiality, and shown, by the earnest attention which they have devoted to the subject, their determination to remove the defects which have been brought to notice

3. In proposing remedies for the evils admitted to exist, many Local Governments and Administrations have felt themselves fettered by the want of funds, and their recommendations are consequently in some cases not so far-reaching as they doubtless would have been if financial difficulties had not interfered. In the matter of expenditure on public instruction in India the Governor General in Council desires to reaffirm the policy laid down in paragraph 17 of the Home Department Resolution No. 199 of 18th June 1888, reviewing Sir Alfred Croft's Report on Education in India, and in accordance with that policy to state that the recommendations which follow, so far as they involve expenditure, should be carried into effect without imposing any additional burden on Provincial finances. Where the funds necessary for the improvements suggested cannot be provided from local sources or private benevolence, they should be obtained by an enhancement of fees or by curtailing and readjusting existing expenditure.

The Government of India recognizes its responsibility to provide, so far as its finances permit, facilities for the education of the people. But in educational as in all other matters it is the policy of the Government of India to avoid entering into competition with private enterprise; it pioneers the way; but having shown the way, it recognizes no responsibility to do for the people what the people can, and ought to, do for themselves. When therefore local effort or private enterprise shows itself able and willing to supply the educational wants of the people in any locality, it is the policy of Government to retire from the field of direct instruction, and to help by reasonable subventions of money the operations of independent institutions. Under this policy, it is the aim of the Government also, wherever there is vitality of private effort, to restrict official action to the maintenance of a few schools in which the system of instruction and discipline shall afford a standard for the emulation of private or aided institutions in the neighbourhood. In pursuance of this policy, the expenditure from Provincial revenues on Government educational institutions should not ordinarily increase in proportion to the total expenditure, but should rather be a constantly diminishing quantity; provided that there is the assurance that the ground abandoned by the Government is occupied by local effort.

4. Proceeding to deal with the suggestions enumerated in paragraph 1, the Governor General in Council observes that in Madras much has been done under the auspices of the Physical Training Association, and measures are under consideration in that Presidency with a view to making it a condition of aid or recognition that the organization of a school satisfies certain prescribed requirements in

regard to a gymnastic course, school drill, and the maintenance of play-grounds. In Bombay a liberal grant-in-aid is to be given to the Bombay Gymnastic Society, which will provide for High schools in that city, while the question of providing for High schools elsewhere in the Presidency is being considered. The Bengal Government engages to provide play-grounds and gymnasia so far as funds admit; and the proposals of the Indian Association that Government should supply gymnastic apparatus to all Government schools, that teachers of athletic sports should be appointed, and that a general competition in athletic sports should be arranged every year in district head-quarters, are receiving consideration at the hands of the Educational authorities. In the North-Western Provinces and Oudh the question of physical education has lately been considered by a Conference of Educational officers; and His Honour the Lieutenant-Governor and Chief Commissioner engages to consider with favour any practical suggestions that may be made. In the Punjab it is intended to prescribe gymnastic courses for primary, middle, and high schools, and to permit boys to present themselves annually for examination in gymnastics, and to receive certificates if successful. Cricket and athletic tournaments, open to Government and aided schools and unaided schools subject to Government inspection, are to be promoted. In the Central Provinces all secondary and many of the primary schools have gymnastic apparatus, and the boys are drilled at all secondary schools. In Burma physical exercise is so congenial to the tastes of the people, that special encouragement is not necessary to stimulate the boys to take part in athletics. In Assam gymnastic apparatus has been provided at most of the High schools; and it is further intended, if funds will admit, to appoint three teachers of gymnastics to visit the High schools in rotation, and to give a capitation allowance for proficiency. In the Hyderabad Assigned Districts gymnasia and teachers of gymnastics have been provided in many schools. The information thus summarized gives satisfactory proof that the Local Governments and Administrations appreciate the value of physical exercises, and are ready and willing to encourage them; and it is believed that much can be done in this direction without incurring any large expenditure. As a corollary to the action already undertaken, or about to be undertaken, to promote physical education, a system of marks and prizes, which no doubt will be largely supplied by private liberality, for proficiency in gymnastics and athletic sports, should be everywhere introduced where gymnasia and play-grounds have been attached to the schools; and the Governor General in Council trusts that Local Governments and Administrations will on suitable opportunities endeavour to make arrangements to carry this suggestion into effect.

5. In indicating its views on the punishment of breaches of school discipline in paragraph 14 of the letter of 31st December 1887, the Governor General in Council left this question to the judgment and discretion of Local Governments and Administrations. At the same time he drew prominent attention to the suitability of corporal punishment as a punishment for boys who have not reached an age when such punishment becomes inappropriate, and where local sentiment is not very pronounced against it. It appears from the replies now received that corporal punishment is generally recognized as suitable in cases of aggravated misconduct. The prevailing opinion also is strongly against the abolition of the system of fining, which is defended as being helpful towards securing punctual attendance. His Excellency in Council accepts the general opinion on both points, and desires that effect should be given to it. Without desiring that a code of offences and punishments should be drawn up to which every breach of discipline should be directly reducible, His Excellency in Council considers that punishments in schools and colleges should take such forms as loss of position in the class, impositions, exclusion from lessons, suspension from attendance, money fines, corporal punishment, and, as a final resource, expulsion. It will be for the various Local Governments and Administrations acting through their Educational Departments to lay down for the guidance of masters such rules as may be considered desirable to enforce a discreet use of the different forms of punishment.

6. The suggestion for the maintenance of good conduct registers has been generally well received. The Bengal, North-Western Provinces and Oudh, and Central Provinces Governments agree to the introduction of such registers in the manner proposed in the Home Department circular letter. In Bombay the experiment is to be tried under selected head-masters. In Burma registers are to be opened in all Government schools; in time they may be prescribed in aided schools, but in this Province it seems premature to insist on this at present. In Assam a start has already been made in keeping good conduct registers, in giving prizes for good conduct, and in making every boy appear periodically before the head-master; and the system is to be further extended. In the Punjab the authorities are opposed to opening good conduct registers, and to giving prizes for good conduct; but they propose to attain the objects in view by directing that certificates are to be given for good conduct, and that serious cases of bad conduct are to be reported to the parent or guardian of the offender. The Government of Madras is adverse to the system on the ground that the moral defects of students and of schoolboys are not such as can be marked by registers of conduct, and deprecates the suggestion that attention should be given to good conduct registers in selecting candidates for the public service on the ground that it would be cruel and unjust to place on permanent record the faults committed in early youth. While admitting that there is force in the last objection, the Governor General in Council considers that it may be met by head-masters refusing extracts of the earlier entries in the registers which would produce an unfair impression of the pupil's real character, or adding such remarks as would prevent their having this effect. Generally speaking, extracts from these registers of conduct, although not conclusive as to a boy's conduct except during school hours, will obviously afford more useful information to employers to whom he offers his services than the certificates of character now generally given; and from this point of view they will probably not be without their use to Government officers in selecting candidates for the public service. His Excellency in Council therefore trusts that the Governments of Madras and the Punjab will follow the example of other Provinces by introducing a system of good conduct registers.

7. The advantages of well-conducted boarding houses attached to the higher schools and colleges for students who do not live with relations or friends, at which the example and personal influence of their teachers can be brought to bear upon the students out of school hours, are generally recognized. The obstacle which has generally prevented the extension of the system is the expense which it involves. The Madras Government would be glad to see the experiment tried by private agency, but considers its success too doubtful to justify the expenditure on it of public funds. In Bombay provision will be made at the few Government colleges that exist for the enforcement of stricter discipline and for the residence at or near the college of the Principal or a Professor. The further extension of the residential system will be left to private liberality. The establishment of hostels is an essential part of the educational policy of the Governments of Bengal and Assam, where funds are available; and the public has occasionally contributed towards such foundations. In the North-Western Provinces and Oudh every district school and college has a boarding house attached to it, and they are all full. Sir Auckland Colvin is not in favour of the extension of the system to schools at the head-quarters of tahsils, because he is not satisfied that they would be properly supervised. In the Punjab the boarding house system is very widely extended; and the Lieutenant-Governor contemplates authorizing local bodies to require that out-students attending a school to which a boarding house is attached should live in it provided there is accommodation, unless they are living with relatives or friends of their parents or guardians and are considered by the head-master to be under healthy influences. In the Central Provinces local bodies will be requested to improve or enlarge existing boarding houses where the accommodation is bad or insufficient. In Berar several boarding houses with accommodation for resident masters have been established, and it is proposed to increase their number. The Governor General in Council recognizes the willingness of Local Governments and Administrations to do what is required in the provision of boarding houses. The State already bears a disproportionate share of the expenditure on high education; and the obligation of providing boarding houses where they do not exist is one which Local Governments and Administrations

are naturally loth to accept. It is an appropriate object for private liberality, which should be encouraged to regard it as worthy of its benefactions.

8. It was admitted in the Home Department letter of 31st December 1887 that the monitorial system cannot be as effectual an aid to discipline in India, where schools are mostly day schools, as it is in England. At the same time His Excellency in Council believes that the adoption of rules, such as the Elphinstone High School Rules referred to in paragraph 17 of the letter, will be found productive of advantage. The essence of these rules is the independent power of punishment given to Prefects, which is thus referred to by Mr. Jacob, who introduced the system into the Elphinstone High School:

"It is the delegation of this disciplinary power to the Prefects that emphat-"ically marks the trust reposed in them, and brings them, to look upon the "reputation and prosperity of the school as partly committed to their keeping. "If you withhold this power, and require the Prefects not to preserve discipline "but merely to report breaches of it to the masters, you reduce the Prefects to "the position of mere tale-bearers. Self-government becomes government by "espionage, and with a decided tendency to develop nothing but ignoble traits "of character in those who are allowed to play no higher part in it than that "of menials."

In Bombay the Elphinstone Rules are to be circulated, and an attempt made to introduce the system in High schools generally. In Bengal the monitorial system will be tried in hostels and subsequently extended, if successful. In the North-Western Provinces and Oudh and in Assam it will be tried in selected schools. In the Punjab, the Central Provinces, and Berar the system is recognized already, especially in the Punjab: it is to be extended in the Central Provinces and Berar. On the whole, the Government of India is satisfied with the manner in which Local Governments and Administrations have accepted its suggestion on this matter. Time will show whether the system is well-suited to Indian boys, and with the improvement of the quality of teachers it will be possible to extend it generally, if it is found to succeed in the better schools.

9. On the proposal to enforce the exclusion from school of boys who do not reach a certain class by a certain age the general opinion is, that a rigid application of a rule of this nature would involve the risk of injury to classes of society whose backwardness requires encouragement. The Governor General in Council recognizes the force of this argument; and as he thinks that there is not the same objection to big and small boys being associated together at day schools as there is at boarding schools, His Excellency in Council is content to leave the matter to Local Governments and Administrations, on the understanding that the recommendation in paragraph 18 of the letter of 31st December 1887 will not be lost sight of.

10. The question of inter-school rules is one of great importance in the interests of discipline, and rules on the subject are already in force in nearly every Province. The points which it is essential to secure are, that, without the consent of the Educational authorities, a boy shall not be taken into a school who has been dismissed from another school for misconduct; that failure to pay his school fees in his former school shall debar a boy from admission to another school, except under similar consent of the Educational authorities; and that, if received into another school, a boy shall not be placed in a higher class than the class he was in before leaving the other school, except at the beginning of a new term. The rules on the last point should only be applicable to schools of the same grade: those on the first and second points would be generally applicable to schools of all grades.

The rules in the Madras and Bombay Presidencies are too exclusively directed towards the second of these objects. Those in Bengal and the North-Western Provinces and Oudh seem to give more or less effect to the three essentials; but the point of dismissal for misconduct might be brought into greater prominence even in these Provinces. In the Punjab rules have been prepared which apply to all Government and aided schools; but it is not proposed to ask the University to co-operate on the ground that the number of unaided schools and colleges in the Province is very small. In the Central Provinces there are no inter-school rules at present, and it is proposed to introduce simple rules

to apply to schools in the same town. This limitation, however, seems calculated to diminish the effect of the rules, and should be reconsidered by the Chief Commissioner. The rules in Burma apply to all Government schools and aided schools of the advanced kind. They are defective in that they contain no reference to conduct. Revised rules are being issued in Assam, which, if acted upon by the managers of unaided schools, will go far to meet the objects which the Government of India has in view.

The Governor General in Council considers that it is desirable to remodel the rules of other Provinces on the basis of the rules in force in Bengal and the North-Western Provinces and Oudh (which are printed as an Appendix to this Resolution). The Education Department can enforce such rules in all Government colleges and schools, and their adoption can be made a condition of a grant-in-aid from Government; but it is equally essential that they should be adopted in unaided institutions. The only effectual way of securing this is to invite the co-operation of the University; as has been done in the North-Western Provinces. When the Provincial rules have been revised and determined, the Universities should be invited to assist towards securing their adoption in unaided institutions by denying affiliation to such as do not adopt them; and the Governor General in Council earnestly trusts that, when invited, the Universities will throw the weight of their great influence into the scale of order and discipline.

11. In the opinion of the Governor General in Council the provision of efficient training schools and colleges for teachers is one of the most effective means available to Government for improving discipline and counteracting the tendency to irreverence and contempt of authority; and he has accordingly considered with special attention the opinions which the various local authorities have expressed upon this important subject.

In Madras there are at present arrangements for training in the Government and public normal schools about one-third of the teachers required for colleges and secondary schools and three-quarters of those required for primary education. The quality of the training, however, needs improvement; and this question, as well as that of extending the training system so as to provide teachers for all schools, is engaging the attention of the Madras Government. The University also holds an examination for the degree of Licentiate in teaching. The Bombay Government is ready to provide an adequate supply of training schools for primary institutions, but considers that the cost of training colleges for preparing masters for high and secondary schools would be prohibitive, and that the need for such institutions is not great. It admits, however, that teachers are now appointed to schools without any real knowledge of the art of teaching, and proposes to establish normal classes at the large high schools and to compel candidates for service in the Department to attend them. The Bengal Government, on the ground that the education of teachers is costly and that the educational grant is insufficient to adequately provide for elementary and technical education, states that there is no present prospect of funds being available for the general introduction of a system of training teachers for their profession in special institutions. His Honour the Lieutenant-Governor believes that training in the art of teaching should be given in addition to, and not as a substitute for, the education of the University; and urges that there is no want of masters trained in the usual English method at the University, and that it is on this ground and on the ground of expense undesirable to import English masters for definite periods. His Honour is prepared, should the Government of India wish it, to start one training school at a cost of about Rs. 10,000 a year for English teachers at high and middle schools, Government or aided. Sir Steuart Bayley also expresses himself in favour of a system of granting certificates in the art of teaching in preference to an extension of normal schools; the possession of such certificates to be made a condition of employment in Government and aided schools. In the North-Western Provinces and Oudh considerable attention has been devoted to the training of masters, and a normal school for teachers in primary and middle institutions is located at the head-quarters of each division. It is found, however, that present arrangements do not adequately provide for the training of masters for the higher

class of schools, and it is proposed to establish a central institution for this purpose. In the Punjab there is a central training college at Lahore for masters in secondary schools. No one can be employed in any board school, whether secondary or primary, who does not hold a teacher's certificate. The amount of grants to aided schools is to a certain extent dependent on their having certificated teachers. In the Central Provinces sufficient provision for training vernacular teachers is said to exist. The Anglo-Vernacular teachers are supplied by the colleges. The Chief Commissioner is in favour of establishing normal classes for Anglo-Vernacular masters and arranging for examination for certificates in teaching, and he has under consideration suggestions for the improvement of the normal schools at Jabalpur and Nagpur. In Burma, where education has a strong religious character, adequate arrangements for training masters for primary schools exist; and the Chief Commissioner is working out a scheme for attaching to existing schools departments for the training of middle class teachers. The supply of trained teachers for secondary schools in Assam must be procured by indenting on normal schools in Bengal when established, or by sending teachers from Assam for training in those schools. In Berar arrangements have been made for training teachers for primary schools; but the secondary schools are not numerous enough to justify a special training institution, and masters for these schools are procured from Bombay colleges and high schools.

12. The Governor General in Council desires to give emphatic expression to his view, that it is of little use to spend money on schools if the teachers are either inefficient or unable to maintain discipline or a healthy moral tone in their schools. The chief qualifications required in a schoolmaster are capacity to maintain discipline, and capacity to convey instruction. The first of these qualifications implies firmness and ability to govern, the capacity of inspiring enthusiasm in his pupils and securing their co-operation, and earnestness, sympathy, and insight into character. In the opinion of the Governor General in Council the possession of these qualities cannot be tested merely by an examination such as is suggested by the Government of Bengal. The capacity to convey instruction comes more within the range of an examiner's power to test. But this is the lower of the two sets of qualifications which go to make up the model schoolmaster; and an examination is an admittedly inferior way of ascertaining a teacher's ability to convey instruction, his ability to simplify a subject, or his skill to fix the attention and draw out the intelligence of his class. For these reasons the Governor General in Council considers it impossible to secure good instructors without such a process of selection and preparation as normal school training gives, and is unable to regard the adoption of examination in the art of teaching as an adequate substitute for good normal schools. His Excellency in Council therefore deems it essential that each Local Government should accept the responsibility of providing means for training teachers for each grade of schools—primary, middle, and high—as a first charge on the Educational grant. Should any Local Government find itself unable to provide the requisite system of training from the funds already available, it should arrange either to increase its funds from local sources or, following the recommendation of the Education Commission in paragraph 543 of its Report, to throw more largely on private enterprise the duty of providing higher education, and thereby set free the money required for training institutions. The proposal to attach normal classes to the larger High schools, though not as satisfactory as the establishment of training schools themselves, is nevertheless worthy of consideration, if it be arranged that such classes shall be attached to those High schools only which are under the care of specially selected and competent masters. As the number of good teachers educated at training institutions increases, it should gradually be made a condition that no uncertificated teacher should be appointed to a Government aided school or college; and the Universities should be invited to make the employment of certificated teachers in unaided schools and colleges a condition of affiliation. Until the supply of training institutions is fully developed, local arrangements should be made whereby provisional certificates of competency to teachers possessing certain educational qualifications may be granted after a sufficient period of probation has been passed, subject to confirmation by the Government Inspector.

13. In the opinion of the Governor General in Council the suggestion (which chiefly affects the larger Provinces) contained in paragraph 11 of the letter of 31st December 1887, that trained head-masters should be engaged from England for a definite period of five to seven years in order to introduce and establish a standard of discipline for the emulation of other schools, is deserving of careful attention. The Madras Government thinks that the teaching staff at colleges should be leavened by a larger proportion of English teachers, who have paid special attention to the art of teaching; and, at its request, the Secretary of State will be invited in selecting graduates for educational appointments in India to insist on their possessing experience in teaching. In the North-Western Provinces and Oudh the question of employing European masters for a few of the leading schools for limited periods is, the Government of India is pleased to learn, under consideration. The Governor General in Council is convinced of the valuable stimulus that the example of good teachers from England would give to schools; and he would be glad if the Bombay, Bengal, and Punjab Governments could see their way to giving the proposal their further consideration.

14. There remains the question of the extension of a system of teaching which has a direct bearing upon personal conduct, and whether an attempt to effect this extension should be made by prescribing moral text-books for schools and colleges.

Having given this important question its fullest consideration, the Government of India is satisfied that the end in view would not be attained by prescribing for use in colleges and schools a treatise on ethics or a book of didactic instruction in the rules and principles of conduct. It believes that the careful selection and training of teachers provide the most effectual method of establishing a good moral tone in a school; but it also considers that the influence of the teacher may be greatly strengthened and the interests of morality promoted by the use in schools of text-books having a direct bearing on conduct, either by means of precept or example. The Government of India understands that this view has commended itself to the Syndicate of the Calcutta University, under whose auspices Mr. Tawney, Principal of the Presidency College, has been engaged to prepare a book of selections for the use of candidates for matriculation. The instructions laid down for Mr. Tawney's guidance in preparing this book are, first, that at least three-fourths of the book shall consist of prose taken from authors of the present century; second, that at least one-half of the prose portion shall consist of extracts having a direct bearing on conduct, either by way of precept or example; and third, that a similar principle shall be as far as possible kept in view in the poetical selections. Thus, the Calcutta University has already taken steps to give effect to what, in the opinion of the Government of India, is the most practical way of introducing moral training into the highest class of Indian schools, and furnishing teachers with the opportunity of imparting instruction in morality and in the principles of natural religion to their pupils. All that remains now to be done, in Bengal at all events, is to supplement this action of the University by providing for the lower grades of schools, and for each class in those grades suitable text-books compiled on similar lines. Similar action in other Provinces is equally called for; and accordingly the Governor General in Council desires that each Local Government and Administration should take this matter at once in hand; and either by the appointment of a Committee or by employing selected individuals, who need not necessarily be officials, or by the offer of suitable prizes, effect a revision of the existing Readers in the direction indicated above, or where necessary procure for use in schools an entirely new set of books compiled on these principles. His Excellency in Council will be glad to learn from time to time the progress made in each Province in this undertaking.

15. The suggestions enumerated in paragraph 1 of this Resolution, for the improvement of discipline in colleges, have received favourable consideration by Local Governments and Administrations. In Bombay and the Central Provinces the rule as to weekly meetings of college councils will be adopted. In Bengal and the North-Western Provinces and Oudh the rule is considered unnecessary; and in the Punjab fortnightly meetings have been prescribed. The rule empowering a Principal to expel, rusticate, or fine a scholar is accepted everywhere. The rule giving power to a Professor to suspend a student for a limited time, or to fine him without reference to the Principal, is accepted by Bombay, Bengal, and the Central Provinces.

In the Punjab it is definitely restricted to students of the Professor's own class; and it is understood that this limitation is also contemplated in the three Provinces just mentioned. The Governments of Madras and the North-Western Provinces and Oudh favour the autocracy of the Principal in matters of discipline. The Government of India is content with the measure of acceptance which its suggestions as to colleges have met, and does not wish to press them further on the Governments which have not found themselves able to adopt them.

ORDER.—Ordered, that a copy of the above Resolution be forwarded to all Local Governments and Administrations for information and guidance; and to the Foreign and Public Works Departments for information and such action as may be considered necessary in regard to Educational institutions under the control of those Departments.

Ordered also, that the Resolution be published in the Supplement to the *Gazette of India*.

[True Extract.]

A. P. MACDONNELL,
Secretary to the Government of India.

APPENDIX.

Inter-School Rules in force in Bengal and the North-Western Provinces and Oudh.

Bengal.—I.—A boy, before he is admitted to a high school, shall be required to produce a certificate from the head-master of the last school in which he was reading. Whenever possible, a parent or guardian should accompany the boy; in other cases he should provide the boy with a letter of application.

II.—The certificate shall run as follows:

"CERTIFIED that —— was in the —— class of the —— school and leaves with a character. All sums due by him to this school have been paid."

III.—The certificate is to be given upon the day in which it is asked for, and it is not the business of the head-master to inquire why the boy wishes to leave his school.

IV.—A boy coming for admission shall not be placed in a higher class than that in which he was in the school he has left (no class lower than the fifth being considered): thus, a boy of the fifth class of one school may not be admitted into the fourth class of another school, but a boy of the sixth class may be admitted into the fifth class without an infringement of this rule.

N.B.—To promote a newly-admitted boy, except it be after the regular annual examination of the school, is a breach of this rule. By the "regular annual examination" is to be understood the examination held towards the close of the school-year, when the Entrance test-examination is generally held.

V.—The fact of a boy appearing for admission without having undergone the annual examination of his old school must be regarded, unless the reverse is certified to by his former head-master, as sufficient evidence of his not having been fit for promotion; he should therefore be admitted into the class in which he had been reading in the other school.

VI.—Every case in which a boy is dismissed or expelled should be notified at once to the Inspector of Schools.

VII.—If a boy's name be struck off for non-payment of dues, he shall not receive a certificate until all sums due to the school have been paid.

VIII.—If a boy leaves the school after having failed at the examination of his class, a note to that effect shall be entered in the certificate granted to him by the head-master.

IX.—All questions arising between one head-master and another respecting the enforcement of these rules shall be referred to the Inspector of Schools with all convenient speed.

X.—If a boy be found producing a false certificate, or making a false statement as to his attendance at any school, he shall be expelled or, at the discretion of the Inspector, be publicly degraded for that year to the class below that in which he is.

XI.—Wilful transgression of any of the foregoing rules will render a school liable to forfeit the right to send up candidates for junior scholarships.

North-Western Provinces and Oudh.—The rules in force are to the following effect:

That a boy on admission to a secondary English School, Government or aided, shall, except for some sufficient reason to the contrary, remain at the same school till the end of the school year, and that, if obliged to leave within that time, he shall receive a certificate showing what stage of education he has attained, and what character he bore; that if he leaves at the end of the school year, the master shall give him a written certificate showing whether he has passed or failed at the final examination; that the grant of any certificate shall be made conditional on his having paid all sums due by him to the school he is leaving, and that he shall not be admitted to another school except on the production of one of the above certificates. He will not be placed in a higher class in his new, unless he has passed the final examination at his previous school, and will not receive promotion within three months of his admission.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XVI. OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Week ending 21st July, 1888. Total mean length open.	Week ending 21st July, 1888. Receipts. Total.	Week ending 21st July, 1888. Receipts. Per mile open.	Week ending 20th July, 1889. Total mean length open.	Week ending 20th July, 1889. Receipts. Total.	Week ending 20th July, 1889. Receipts. Per mile open.	Total Receipts from 1st April to 21st July, 1888. Total.	Total Receipts from 1st April to 21st July, 1888. Per mile open per week.	Total Receipts from 1st April to 20th July, 1889. Total.	Total Receipts from 1st April to 20th July, 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State Lines worked by Companies.												
3rd August, 1889	East Indian	1,514	7,51,688	497	1,514	7,57,255	500	1,39,92,229	578	1,42,56,029	589	2,63,800	...
3rd ditto	Patna-Gya	57	7,125	125	57	7,790	136	1,33,150	145	1,36,345	149	3,195	...
3rd ditto	Dildárnagar-Gházipur	12	644	54	12	764	64	17,804	93	15,668	82	...	2,136
.....	Sindia	75	7,718	103	...	(a)	...	1,29,291	108	(a)	...	...	1,29,291
27th July, 1889	Rajputana-Malwa	1,664	2,26,509	136	1,664	2,62,000	157	60,99,300	229	68,73,197	260	7,73,897	...
27th ditto	Bengal-Nágpur (b)	186	17,348	93	305	(c) 21,526	71	5,71,149	192	(c) 6,67,966	141	96,817	...
27th ditto	Southern Mahratta (d)	850	71,483	84	857	70,164	82	12,72,672	94	13,98,831	102	1,26,159	...
27th ditto	Do. Mysore Section	140	9,705	69	219	12,105	55	1,66,083	74	2,24,113	64	58,030	...
20th ditto	Indian Midland	136	9,213	68	668	(e) 47,454	71	2,55,649	117	(e) 9,29,769	95	6,74,120	...
20th ditto	Villupuram-Dharmaveram (Nellore Branch)	83	3,483	42	83	4,624	56	79,844	60	78,668	60	...	1,176
20th ditto	Bareilly-Pilibhit	36	1,526	42	36	1,633	45	25,521	·47	33,015	61	7,494	...
	TOTAL	4,753	11,06,442	233	5,415	11,85,315	219	2,27,42,692	299	2,46,13,601	290	18,70,909	...
	State Lines worked by Government.												
27th July, 1889	North Western (f)	2,411	3,82,663	159	2,386	4,76,455	200	75,92,767	197	85,03,984	225	9,11,217	...
27th ditto	Oudh and Rohilkhand	692	96,807	140	692	1,35,591	196	24,09,874	217	26,69,707	241	2,59,833	...
20th ditto	Bengal Central	125	9,970	80	125	12,420	99	1,93,441	97	2,20,596	110	27,155	...
27th ditto	Wardha Coal	45	13,564	301	45	13,934	310	2,34,200	325	2,70,767	379	36,567	...
20th ditto	Eastern Bengal Railways	673	1,28,711	191	747	1,53,280	205	23,43,847	218	25,52,433	232	2,08,586	...
3rd August, 1889	Nalhâti	27	1,405	54	27	1,471	54	31,076	76	30,404	74	...	672
3rd ditto	Tirhoot	259	24,928	96	273	37,437	137	5,77,058	149	6,21,135	152	43,477	...
27th July, 1889	Lucknow-Sitapur-Sihrámau	105	3,440	33	105	6,217	59	85,668	51	1,12,989	67	27,321	...
20th ditto	Jorhát	25	1,594	64	25	1,207	48	17,339	38	18,124	38	785	...
20th ditto	Cherra-Companyganj	...	(g)	...	2	118	16	1,140	20	1,560	13	420	...
20th ditto	Burma	392	43,126	110	5[illegible]	66,887	121	9,70,125	161	15,01,038	171	5,30,913	...
	TOTAL	4,754	7,06,268	149	4,985	9,05,017	182	1,44,57,135	190	1,65,02,737	211	20,45,602	...
	Lines worked by Guaranteed Companies.												
27th July, 1889	Madras	840	1,54,898	184	840	1,68,350	200	26,29,975	196	29,16,379	219	2,86,404	...
20th ditto	South Indian	654	1,01,300	155	654	1,06,793	163	17,57,589	168	18,64,545	180	1,06,956	...
27th ditto	Great Indian Peninsula	1,497	(h) 5,09,945	341	1,440	(i) 4,06,235	282	1,52,11,057 (h)	633	1,18,88,093 (i)	519	...	33,22,964
27th ditto	Bombay, Baroda and Central India (j)	461	1,34,890	293	461	1,43,000	310	43,74,889	593	45,34,639	620	1,59,750	...
	TOTAL	3,452	9,01,093	261	3,395	8,24,378	243	2,39,73,510	434	2,12,03,656	394	...	27,69,854
GRAND TOTAL (GUARANTEED AND STATE)		12,959	27,13,803	209	13,795	29,14,710	211	6,11,73,337	295	6,23,19,994	287	11,46,657	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	3,06,88,956	148	3,11,55,742	143	4,66,786	...
	NET RECEIPTS	...	...	...	...	...	...	3,04,84,381	147	3,11,64,252	144	6,79,871	...
	Assisted Companies.												
3rd August, 1889	Tárakeshwar	22	6,397	291	22	4,802	218	99,649	280	98,433	276	...	1,216
13th July, 1889	Dibru-Sadiya	...	...	...	...	(k)	...	(l) 1,26,977	109	(m) 1,44,822	124	17,845	...
3rd August, 1889	Bengal and North-Western	376	33,130	88	376	42,520	113	8,78,803	146	9,21,351	155	42,548	...
20th July, 1889	Rohilkhand-Kumaun	67	6,646	99	67	7,623	114	1,20,936	120	1,31,462	131	10,526	...
	TOTAL	465	46,173	99	465	54,945	118	12,26,365	141	12,96,068	151	69,703	...
	Native States.												
27th July, 1889	His Highness the Nizam's Guaranteed Company	277	25,616	92	354	38,536	109	4,75,348	107	6,58,041	117	1,82,693	...
27th ditto	His Highness the Gaekwar's	59	1,602	27	59	2,210	38	49,000	52	45,969	49	...	3,031
27th ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	663	32	27	1,100	40	16,342	49	19,915	47	3,573	...
27th ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	11,376	59	260	13,170	51	3,56,182	115	4,89,260	119	1,33,078	...
27th ditto	Morvi	68	2,368	35	68	2,227	33	67,780	62	74,665	69	6,885	...
27th ditto	Jodhpore	124	5,651	46	124	5,800	47	1,27,701	64	1,10,092	59	...	11,609
	TOTAL	742	47,276	64	892	63,043	71	10,92,353	92	14,03,942	99	3,11,589	...

(a) Included with the Indian Midland Railway.
(b) Includes the Katni-Umaria Branch.
(c) Includes Sanctoria Coal Section of the Bengal-Nágpur Railway.
(d) Includes the Bellary-Kistna State Railway.
(e) Includes the Sindia and Bhopal-Itarsi State Railways.
(f) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(g) Traffic stopped on account of breach of line.
(h) Includes the Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itarsi State Railways.
(i) Includes the Dhond-Manmád, Khámgaon, and Amráoti State
(j) Includes the Patri Branch.
(k) Return not received.
(l) Total receipts from 1st April to 14th July, 1888.
(m) Total receipts from 1st April to 13th July, 1889.

M. C. BRACKENBURY, *Major, R*
Under Secre

SIMLA, *15th August, 1889.*

Printed and published for the GOVERNMENT OF INDIA at the GOVERNMENT CENTRAL PRESS, Simla.

SUPPLEMENT TO

The Gazette of India.

No. 34.] CALCUTTA, SATURDAY, AUGUST 24, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

REPORT UPON THE OPERATIONS OF THE CURRENCY DEPARTMENT FOR THE YEAR 1888-89.

No. 131, dated Calcutta, the 9th August 1889.

From—The Head Commissioner of Paper Currency, Calcutta,

To—The Secretary to the Government of India, Department of Finance and Commerce.

I have the honour to submit the report upon the operations of the Currency Department for the year 1888-89.

Arrangements of Subjects.

PARAS.

2. OFFICERS IN CHARGE.
3. ACCOUNTS AND AUDIT.
4. CIRCULATION.
13. ANALYSIS OF CIRCULATION.
14. THE RESERVE—
16. The Investment.
18. Profits of Circulation.

TRANSACTIONS WITH THE PUBLIC—

19. Issue and Receipt of Notes.
22. Encashment of Foreign Notes.
26. Issue and Receipt of Coin.
27. State of the Coinage.
31. Exchange of small Coin.
32. Receipts and Coinage of Bullion.
35. Transactions at Agencies.
37. CLAIMS ON LOST NOTES.
38. FRAUD AND FORGERY.

PARAS.

44. REMITTANCES OF SILVER.
45. TREASURY STATISTICS.
50. RECEIPTS AND EXPENDITURE.

Prescribed Statements.

No. I.—Statistics of Circulation during 1888-89.
" II.—Statement of Notes issued, received and cancelled during 1888-89.
" III.—Statement of Receipts and Expenditure.
" IV.—Classification of Treasuries according to encashment of Notes.
" V.—Statistics of Treasury and other Balances on December 31st, 1888.

Other Statements.

No. VI.—Issues and Receipts of Home Notes.
" VII.—Issues and Receipts of Coin.
" VIII.—Value of Notes in circulation from 1862.
" IX.—Details of ditto ditto 1877.

OFFICERS IN CHARGE.

2. Mr. E. Gay was Head Commissioner up to 10th October and again from 29th October to 31st March 1889. Mr. C. R. Kiernander was in charge

from 11th to 21st October 1888, and Mr. E. T. Atkinson acted from 22nd to 29th October 1888. The other circle offices were in charge of the officers mentioned below:—

Madras . . { Mr. H. F. Clogstoun, from 1st to 10th April 1888.
„ W. Donald, from 11th to 13th April 1888.
„ E. W. Kellner „ 14th April to 3rd December 1888.
„ T. W. Rawlins „ 4th December 1888 to 31st March 1889.

Bombay . . { Mr. A. C. Tupp, from 1st April to 14th May 1888.
„ S. Jacob „ 15th May to 31st March 1889.

Rangoon . . { Mr. T. H. Biggs, from 1st April 1888 to 18th January 1889, and again from 31st January to 31st March 1889.
„ F. J. Atkinson, from 19th to 30th January 1889.

ACCOUNTS AND AUDIT.

3. The monthly audit of the accounts has been duly reported for each office to the Comptroller General, and special audits have also been made of Rangoon and Allahabad for the year 1888 by the Deputy Auditors General, and Madras for 1886-87 and 1887-88; also Calicut for October 1887 to September 1888 by an Assistant Accountant General.

CIRCULATION.

4. The following figures show the state of the net circulation:—

	Gross Circulation.	Retired by other Offices.	Net Circulation.
1st April 1888 . .	16,78,60,015	36,16,220	16,42,43,795
31st March 1889 . .	15,99,96,270	26,18,135	15,73,78,135

As explained in previous reports, a note is in "Gross Circulation," when it is not yet returned to the original office of issue; but if it has meantime been paid off by another office of issue, and is held by it pending return to the original office of issue, then it has ceased to be in "Net Circulation," though it is still part of the "Gross Circulation."

5. The details of the net circulation of March 1889 are as follows:—

	Number of Notes for Rupees.								Total.	
	5	10	20	50	100	500	1,000	10,000	Pieces.	Value.
Calcutta . . .	99,403	1,844,837	68,853	51,831	133,661	15,800	17,547	498	2,232,430	6,67,07,095
Allahabad . . .	11,808	29,277	16,632	11,696	14,667	2,040	2,731	10	88,861	65,86,950
Lahore . . .	12,566	41,902	25,174	17,102	20,236	3,541	3,270	61	122,852	85,14,580
Bombay . . .	242,575	694,483	99,235	65,126	79,243	5,950	14,859	1,117	1,202,588	5,08,27,005
Kurrachee . . .	3,416	35,849	12,943	5,908	7,118	661	1,036	114	66,445	41,18,180
Madras . . .	39,315	111,131	31,310	25,526	98,566	4,132	1,416	61	311,457	1,71,58,985
Calicut . . .	9,009	9,037	3,740	2,714	4,396	122	53	24	29,095	11,39,515
Rangoon . . .	11,571	16,147	6,755	4,308	6,431	716	615	64	46,607	28,25,925
Total for 31st March 1889 . . .	429,663	2,782,663	264,642	183,611	364,318	32,962	40,527	1,949	4,100,335	15,73,78,135
Total for 31st March 1888 . . .	450,727	2,671,031	275,045	194,803	372,933	35,915	41,818	2,297	4,044,569	16,42,43,795
Total for 31st March 1887 . . .	464,635	2,385,881	262,169	175,084	327,418	31,386	36,054	1,410	3,684,037	13,87,68,365

6. It will be observed that there is a decrease in the net circulation during the year of more than 68 lakhs, as explained hereafter in paragraph 11, but it was still higher than in March 1887.

7. The average value of each note in circulation on the last day of the year, compared with the past two years, was—

	1886-87.	1887-88.	1888-89.		1886-87.	1887-88.	1888-89.
Calcutta Circle .	29	30	30	Kurrachee Circle .	87	88	62
Allahabad „ .	68	93	74	Madras „ .	68	61	55
Lahore „ .	65	62	69	Calicut „ .	35	27	39
Bombay „ .	36	44	42	Rangoon „ .	74	86	61

8. The chief variations are in the Allahabad, Kurrachee and Calicut Sub-Circles, and arise mainly from the Banks holding more or less ten thousand-rupee notes, probably for reserve or remittance.

9. The variations in the net circulation of each circle are shown in the following table, omitting 000—

Last day of	Calcutta.	Allahabad.	Lahore.	Bombay.	Kurrachee.	Madras.	Calicut.	Rangoon.	Total.
	R	R	R	R	R	R	R	R	R
March 1888 . .	6,44,77	90,46	82,20	5,33,37	48,54	1,97,99	7,85	37,26	16,42,44
April „ . .	6,40,53	68,33	87,99	5,50,87	49,89	2,18,21	9,93	28,28	16,54,03
May „ . .	6,99,59	89,96	92,37	5,37,87	49,64	1,93,42	9,66	30,03	17,02,54
June „ . .	7,21,89	99,14	82,33	5,98,32	42,98	1,76,85	11,25	36,15	17,68,91
July „ . .	6,62,07	1,11,24	87,95	6,86,83	39,07	1,70,68	15,45	32,24	18,05,53
August „ . .	6,09,19	88,98	95,80	7,05,98	36,65	1,72,62	15,75	44,20	17,69,17
September „ . .	6,14,68	83,47	82,96	6,57,76	39,23	1,68,39	12,21	35,39	16,94,09
October „ . .	6,81,68	82,18	91,05	5,60,33	38,67	1,67,89	10,17	41,66	16,73,63
November „ . .	6,59,54	79,45	80,38	4,43,92	34,66	1,91,01	9,77	51,71	15,50,44
December „ . .	6,54,69	95,49	81,24	4,01,70	33,87	1,94,02	10,12	44,10	15,15,23
January 1889 . .	6,57,89	74,96	79,11	4,40,92	36,63	1,87,61	9,26	41,24	15,27,62
February „ . .	6,60,47	69,69	78,39	4,15,95	39,41	1,81,67	9,85	27,55	14,82,98
March „ . .	6,67,07	65,87	85,15	5,03,27	41,18	1,71,59	11,39	28,26	15,73,78
Average of last 12 figures .	6,60,78	84,06	85,39	5,41,98	40,16	1,82,83	11,23	36,73	16,43,16
„ of 1887-88 . .	6,21,18	88,36	91,59	5,17,61	47,59	1,80,21	11,46	58,23	16,16,23
„ of 1886-87 . .	5,72,39	77,81	83,10	4,29,10	49,99	1,60,49	13,28	33,93	14,20,11

10. The figures in the above table include the amounts in the Reserve Treasuries of Government which, so far as they are in notes, are always held in the higher denominations. These balances are excluded from the following table, which gives the monthly circulation in lakhs of the Calcutta, Bombay, Madras and other Circles for each of the past three years:—

Last day of	Calcutta.			Bombay.			Madras.			Other Circles.			Total.		
	1886-87.	1887-88.	1888-89.	1886-87.	1887-88.	1888-89.	1886-87.	1887-88.	1888-89.	1886-87.	1887-88.	1888-89.	1886-87.	1887-88.	1888-89.
April . .	556	584	636	384	406	474	141	148	191	242	223	244	1,323	1,361	1,545
May . .	540	558	683	369	408	496	138	151	185	242	234	272	1,289	1,351	1,636
June . .	507	555	694	360	396	549	128	158	171	266	257	272	1,261	1,366	1,686
July . .	508	567	616	349	463	445	131	166	169	260	318	286	1,248	1,514	1,516
August .	560	567	606	369	445	495	139	161	170	255	318	[illegible]	1,323	1,491	1,552
September .	540	599	604	368	491	469	140	165	162	263	336	[illegible]	1,311	1,591	1,488
October .	558	609	665	415	606	439	138	164	166	278	360	264	1,389	1,739	1,534
November .	562	641	659	447	593	415	139	173	174	281	375	256	1,429	1,782	1,504
December .	597	654	640	364	527	386	154	185	181	287	333	265	1,402	1,699	1,472
January .	587	648	635	355	496	414	152	187	186	256	291	241	1,350	1,622	1,476
February .	584	665	637	361	437	399	156	178	181	240	253	225	1,341	1,533	1,442
March .	589	644	646	370	502	431	154	192	169	227	266	232	1,340	1,604	1,478
Average .	557	607	643	376	481	451	142	169	175	258	297	257	1,333	1,554	1,527

11. This table shows a small decrease in the circulation of all circles taken togther, a fluctuation not remarkable when it is considered that a very much larger expansion occurred in the previous year, and that in March 1889 there was a great scarcity of money, the Bank rate of interest being 11 per cent. as against 7 per cent. the previous year, and this drain of the commercial centres to supply the trade demand up country where silver is more used than notes, naturally diminished the circulation of notes. The figures for the past four years have been 1,395, 1,333, 1,554, 1,527. In particular circles there is an increase of 36 in Calcutta and a decrease of 30 in Bombay. Among the smaller circles the only noticeable difference is a decrease of 21 at Rangoon, probably caused by the facilities given by Government bills at low rates for the removal of surplus funds to India in the intervals of trade in Burma. The continued decrease in the circulation of R5 notes in the Calcutta Circle calls for notice. As in the case of R20 notes a few years ago, the cause seems to be the alarm

excited by some forgeries which were sufficiently well executed to deceive careless or illiterate persons, or to pass in the hurry of business if carelessly examined.

12. The following figures show (in lakhs and thousands) the gross circulation in the Presidency Circles of notes not exceeding R100 each :—

Last day of	1887-88.			1888-89.		
	Calcutta.	Bombay.	Madras.	Calcutta.	Bombay.	Madras.
	R	R	R	R	R	R
April	3,18,21	2,02,69	1,12,89	3,38,85	2,25,20	1,36,17
May	3,09,43	2,08,56	1,12,46	3,28,10	2,26,22	1,28,47
June	3,03,64	2,05,41	1,10,05	3,18,09	2,16,88	1,23,63
July	3,05,65	2,05,10	1,08,52	3,18,40	2,20,66	1,21,85
August	3,08,04	2,08,84	1,10,40	3,23,78	2,17,44	1,19,60
September	3,30,96	2,12,26	1,10,98	3,37,66	2,20,22	1,19,13
October	3,21,92	2,19,27	1,17,91	3,51,14	2,22,70	1,23,67
November	3,32,56	2,19,82	1,24,81	3,58,54	2,17,83	1,28,90
December	3,43,43	2,23,37	1,38,39	3,56,69	2,21,44	1,38,92
January	3,53,46	2,20,08	1,41,61	3,63,26	2,08,14	1,36,91
February	3,52,45	2,18,99	1,38,97	3,65,15	2,08,78	1,36,76
March	3,52,57	2,27,38	1,38,75	3,64,93	2,14,35	1,32,48

These figures show that the notes of lower denominations maintain on the whole great steadiness in their circulation.

ANALYSIS OF CIRCULATION.

13. The process of verifying the outstanding balance of the circulation with that obtained from the Issue Registers has been carried on satisfactorily. In Madras and in all the smaller and newer circles, the work is practically completed; in Bombay Mr. Groves, Assistant Accountant General, has, with great industry and care, completed the examination of all but the R10 notes; in Calcutta the system of arranging the cancelled notes pursued for many years makes the examination now attempted peculiarly laborious, and this added to the enormous number of entries involved (nearly 47 millions) makes the correction of every clerical error a hopeless task; accordingly, while the accuracy of every posting during the later years has been rigidly tested, it has not been thought worth while to go over the work of the earlier years, as the question is not one of money or account, but merely of accuracy in recording the history of individual notes.

RESERVE.

14. The value held against the net circulation upon 31st March 1889 was as follows :—

	R	a.	p.	R	a	p.
Silver Coin—						
At Calcutta	1,46,98,211	7	8			
„ Allahabad	80,06,660	0	0			
„ Lahore	84,52,055	0	0			
„ Bombay	2,77,17,380	1	3			
„ Kurrachee	29,11,150	0	0			
„ Madras	1,61,25,785	0	0			
„ Calicut	6,01,405	0	0			
„ Rangoon	45,69,625	0	0			
				8,30,82,271	8	11

	R	a.	p.	R	a.	p.
Small Silver Coin—						
At Bombay	2,50,000	0	0			
„ Kurrachee	44,800	0	0			
„ Madras	6,30,000	0	0			
				9,24,800	0	0
Silver Bullion—						
At Calcutta	33,59,804	6	9			
„ Bombay	1,01,91,230	0	0			
				1,35,51,034	6	9
Invested in Government Securities				5,98,20,029	0	4
Total agreeing with the Net Circulation				15,73,78,135	0	0

15. The half-yearly verifications of the currency balances were held for all Circles and Sub-Circles on the 30th September 1888 and on 31st March 1889, and the balances of the last working day of each half-year were verified in accordance with the orders issued on the subject.

Investments.

16. During the year Government ordered that any stock notes which the holders might tender for payment in cash, should be converted into 4 per cent. loan and be taken over by this Department; to meet this purchase securities to the extent of R5,00,000 were sold, but the stock notes paid off were R3,30,000 only, the difference of R1,70,000 will therefore be re-invested by purchase in the open market in 1889, and the opportunity taken to bring up the amount invested, as closely as possible, to six crores, the limit fixed by law. The balance is now held as follows :—

	R
In the 4 per cent. loan of 1842-43	5,88,07,300
„ „ „ „ 1865	30,44,400
„ 4½ „ „ 1879	5,00,000
	6,23,51,700

Taking the whole investment, the average rate is equal to 95·90 for 4 per cents., and par for 4½ per cents.

17. Its book-value, *i.e.*, the actual price at which it was purchased, has been reduced, until the re-investment just mentioned is made, from R5,99,92,500, at which it was taken last year, to R5,98,20,029-0-4, thus—

	4%			4½%
	R	a.	p.	R
Nominal Value, 31st March 1889	6,18,51,700	0	0	5,00,000
Book Value „ „ „	5,93,20,029	0	4	5,00,000

Profits of Circulation.

18. The interest realised on the above-stated nominal value for the year was—

	R	a.	p.
On 4% paper	24,35,849	6	0
„ 4½% „	22,500.	0	0.
Total	24,58,349	6	0

Issue and Receipt of Notes.

19. The following are the gross statistics of the year, the details by circles being shown in Statement VI :—

	₹	₹
Gross circulation, 1st April 1888		16,78,60,015
ISSUES—		
a. Over the counter	77,09,71,680	
b. At Agencies	86,08,400	
c. In remittance transactions	12,43,22,205	
		90,39,02,285
		1,07,17,62,300
RECEIPTS—		
d. Over the counter	66,43,07,460	
e. At Agencies	21,55,600	
f. From currency circles	6,44,58,610	
g. In remittance transactions	18,08,44,360	
		91,17,66,030
Balance, being gross circulation, March 31st, 1889 (*vide* para. 4)		15,99,96,270

EXPLANATIONS.

a and *d.*—These are the ordinary issues and receipts in exchange for other notes or for coin.

b and *e.*—These are exchange transactions with Treasuries, as the Agencies do not deal directly with the public, but only enable the Treasuries to do so to a greater extent than would otherwise be the case.

f.—This figure represents notes cashed at other currency circles from March 16th, 1888, to March 15th, 1889, and returned during the year under report to the circles to which they belong.

e and *g.*—These remittances are for the most part payments and receipts of one currency office, in consideration of receipts or payments at another.

COMPARISON.	Issues. ₹	Receipts. ₹
1888-89	90,39,02,285	91,17,66,030
1887-88	83,20,40,665	80,55,80,115
1886-87	74,12,56,165	74,47,96,640
1885-86	76,10,25,730	76,55,44,465

20. The aggregate gross issues and receipts of the several denominations of notes at both offices of Issue and Agencies during the year were as follows :—

	NUMBER OF NOTES FOR RUPEES								TOTAL.	
	5	10	20	50	100	500	1,000	10,000	Number.	Value.
Issues	803,233	4,185,486	533,778	447,260	973,242	144,049	292,124	36,352	7,415,524	₹ 90,39,02,285
Receipts	824,840	4,075,727	545,043	458,930	982,447	147,453	294,276	36,679	7,365,395	91,17,66,030
More issues	...	109,759	...	...	...	...	...	...	109,752	10,97,590
More receipts	21,607	...	11,265	11,670	9,205	3,404	2,152	327	59,630	89,61,335
						Net Decrease of gross Circulation				78,63,745

21. The average number of notes that passed over the counters at each Head Office on each working day during the past three years, and the daily average of cancellations, may be shown thus :—

	NOTES CASHED.			NOTES ISSUED.			NOTES CANCELLED.		
	1886-87.	1887-88.	1888-89.	1886-87.	1887-88.	1888-89.	1886-87.	1887-88.	1888-89.
At Calcutta	11,993	12,247	12,434	12,434	13,208	13,319	9,435	9,517	9,272
„ Bombay	6,261	6,498	7,355	6,829	7,405	7,712	3,595	3,654	4,003
„ Madras	2,307	2,352	2,469	2,378	2,530	2,431	2,030	2,126	2,208
„ Rangoon	263	346	359	366	402	433	142	227	223

Encashment of Foreign Notes.

22. The following is the foreign note account of the circles in aggregate :—

	₹	₹
Balance held on April 1st	...	36,16,220
Received over the counter	6,08,00,525	
From other circles	51,85,380	
		6,59,85,905
TOTAL		6,96,02,125
Remitted to circles concerned	...	6,69,83,990
Balance on March 31st	...	26,18,135
TOTAL		6,96,02,125

23. The following statement shows the statistics of the encashment of foreign circle notes, giving for the year an aggregate total as just mentioned of **₹6,08,00,525.**

Statement of Foreign Circle Notes cashed during the year 1888-89.

Cashed by	Calcutta.	Allahabad.	Lahore.	Bombay.	Akola.	Nagpur.	Kurrachee.	Madras.	Calicut.	Cocanada.	Rangoon.	TOTAL.
Calcutta	...	91,40,115(c)	50,85,045(c)	1,37,34,570	50	235	1,56,505	15,22,400	19,070	10	6,64,985	3,03,23,075
Allahabad	40,90,070	...	5,30,295	5,14,685	50	90	26,595	3,36,160	2,900	50	5,690	55,06,585
Lahore	21,46,360	5,06,385	...	7,02,930	100	5	3,13,570	4,86,755	2,930	...	13,680	41,77,715
Bombay	38,01,370	13,36,870	26,22,535	...	...	...	14,76,845(c)	36,09,225	3,63,615	130	1,71,295	1,33,81,885
Kurrachee	2,10,360	37,980	5,93,435	6,36,185	...	100	...	76,190	595	...	1,850	15,56,695
Madras	2,58,105	24,910	35,940	24,32,305	...	20	34,675	...	13,23,795(c)	...	49,170	41,58,920
Calicut	5,465	9,315	360	6,34,895	...	...	...	10,32,535	...	...	4,150	16,86,720
Rangoon	6,775	20	1,760	20	...	...	20	320	15	...	...	8,930
TOTAL	1,05,18,505	1,10,55,595	88,69,370	1,86,55,590	200	450	20,08,210	70,63,675	17,12,920	190	9,15,820	6,08,00,525

The letter (c) marks the cases in which the foreign notes are legally encashable, *i.e.*, shows the amounts of Sub-Circle notes encashed by their respective Head Circles, aggregating ₹1,70,25,800.

24. The comparison for three years is as follows :—

	1886-87. ₹	1887-88. ₹	1888-89. ₹
Notes cashed at—			
Calcutta	4,08,03,545	3,16,13,695	3,03,23,075
Allahabad	35,55,385	51,97,540	55,06,585
Lahore	31,13,485	31,53,610	41,77,715
Bombay	1,76,45,030	1,27,52,985	1,33,81,885
Kurrachee	26,515	4,92,275	15,56,695
Madras	52,46,620	51,24,625	41,58,920
Calicut	21,55,805	15,69,735	16,86,720
Rangoon	16,080	3,855	8,930
	7,25,62,465	5,99,08,320	6,08,00,525

25. Of this, the amount of notes issued by each Sub-Circle and cashed under the requirements of the law at its Head Circle Office was in—

	1886-87.	1887-88.	1888-89.
	R	R	R
Calcutta	1,90,79,500	1,77,61,635	1,42,25,160
Bombay	50,54,895	26,93,140	14,76,845
Madras	28,56,850	16,75,255	13,23,795
	2,69,91,245	2,21,30,030	1,70,25,800

Issue and Receipt of Coin.

26. The transactions in coin are as follows (for details by circles refer to Statement VII) :—

	Coin.			Small Coin.		
	R	a.	p.	R	a.	p.
Balance, April 1st, 1888 .	9,44,84,226	15	5	5,95,400	0	0
RECEIPTS—						
Over the counter . . .	18,41,46,105	0	0			
From small coin account . .	24,91,174	0	0			
At Agencies	88,28,400	0	0			
In remittance transactions .	11,66,25,856	12	0			
From treasury on account of Mint certificates . .	22,55,973	11	9			
From coin account . . .	.....			28,20,574	0	0
TOTAL RECEIPTS . .	31,43,47,509	7	9	28,20,574	0	0
TOTAL BALANCE AND RECEIPTS	40,88,31,736	7	2	34,15,974	0	0
ISSUES—						
Over the counter . . .	20,47,79,820	0	0			
At Agencies . . .	23,75,600	0	0			
In remittance transactions .	11,56,76,201	12	0			
For Bullion delivered and pre-melting fees . . .	97,269	2	3			
To small coin account . .	28,20,574	0	0			
To coin account . . .	.....			24,91,174	0	0
TOTAL ISSUES . .	32,57,49,464	14	3	24,91,174	0	0
BALANCE, MARCH 31ST (see paragraph 14) . . .	8,30,82,271	8	11	9,24,800	0	0

	Receipts.	Issues.
	R	R
Comparison, 1888-89 . .	31,43,47,509	32,57,49,464
1887-88 . .	29,07,75,377	26,80,13,604
1886-87 . .	24,77,61,747	24,84,90,924

State of the Coinage.

27. The following table (in thousands of rupees) shows the operations during the year in the withdrawal of shroff-marked and defaced coins from circulation and their remittance to the Mints for re-coinage :—

	Balance, April 1st.	Receipts from the public.	Remitted to Mints.	Balance.
	R	R	R	R
India Treasuries	14,54	2,26	15,98	82
Central Provinces	12	14	13	13
Burma	3	3	2	4
Assam	1	1	0	2
Bengal	12	12	12	12
North-Western Provinces . . .	4,20	7,91	6,29	5,82
Punjab	3,96	35,05	26,48	12,53
Madras	51	93	66	78
Bombay	18	73	83	8
Hyderabad	1	0	0	1
TOTAL .	23,68	47,18	50,51	20,35

28. The following shows the operation of the cutting clauses of the **Coinage Act during 1888** :—

Statement showing the number of coins cut and broken under the Coinage Act in Treasuries throughout India during the Calendar year 1888.

NAME OF PROVINCE.	Number of Treasuries in which coins were cut.	Believed to have lost by reasonable wear more than 2 per cent. in weight.				Believed to be counterfeit.				Believed to have been reduced in weight otherwise than by reasonable wear.				Considered unfit for further circulation by reason of obliteration of device or for other cause.			
		R	½ R	¼ R	⅛ R	R	½ R	¼ R	⅛ R	R	½ R	¼ R	⅛ R	R	½ R	¼ R	⅛ R
Government of India	7	4,622	3,672	...	...	987	11	9	5	8,599	4,929	1,737	853	...	...	...	...
Central Provinces .	12	4,287	22	...	...	40	8	16	32	82	54	40	96	...	...	...	...
Burma . . .	...	34	1	1	...	2,424	48	64	40	16	...	...	...	...	...	...	...
Assam . . .	8	15	1	...	...	188	...	5	3	11	1	...	...	...	...	...	...
Bengal . . .	41	1,874	223	785	1,100	1,098	94	6	...	1,385	137	32	224	...	...	...	...
N.-W. P. and Oudh	46	12,152	636	37	446	859	15	39	72	10,066	56	70	26	...	...	...	...
Punjab . . .	21	6,059	...	...	...	396	15	...	...	5,566	41	...	...	...	...	...	...
Madras . . .	25	20,313	22,071	...	...	610	50	66	11	191	12	...	...	...	...	...	...
Bombay . . .	24	81,534	1	...	...	380	16	14	8	1,933	35	...	...	...	...	...	...
Hyderabad . .	...	235	...	...	...	...	...	...	...	133	1	1	1	...	...	...	...
TOTAL .	...	1,31,125	26,627	823	1,546	6,982	257	219	171	27,982	5,266	1,880	1,200	...	...	...	...

29. The usual statements are attached of whole rupees coined and issued from the Indian Mints during the years 1835 to 1888, and the proportions of each of those annual issues found on examination in every District Treasury of a bag of rupees of the coin ordinarily current in the districts. The difficulty in drawing any detailed conclusions from these statements has been pointed out in previous reports, but they show the very gradual disappearance of old coin from circulation and the equally gradual spread of new coin to take its place.

30. The circumstances of the India Treasuries are exceptional as explained in former reports; but leaving these Treasuries out of consideration, the

figures continue to show that, as might be expected, the percentage of the coin of the later years held in Madras, the Punjab, and in the North-Western Provinces and Oudh is largely below the percentage of the same coin held in Bengal and Bombay, which are nearer to the Mints; while the percentage held in Bengal is largely below that in Bombay, into which Presidency the great bulk of the silver is imported. No new rupees were sent by Government to Burma last year.

Statement of Whole Rupees coined and issued from the Indian Mints, from 1835 to 1888.

	Coined in Calcutta.	Coined in Madras.	Coined in Bombay.	Total coined.
	R	R	R	R
William IV	10,90,88,070	11,78,000	5,37,12,502	16,39,78,572
Victoria, 1840—1st issue	17,99,34,670	2,18,98,181	10,98,38,073	31,16,70,924
" 1840—2nd issue	39,85,53,660	5,50,49,201	31,29,58,076	76,65,60,937
" 1862	26,94,27,222	2,94,81,923	40,80,03,034	70,69,12,179
" 1874	1,50,13,834	...	2,85,08,566	4,35,22,400
" 1875	1,16,31,951	...	1,93,59,597	3,09,91,548
" 1876	1,20,01,264	...	2,89,49,037	4,09,50,301
" 1877	3,92,51,692	...	9,55,54,320	13,48,06,012
" 1878	3,26,57,837	...	6,39,27,196	9,65,85,033
" 1879	1,59,28,325	...	7,27,99,904	8,87,28,229
" 1880	1,83,99,894	...	5,37,85,624	7,21,85,518
" 1881	24,35,719	...	31,61,858	55,97,577
" 1882	1,50,90,289	...	5,63,97,278	7,14,87,567
" 1883	51,23,372	...	1,80,22,789	2,31,46,161
" 1884	1,16,41,757	...	3,68,46,570	4,84,88,327
" 1885	3,41,52,208	...	6,48,78,000	9,90,30,208
" 1886	1,08,78,075	...	4,11,46,457	5,20,24,532
" 1887	4,02,00,148	...	4,84,00,000	8,86,00,148
" 1888	75,68,000	...	6,32,00,000	7,07,68,000
TOTAL	1,22,89,77,982	10,76,07,305	1,57,94,48,881	2,91,60,34,168

Proportion of the several Issues of Government Rupees in actual circulation in British India in the years 1875 to 1889, as ascertained by the examination, each year, of a bag containing 2,000 in every Government Treasury.

In what year examined.	William IV.	Victoria. 1840. 1st Issue.	1840. 2nd Issue.	1862.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	Portuguese.	TOTAL.
1875	117	227	635	962	38	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1876	103	251	629	944	36	41	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1877	103	219	594	892	40	65	59	28	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1878	106	180	509	760	35	54	59	227	70	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1879	78	172	489	733	32	51	61	229	140	15	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	64	151	449	720	31	52	57	203	137	91	40	...	...	...	...	...	...	...	...	...	...	2,000
1881	65	149	430	635	29	44	53	199	131	103	111	1	...	...	...	...	...	...	...	...	...	2,000
1882	62	143	414	678	28	44	52	189	129	112	115	15	19	...	...	...	...	...	...	...	...	2,000
1883	61	156	388	662	26	40	48	182	122	102	106	18	83	5	...	...	...	...	...	...	...	2,000
1884	55	141	375	610	23	36	47	164	113	114	107	17	44	26	27	...	...	...	...	...	...	2,000
1885	53	136	372	588	23	34	44	155	107	102	95	12	133	39	78	29	...	...	...	...	...	2,000
1886	44	114	317	557	20	33	40	135	90	83	90	10	120	33	80	133	46	...	...	...	...	2,000
1887	43	107	308	534	18	29	39	124	85	75	79	8	108	31	81	171	120	39	...	...	1	2,000
1888	39	103	302	510	18	29	36	118	79	70	78	10	98	26	79	157	98	102	45	...	1	2,000
1889	36	101	269	473	17	27	34	111	74	67	70	7	87	26	68	132	90	129	139	42	1	2,000

Proportion of the several Issues of Government Rupees in actual circulation in each Province in the years 1875, 1880, 1885, 1886, 1887, 1888, and 1889, as ascertained by the examination each year of a bag containing R2,000 in every Government Treasury.

In what year examined.	Before 1835.	William IV.	Victoria. 1840. 1st Issue.	1840. 2nd Issue.	1862.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	Ulwar.	Surat, Arcot, and Portuguese.	TOTAL.
INDIA.																								
1875	...	105	196	604	1,004	74	17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	...	70	161	489	831	23	51	58	125	88	90	14	...	...	...	...	...	...	...	...	...	...	...	2,000
1885	...	60	198	342	513	19	25	34	122	88	92	106	13	147	47	170	24	...	...	...	...	...	...	2,000
1886	...	36	96	264	465	18	28	33	113	60	71	84	13	132	23	141	403	19	...	...	...	...	1	2,000
1887	...	40	96	251	410	13	20	36	89	61	62	75	10	153	27	141	364	136	76	...	...	...	2	2,000
1888	...	43	109	271	416	11	26	31	83	72	60	82	5	135	26	142	325	106	52	13	...	...	2	2,000
1889	...	24	51	230	413	15	28	28	91	54	76	78	8	89	35	100	180	196	151	134	18	...	1	2,000
CENTRAL PROVINCES.																								
1875	...	59	145	540	1,172	70	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	...	23	97	412	862	31	69	100	225	128	34	19	...	...	...	...	...	...	...	...	...	...	...	2,000
1885	...	16	62	363	709	26	45	72	142	99	70	114	8	127	30	64	53	...	...	...	...	...	...	2,000
1886	...	24	91	332	669	21	41	57	141	84	66	110	8	114	26	61	109	46	...	...	...	...	...	2,000
1887	...	15	56	272	605	19	36	54	110	77	62	95	7	98	25	59	138	167	105	...	...	...	...	2,000
1888	...	18	70	272	584	17	33	50	101	68	57	89	14	86	21	57	116	148	404	95	...	...	...	2,000
1889	...	10	67	193	514	18	32	44	95	59	53	84	7	78	22	59	112	117	126	256	54	...	...	2,000
BURMA.																								
1875	...	47	122	501	1,231	72	27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	...	29	88	317	655	62	103	39	353	211	32	111	...	...	...	...	...	...	...	...	...	...	...	2,000
1885	...	29	99	235	453	33	46	32	177	124	74	126	40	370	40	110	12	...	...	...	...	...	...	2,000
1886	...	25	68	230	365	20	34	26	133	83	51	75	21	264	38	107	403	57	...	...	...	...	...	2,000
1887	...	24	74	226	410	20	30	26	124	74	54	78	16	228	58	134	278	124	22	...	...	...	...	2,000
1888	...	18	70	214	388	20	34	26	110	68	36	72	16	186	44	102	222	138	214	22	...	...	...	2,000
1889	...	20	76	238	386	24	36	28	116	72	40	68	16	182	42	100	208	104	206	38	...	...	...	2,000
ASSAM.																								
1875	...	161	254	646	924	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	...	108	223	431	743	31	32	28	270	112	22	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1885	...	80	164	374	570	24	28	30	218	112	62	48	14	134	92	40	10	...	...	...	...	...	...	2,000
1886	...	75	137	368	576	25	31	27	202	118	60	49	13	130	79	48	56	6	...	...	...	...	...	2,000
1887	...	76	128	386	568	22	26	32	188	116	64	44	12	114	60	84	64	16	...	...	...	...	...	2,000
1888	...	64	120	368	580	28	28	28	192	102	60	48	14	104	48	58	72	18	54	8	...	...	...	2,000
1889	...	62	134	312	518	20	24	30	174	100	48	44	10	102	38	52	84	36	138	58	6	...	...	2,000
BENGAL.																								
1875	...	133	223	655	954	23	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	...	87	146	435	637	41	54	56	302	192	34	16	...	...	...	...	...	...	...	...	...	...	...	2,000
1885	...	68	152	378	559	28	37	41	204	121	70	63	12	...	53	59	36	...	...	...	...	...	...	2,000
1886	...	67	133	358	540	25	31	34	181	113	64	55	9	107	46	55	148	34	...	...	...	...	...	2,000
1887	...	55	152	338	552	22	30	37	183	110	64	52	8	...	44	55	140	38	4	...	...	...	...	2,000
1888	...	58	132	316	510	20	30	32	168	94	58	58	8	...	31	54	128	62	126	16	...	...	...	2,000
1889	...	53	128	272	454	21	29	29	144	88	53	49	8	76	31	44	110	73	224	103	11	...	...	2,000
NORTH-WESTERN PROVINCES AND OUDH.																								
1875	...	184	332	761	716	6	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	...	101	222	558	628	23	37	42	172	128	78	4	...	...	...	...	...	...	...	...	1	...	...	2,000
1885	...	94	204	455	606	20	28	41	155	114	102	57	4	55	21	26	18	...	...	...	...	...	...	2,000
1886	...	80	198	421	582	18	29	42	143	105	96	53	6	55	26	36	58	47	...	...	...	...	...	2,000
1887	...	82	188	434	576	18	28	42	150	110	92	54	4	52	20	36	74	36	4	...	...	...	...	2,000
1888	...	80	166	450	554	18	28	40	146	100	92	56	4	56	22	38	78	52	18	2	...	...	...	2,000
1889	...	80	182	397	532	17	27	35	142	104	85	56	4	60	21	41	88	50	35	33	11	...	...	2,000
PUNJAB.																								
1875	...	201	410	872	516	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	...	86	219	554	435	12	12	31	189	146	294	21	...	...	...	...	...	...	...	...	...	1	...	2,000
1885	...	74	178	472	468	14	18	34	166	142	284	100	2	20	6	14	8	...	...	...	...	...	...	2,000
1886	...	73	152	406	404	11	17	28	142	108	206	82	2	44	10	62	251	2	...	...	...	...	...	2,000
1887	...	68	162	404	424	14	20	30	138	104	170	80	2	48	10	62	220	44	...	...	...	...	...	2,000
1888	...	62	188	378	422	16	16	32	126	104	168	74	6	50	10	64	208	66	8	2	...	...	...	2,000
1889	...	62	194	350	428	14	20	32	130	104	164	74	2	50	10	58	202	64	18	22	2	...	...	2,000
MADRAS.																								
1875	...	52	161	627	1,140	4	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	...	53	144	597	927	18	46	71	87	66	36	15	...	...	...	...	...	...	...	...	...	...	...	2,000
1885	...	37	118	471	810	20	40	53	104	75	51	80	7	64	19	50	1	...	...	...	...	...	...	2,000
1886	...	45	131	410	782	19	41	55	105	74	42	88	5	71	24	76	31	1	...	...	...	...	...	2,000
1887	...	37	123	411	783	17	39	54	95	72	46	81	5	68	21	68	56	20	1	...	...	...	3	2,000
1888	...	29	103	385	712	20	34	44	96	70	45	83	5	68	34	109	68	31	48	14	...	...	2	2,000
1889	...	29	97	369	669	18	33	45	89	63	44	73	6	73	33	87	74	29	97	63	7	...	2	2,000
BOMBAY.																								
1875	...	37	100	382	1,246	114	121	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	...	21	60	306	763	33	62	81	152	166	194	162	...	...	...	...	...	...	...	...	...	...	...	2,000
1885	...	17	50	259	600	23	39	54	107	88	116	161	11	019	45	170	94	...	...	...	...	...	...	2,000
1886	...	11	91	199	579	19	36	47	93	75	94	156	8	143	32	122	195	95	...	...	...	...	...	2,000
1887	...	13	60	203	515	16	31	43	83	62	81	126	7	117	22	109	211	185	110	...	...	...	6	2,000
1888	...	13	39	172	432	16	28	37	69	55	70	113	7	107	22	105	207	154	170	11	...	...	3	2,000
1889	...	11	43	187	437	14	25	39	68	53	60	99	10	89	17	83	169	118	139	244	90	...	3	2,000
HYDERABAD (BERAR).																								
1886	...	4	42	182	614	21	43	51	98	78	76	147	12	133	28	92	229	145	...	...	...	...	...	2,000
1887	...	7	32	151	496	15	32	39	83	59	58	106	7	98	24	66	260	433	133	...	...	...	1	2,000
1888	...	8	29	189	500	16	32	39	90	61	55	102	18	93	17	69	250	204	227	101	...	...	...	2,000
1889	2	6	35	145	381	10	20	28	58	39	38	73	4	71	13	55	93	109	157	444	219	...	...	2,000

Exchange of Small Coin.

31. The receipts and issues of small change at the Currency Offices during the year were the following :—

	Receipts.			Issues.			Net Issues.		
	₹	a.	p.	₹	a.	p.	₹	a.	p.
Half Rupees	4,53,397	0	0	10,34,643	0	0	5,81,246	0	0
Quarter Rupees	3,37,074	0	0	16,83,498	0	0	13,46,424	0	0
One-eighth Rupees	2,64,536	0	0	10,98,775	0	0	8,34,239	0	0
Copper	78,665	0	0	4,08,893	0	0	3,30,228	0	0
TOTAL	11,33,672	0	0	42,25,809	0	0	30,92,137	0	0
TOTAL, 1887-88	9,04,855	0	0	40,02,913	0	0	30,98,058	0	0

Bullion.

32. The following figures show the operations of the Bullion clauses of the Currency Act,—that is, the amount of bullion received by the Mint Masters on account of the Currency Offices at Calcutta and Bombay,—for the issue of certificates payable at the Currency Offices in notes of the circle or coin :—

	Calcutta.			Bombay.		
	₹	a.	p.	₹	a.	p.
Balance of Bullion on April 1st, 1888	4,86,457	14	6	86,87,681	1	9
Receipt of Bullion at 979 per mille—						
April 1888	149	8	0	85,41,115	14	7
May "	10,674	11	0	52,31,301	5	11
June "	1,68,842	0	0	34,57,695	1	3
July "	6,72,707	11	0	52,33,516	0	0
August "	6,01,249	12	0	35,60,977	0	0
September "	1,93,901	8	0	43,69,423	0	0
October "	1,47,377	11	0	33,80,794	0	0
November "	124	6	0	30,44,738	0	0
December "	1,51,208	13	0	13,05,743	0	0
January 1889	4,26,577	11	0	65,77,290	0	0
February "	5,49,135	2	0	71,66,586	0	0
March "	28,03,727	0	0	91,66,671	0	0
TOTAL OF 12 MONTHS	57,25,675	13	0	6,10,35,850	5	9
Additional 1 per mille credited on account of melting fees. (Paid out of Currency Reserve at a later date than when the bullion is tendered for coinage.)	3,127	9	8	61,825	5	10
TOTAL RECEIPTS	57,28,803	6	8	6,10,97,675	11	7
TOTAL RECEIPTS AND BALANCE	62,15,261	5	2	6,97,85,356	13	4
Mint Certificates realized from Treasury	28,55,456	14	5	5,95,94,126	13	4
Balance of Bullion on 31st March 1889 (see paragraph 14).	33,59,804	6	9	1,01,91,230	0	0

33. The receipts for the last five years have been—

	Calcutta.	Bombay.	TOTAL.
	₹	₹	₹
1884-85	1,77,38,617	4,53,44,578	6,30,83,195
1885-86	1,94,06,198	6,75,75,104	8,69,81,302
1886-87	1,15,76,364	3,60,97,380	4,76,73,744
1887-88	94,57,469	6,42,88,585	7,37,46,054
1888-89	57,28,803	6,10,97,675	6,68,26,478

34. The operation of the bullion clauses of the Currency Act is also shown in further detail of the transactions between Mint and Currency in the following figures :—

Thousands of Rupees

	Transfers to the Mint of bullion from the Currency Department.			Balance at end of month of bullion paid for by Currency Department and held as part of its reserve.			Balance of bullion held on Treasury Account, that is, the amount by which the deliveries of new coin failed to meet the Mint certificates payable by Treasury to Currency.		
	Calcutta.	Bombay.	TOTAL.	Calcutta.	Bombay.	TOTAL.	Calcutta.	Bombay.	TOTAL.
	₹	₹	₹	₹	₹	₹	₹	₹	₹
April 1888	...	87,70	87,70	3,14	1,11,86	1,15,00	8,70	—7,37	1,33
May "	11	48,71	48,82	3,01	82,50	85,51	4,15	—6,02	—1,87
June "	1,73	38,23	39,96	4,69	44,06	48,75	5,77	—11,48	—5,71
July "	8,41	51,96	60,37	11,42	33,75	45,17	8,72	—14,60	—5,88
August "	5,60	37,56	43,16	15,52	21,50	37,02	10,70	6,16	16,86
September "	97	44,85	45,82	14,32	50,30	64,62	9,77	—7,13	2,64
October "	1,51	34,66	36,17	6,78	38,72	45,50	15,62	—9,45	6,17
November "	...	29,11	29,11	6,17	30,61	36,78	9,72	—3,16	6,56
December "	1,55	12,35	13,90	5,05	13,24	18,29	6,79	4,96	11,75
January 1889	4,36	67,17	71,53	8,95	57.83	66,78	9,81	—11,62	—1,81
February "	5,61	73,21	78,82	10,88	76,81	87,69	20,57	—13,34	7,23
March "	28,73	96,55	1,25,28	33,60	1,01,91	1,35,51	4,79	—17,91	—13,12
TOTAL RECEIPTS FOR 12 MONTHS	58,58	6,22,06	6,80,64	...	...	...	...	...	...

Agencies.

35. The following are the transactions at the Agencies :—

	Number of Agencies.	Issues of Notes.	Receipts of Notes.
Agencies of the Calcutta Circle	17	17,500	2,95,500*
" Lahore "	5	68,23,000	5,31,000
" Bombay "	2	6,67,000	7,13,100
" Madras "	2	6,73,000	5,96,000
" Rangoon "	1	4,27,900	20,000
	27	86,08,400	21,55,600

* In addition to this Backergunge received ₹20,000 worth notes from the Treasury for an opposite payment from Reserve Treasury to Currency at Calcutta.

36. The Agencies enumerated in the above figures are the following :—

Calcutta Circle.

1. Backergunge.
2. Cachar.
3. Chumparun.
4. Chittagong.
5. Dacca.
6. Gya.
7. Moorshedabad.
8. Mymensingh.
9. Mozafferpore.
10. Monghyr.
11. Patna.
12. Purneah.
13. Rungpore.
14. Rajshahye.
15. Shahabad.
16. Shillong.
17. Sylhet.

Lahore Circle.

1. Rawal-Pindi.
2. Amballa.
3. Peshawar.
4. Simla.
5. Multan.

Madras Circle.

1. Cocanada.
2. Vizagapatam.

Bombay Circle.

1. Nagpore.
2. Akola.*

Rangoon Circle.

1. Mandalay.

* The Akola Agency has been closed since the end of 1888.

CLAIMS ON LOST NOTES.

37. The following is the statement of lost and mutilated notes paid during the year on bond of indemnity :—

Nature of Loss.		Number of Notes for Rupees								Total.	
		5	10	20	50	100	500	1,000	10,000	Number.	Value.
Half Notes	Lost by Post	27	200	73	90	167	7	2	...	566	30,295
	Lost accidentally	17	124	94	53	132	10	8	...	438	32,055
	Mutilated	4	42	4	5	12	...	...	...	67	1,970
		48	366	171	148	311	17	10	...	1,071	64,320
Whole Notes	Lost by Post	...	...	...	...	...	...	...	...	...	...
	Lost accidentally	...	2	...	...	1	...	...	...	3	120
	Mutilated	9	15	2	1	9	...	...	...	36	1,185
	Mismatched	...	1	...	...	...	...	...	...	1	10
		9	18	2	1	10	...	...	...	40	1,315
	1888-89	57	384	173	149	321	17	10	...	1,111	65,635
	1887-88	63	327	80	111	238	29	11	...	859	60,035
	1886-87	56	275	64	116	277	31	27	...	846	80,310

FRAUD AND FORGERY.

38. It is seldom that a year passes without fraudulent claims to payment of notes, of which the whole or part is alleged to be lost by the claimant. During the past year a case occurred in Calcutta, which is noticeable both from the position of the claimant and from the numerous points decided by the High Court in its judgment on the case. A man forwarded two half-notes for R20 each, with a circumstantial story that he had recently lost the corresponding halves, and he furnished written declarations from two of his friends that they had seen the whole notes in his possession and confirming his claim in detail. On enquiry it appeared that these halves alleged to have been recently lost had really been deposited in the Currency Office for the last seventeen years, their value having been paid to the real owner who had lost the halves now produced.

39. The intention was so evidently fraudulent that I directed the prosecution of the persons concerned. All were defended by Counsel and every point urged in their favour, but two of the accused were convicted. The judgment dealt fully with the legal points raised, and has been very useful in suggesting some additional precautions in dealing with these cases. I have circulated copies of the judgment to all Currency Circles.

40. The following forgeries of notes came to light in the year under review, and they were all of the Calcutta Circle except one of the Bombay Circle :—

Of 5-rupee notes, fifty-five pieces.
" 10 " " fifty-nine pieces.
" 20 " " three pieces.

41. The note of the Bombay Circle was for R10 of the series $\frac{U}{84}$. It was received at the railway station and no trace of the utterer was obtainable. The forgeries of notes of the Calcutta Circle consisted entirely of the denominations of R5 and 10, owing, no doubt, to the practice of not keeping any record of the numbers of notes of these denominations making it difficult to trace out the history of such notes, the result being that only one conviction was obtained.

42. The five-rupee notes belong to the same set as those which have been uttered since 1883-84, of the $\frac{R}{74}$ series. Of such notes, fifty-five were presented: twenty-five at Benares, two at Lahore, and four at Bombay; and the total presented from 1883-84 now amounts to one hundred and fifty-one. The only conviction was of two men in January 1888 as mentioned in the last report.

43. The ten-rupee notes were of the series $\frac{R}{77}$ and $\frac{R}{85}$, and belonged to a new set of forgeries, of which fifty-nine notes were presented, *viz.*, eleven at Calcutta, five at Bombay, three at Kurrachee, and forty at various places in the Punjab. A man named Tania Hajam was sentenced, in November 1888, to six years' imprisonment for the issue of the former, and another man named Mohindronath Chatterjee was convicted of issuing the latter, and was sentenced, in July 1888, to six years' imprisonment.

REMITTANCES OF SILVER.

44. The following is the detail of silver remittances :—

	R	
Allahabad to Calcutta	28,29,210	(R8,29,210 of this was shroff-marked coin.)
Lahore to Calcutta	26,71,100	(Whole of this amount was shroff-marked and uncurrent coin.)
Bombay to Calcutta	2,02,00,000	
Bombay to Allahabad	25,00,000	
Bombay to Madras	1,10,00,000	
Bombay to Kurrachee	31,18,000	
Kurrachee to Bombay	8,000	

TREASURY STATISTICS.

45. The transactions in notes at the several Treasuries in India during 1886-87, 1887-88, and 1888-89 have been as follows :—

	1886-87.	1887-88.	1888-89.
	R	R	R
Receipts from the public in payment of Government dues	9,03,04,820	9,87,00,135	10,84,77,135
Receipts from the public in exchange for silver	3,05,22,080	3,04,07,155	2,77,18,515
Receipts from the public for other notes	25,05,895	26,43,280	27,75,875
Total Receipts	12,33,32,795	13,17,50,570	13,89,71,525
Issues to the public in payment of Government dues	3,81,90,680	3,94,35,720	4,60,75,250
Issues to the public in exchange for silver	3,08,04,965	3,22,23,720	3,31,94,190
Issues to the public for other notes	25,05,895	26,43,280	27,75,875
Total Issues	7,15,01,540	7,43,02,720	8,20,45,315

46. The total Treasury transactions in notes during the last three years have been as follows (in lakhs of Rupees) :—

	1886-87.	1887-88.	1888-89.
	R	R	R
Government of India	319	278	369
Central Provinces	34	40	43
Burma	29	24	21
Assam	59	60	58
Bengal	540	563	539
North-Western Provinces and Oudh	172	181	212
Punjab	247	279	333
Madras	258	291	325
Bombay	279	333	299
Hyderabad	11	11	11
	1,948	2,060	2,210

47. Statement IV classifies the treasuries of the Government of India as follows:—

	1886-87.	1887-88.	1888-89.
Where notes were cashed throughout the year to the extent of the public demand	163	148	150
Where notes were ordinarily cashable, but not always	28	43	40
Where notes were not usually cashable	39	46	46
TOTAL	230	237	236

48. Statement V shows the proportion of treasury and bank balances which in each province was held in the form of Currency Notes, and, as stated before, the holdings of the Reserve Treasuries greatly affect the comparisons in this statement.

49. Including Reserve Treasuries, the percentage of balances held in notes was:—

	1887.	1888.
Calcutta Circle	39	33
Bombay "	40	29
Madras "	18	25

But if Reserve Treasuries were omitted, the figures would be—

	1887. Balance in		1888. Balance in		Percentage of Notes.	
	Notes.	Cash.	Notes.	Cash.	1887.	1888.
Calcutta Circle	36,26	104,11	30,52	82,56	29	25
Bombay "	15,87	62,59	12,91	65,60	16	20
Madras "	15,23	92,06	14,98	73,99	17	14

RECEIPTS AND EXPENDITURE.

50. The receipts and expenditure of the department are shown in detail in Statement No. III. The final disbursements of 1887-88 were less by R8,225-5-9 as compared with the approximate figures given in last year's report as per details given at foot of the above statement. The expenditure in 1888-89 was less than in the former year by R35,469, owing, mainly, to a smaller quantity of note forms having been received from England.

General Remarks.

51. Several changes in the method of procedure in the Currency Offices have been introduced during the course of the year, and under the able superintendence of Mr. Kiernander, whose wide experience of the offices in all parts of India was most useful, a Currency Office Code, with a set of standard forms, has been issued and brought into operation with a view to ensure uniformity of practice in all the offices, and to prevent frauds of the kind mentioned in paragraph 39 of the last report in connection with lost and imperfect notes and other valuables. Mr. Groves has also done good service in examining the Issue Registers at Bombay as mentioned in paragraph 13.

STATEMENTS.

No. I.

Statement of the value of Government Currency Notes in circulation throughout India during 1888-89 and previous years.

Date.	Calcutta. Value of Notes in circulation.	Calcutta. Monthly increase + or decrease—.	Allahabad. Value of Notes in circulation.	Allahabad. Monthly increase + or decrease—.
	R	R	R	R
March 1888	6,44,77,440		90,46,385	
April „	6,40,53,430	− 4,24,010	68,32,695	−22,13,690
May „	6,99,58,995	+59,05,565	89,96,010	+21,63,315
June „	7,21,89,180*	+22,30,185	99,14,300	+ 9,18,290
July „	6,62,07,450	−59,81,730	1,11,24,360*	+12,10,060
August „	6,09,19,105†	−52,88,345	88,97,730	−22,26,630
September „	6,14,68,455	+ 5,49,350	83,46,980	− 5,50,750
October „	6,81,67,630	+66,99,175	82,17,600	− 1,29,380
November „	6,59,54,375	−22,13,255	79,44,555	− 2,73,045
December „	6,54,69,040	− 4,85,335	95,49,075	+16,04,520
January 1889	6,57,89,210	+ 3,20,170	74,95,895	−20,53,180
February „	6,60,46,660	+ 2,57,450	69,68,550	− 5,27,345
March „	6,67,07,095	+ 6,60,435	65,86,950†	− 3,81,600
Total	79,29,30,625		10,08,74,700	
				Average for each year from 1862-63.
1862-63	2,42,30,000	.....	.....	.....
1863-64	2,49,50,000	.....	.....	.....
1864-65	2,80,55,141	.....	11,39,468	.....
1865-66	2,90,43,282	.....	25,61,730	.....
1866-67	2,83,91,438	.....	25,93,184	.....
1867-68	2,93,11,382	.....	32,48,513	.....
1868-69	3,96,45,643	.....	33,74,186	.....
1869-70	4,14,57,428	.....	30,97,881	.....
1870-71	3,50,93,392	.....	41,34,122	.....
1871-72	4,30,33,469	.....	36,60,324	.....
1872-73	4,78,04,952	.....	52,18,260	.....
1873-74	4,70,29,742	.....	73,86,899	.....
1874-75	4,84,38,619	.....	62,57,664	.....
1875-76	4,93,96,846	.....	69,97,957	.....
1876-77	4,99,71,204	.....	72,07,479	.....
1877-78	6,13,25,010	.....	54,65,689	.....
1878-79	6,43,65,560	.....	68,73,527	.....
1879-80	6,26,55,985	.....	47,91,777	.....
1880-81	6,54,05,717	.....	58,48,142	.....
1881-82	6,43,82,370	.....	72,19,658	.....
1882-83	7,15,64,195	.....	84,15,818	.....
1883-84	6,12,93,062	.....	69,21,029	.....
1884-85	6,57,43,221	.....	75,99,049	.....
1885-86	6,06,33,913	.....	60,15,686	.....
1886-87	5,72,39,275	.....	77,81,407	.....
1887-88	6,21,17,981	.....	88,36,324	.....
1888-89	6,60,77,552	.....	84,06,225	...
Increase (+) or decrease (−) in 1888-89 as compared with 1887-88	+ 39,59,571	.....	− 4,30,099	.....
Percentage on average circulation, 1887-88	+ 6·374	.....	− 4·867	.....

Date.	Madras.	Madras.	Calicut.	Calicut.
March 1888	1,97,98,825		7,84,755	
April „	2,18,21,110*	+20,22,285	9,93,130	+2,08,375
May „	1,93,41,820	−24,79,290	9,65,560	− 27,570
June „	1,76,84,420	−16,57,400	11,25,015	+1,59,455
July „	1,70,67,915	− 6,16,505	15,45,250	+4,20,235
August „	1,72,61,550	+ 1,93,635	15,75,150*	+ 29,900
September „	1,68,38,610†	− 4,22,940	12,21,145	−3,54,005
October „	1,67,89,420	− 49,190	10,17,195	−2,03,950
November „	1,91,01,465	+23,12,045	9,77,095	− 40,100
December „	1,94,01,650	+ 3,00,185	10,12,320	+ 35,225
January 1889	1,87,60,595	− 6,41,055	9,25,745†	− 86,575
February „	1,81,67,470	− 5,93,125	9,84,985	+ 59,240
March „	1,71,58,985	−10,08,485	11,39,515	+1,54,530
Total	21,93,95,010		1,34,82,105	
1862-63	41,35,714	.....	.....	.....
1863-64	66,50,000	.....	.....	.....
1864-65	61,81,761	.....	61,755	.....
1865-66	63,07,003	.....	4,21,160	.....
1866-67	67,97,750	.....	5,54,549	.....
1867-68	62,19,398	.....	5,56,109	.....
1868-69	71,21,806	.....	8,16,166	.....
1869-70	73,46,017	.....	7,70,240	.....
1870-71	87,56,321	.....	8,63,419	.....
1871-72	1,10,63,042	.....	11,96,533	.....
1872-73	1,07,03,116	.....	18,10,467	.....
1873-74	1,22,14,342	.....	22,08,618	.....
1874-75	99,92,176	.....	21,48,859	.....
1875-76	1,28,83,331	.....	25,38,768	.....
1876-77	1,36,59,999	.....	20,86,198	.....
1877-78	1,67,54,482	.....	21,89,267	.....
1878-79	1,52,45,985	.....	17,66,917	.....
1879-80	1,29,92,638	.....	18,00,536	.....
1880-81	1,35,26,580	.....	14,78,377	.....
1881-82	1,34,77,339	.....	15,35,584	.....
1882-83	1,34,72,861	.....	13,69,536	.....
1883-84	1,39,21,985	.....	10,43,825	.....
1884-85	1,33,48,674	.....	12,59,258	.....
1885-86	1,40,74,261	.....	12,12,091	.....
1886-87	1,60,49,242	.....	13,28,140	.....
1887-88	1,80,20,491	.....	11,46,155	.....
1888-89	1,82,82,918	.....	11,23,509	.....
Increase (+) or decrease (−) in 1888-89 as compared with 1887-88	+ 2,62,427	.....	− 22,646	.....
Percentage on average circulation, 1887-88	+ 1·456	.....	− 1·975	.....

Date.	Lahore. Value of Notes in circulation.	Lahore. Monthly increase + or decrease—.	Bombay. Value of Notes in circulation.	Bombay. Monthly increase + or decrease—.	Kurrachee. Value of Notes in circulation.	Kurrachee. Monthly increase + or decrease—.
	R	R	R	R	R	R
March 1888	82,20,245		5,33,36,860		48,53,735	
April „	87,99,185	+5,78,940	5,50,86,635	+17,49,775	49,88,660*	+1,34,925
May „	92,36,665	+4,37,480	5,37,87,245	−12,99,390	49,63,820	−24,840
June „	82,33,025	−10,03,640	5,98,31,725	+60,44,480	42,98,390	−6,65,430
July „	87,95,260	+5,62,235	6,86,82,730	+88,51,005	39,06,640	−3,91,750
August „	95,79,770*	+7,84,510	7,05,98,395*	+19,15,665	36,65,260	−2,41,380
September „	82,95,655	−12,84,115	6,57,75,970	−48,22,425	39,22,895	+2,57,635
October „	91,04,820	+8,09,165	5,60,33,555	−97,42,415	38,67,275	−55,620
November „	80,37,815	−10,67,005	4,43,91,570	−1,16,41,985	34,65,925	−4,01,350
December „	81,24,150	+86,335	4,01,69,745†	−42,21,825	33,86,810†	−79,115
January 1889	79,11,335	−2,12,815	4,40,92,125	+39,22,380	36,63,140	+2,76,330
February „	78,38,865†	−72,470	4,15,95,255	−24,96,870	39,41,195	+2,78,055
March „	85,14,530	+6,75,665	5,03,27,005	+87,31,750	41,18,130	+1,76,935
Total	10,24,71,075		65,03,71,955		4,81,88,140	
1862-63	year from 1862-63.		1,58,28,571	.....	.....	
1863-64	.....	.....	2,07,25,000	.....	.....	
1864-65	.....	.....	3,26,00,958	.....	.....	
1865-66	7,81,033	.....	3,50,64,905	.....	9,08,721	
1866-67	29,51,182	.....	4,80,41,935	.....	10,13,765	
1867-68	25,00,558	.....	4,95,18,959	.....	15,90,835	
1868-69	24,05,652	.....	4,59,48,670	.....	19,67,010	
1869-70	25,81,546	.....	4,92,93,254	.....	24,73,060	
1870-71	22,52,897	.....	4,43,51,094	.....	22,59,591	
1871-72	26,74,301	.....	4,77,36,435	.....	22,33,014	
1872-73	52,34,625	.....	5,63,13,434	.....	20,36,310	
1873-74	47,59,828	.....	3,56,37,322	.....	21,97,823	
1874-75	47,77,161	.....	3,27,94,374	.....	17,28,919	
1875-76	53,43,460	.....	3,33,00,831	.....	17,87,612	
1876-77	66,21,276	.....	3,54,10,793	.....	18,40,533	
1877-78	62,40,332	.....	3,90,98,730	.....	21,98,696	
1878-79	54,70,648	.....	3,67,78,984	.....	25,13,693	
1879-80	48,60,418	.....	3,65,20,379	.....	26,72,268	
1880-81	65,49,450	.....	3,81,54,498	.....	34,61,504	
1881-82	92,54,536	.....	3,69,68,543	.....	33,30,384	
1882-83	81,32,364	.....	4,59,01,757	.....	32,37,773	
1883-84	78,45,178	.....	3,90,17,564	.....	29,98,733	
1884-85	76,69,764	.....	4,44,12,529	.....	30,89,570	
1885-86	78,99,231	.....	4,99,05,960	.....	46,00,707	
1886-87	77,28,230	.....	4,29,10,249	.....	49,99,546	
1887-88	83,09,917	.....	5,17,61,125	.....	47,59,004	
1888-89	91,59,344	.....	5,41,97,663	.....	40,15,679	
Increase (+) or decrease (−) in 1888-89 as compared with 1887-88	85,39,256	.....	+24,36,538	.....	−7,43,325	
Percentage on average circulation, 1887-88	−6,20,088	.....	+ 4·707	.....	− 15·619	

Date.	Rangoon.	Rangoon.	Total.	Total.
March 1888	37,25,550		16,42,43,795	
April „	28,28,340	−8,97,210	16,54,03,185	+11,59,390
May „	30,03,505	+1,75,165	17,02,53,620	+48,50,435
June „	36,14,950	+6,11,445	17,68,91,005	+66,37,385
July „	32,23,530	−3,91,420	18,05,53,135*	+36,62,130
August „	44,20,325	+11,96,795	17,69,17,285	−36,35,850
September „	35,38,800	−8,81,525	16,94,08,510	−75,08,775
October „	41,65,935	+6,27,135	16,73,63,430	−20,45,080
November „	51,70,710*	+10,04,775	15,50,43,510	−1,23,19,920
December „	41,10,340	−7,60,370	15,15,23,130	−35,20,380
January 1889	41,24,410	−2,85,930	15,27,62,455	+12,39,325
February „	27,55,075†	−13,69,335	14,82,98,055†	−44,64,400
March „	28,25,925	+70,850	15,73,78,135	+90,80,080
Total	4,40,81,845		1,97,17,95,455	
1862-63	.....	.....	4,41,94,385	
1863-64	.....	.....	5,23,25,000	
1864-65	.....	.....	6,88,20,116	
1865-66	.....	.....	7,72,57,983	
1866-67	.....	.....	8,98,93,179	
1867-68	.....	.....	9,28,50,848	
1868-69	.....	.....	10,14,55,327	
1869-70	.....	.....	10,66,90,777	
1870-71	.....	.....	9,81,32,240	
1871-72	.....	.....	11,41,57,442	
1872-73	.....	.....	12,86,40,267	
1873-74	.....	.....	11,14,52,907	
1874-75	.....	.....	10,67,04,071	
1875-76	.....	.....	11,35,26,621	
1876-77	.....	.....	11,64,16,538	
1877-78	.....	.....	13,25,02,472	
1878-79	.....	.....	13,19,05,084	
1879-80	.....	.....	12,79,83,033	
1880-81	.....	.....	13,66,29,354	
1881-82	.....	.....	13,50,46,242	
1882-83	.....	.....	15,18,07,113	
1883-84	.....	.....	13,38,69,257	
1884-85	10,03,295	.....	14,54,07,275	
1885-86	20,55,743	.....	14,71,02,032	
1886-87	29,31,184	.....	14,20,10,950	
1887-88	33,93,174	.....	16,16,23,290	
1888-89	58,22,866	.....	16,43,16,288	
Increase (+) or decrease (−) in 1888-89 as compared with 1887-88	36,73,487		+26,92,998	
Percentage on average circulation, 1887-88	−21,49,379	.....	+ 1·666	
	− 36·912	.....		

† Lowest.

No. II.

Statement of Notes issued, received, and cancelled during 1888-89.

Circle.	Nature of Work.	5 Rupees. No.	5 Rupees. Value.	10 Rupees. No.	10 Rupees. Value.	20 Rupees. No.	20 Rupees. Value.	50 Rupees. No.	100 Rupees. No.	100 Rupees. Value.	500 Rupees. No.	500 Rupees. Value.	1,000 Rupees. No.	1,000 Rupees. Value.	10,000 Rupees. No.	10,000 Rupees. Value.	Total. No.	Total. Value.
Calcutta	Notes issued.	160,692	8,03,460	2,661,715	2,66,17,150	173,449	34,68,980	177,905	409,370	4,09,37,000	77,944	3,89,72,000	139,484	13,94,84,000	8,774	8,77,40,000	3,809,333	34,69,17,840
Allahabad	"	9,579	47,895	38,921	3,89,210	24,524	4,90,480	15,418	22,824	22,82,400	3,874	19,37,000	8,985	89,85,000	1,087	1,08,70,000	125,242	2,57,74,385
Lahore	"	11,253	56,265	63,568	6,35,680	45,528	9,10,560	31,565	44,567	44,56,700	9,774	48,87,000	7,766	77,66,000	1,551	1,55,10,000	215,572	3,58,00,455
Bombay	"	475,729	23,78,645	1,178,798	1,17,87,980	163,032	32,60,640	124,691	209,242	2,09,24,200	12,481	62,40,500	97,293	9,72,93,000	17,362	17,36,20,000	2,278,628	32,17,39,515
Kurrachee	"	2,634	13,170	33,796	3,37,960	12,964	2,59,280	7,302	10,655	10,65,500	1,060	5,30,000	4,046	40,46,000	144	14,40,000	72,601	80,57,010
Madras	"	89,650	4,48,250	147,320	14,73,200	85,716	17,14,320	72,346	246,162	2,46,16,200	36,178	1,80,89,000	30,188	3,01,88,000	4,344	4,34,40,000	712,204	12,38,86,270
Calicut	"	12,662	63,310	10,659	1,06,590	5,822	1,16,440	4,560	10,126	10,12,600	501	2,50,500	418	4,18,000	195	19,50,000	44,943	41,45,440
Rangoon	"	41,034	2,05,170	50,709	5,07,090	22,743	4,54,860	13,443	20,296	20,29,600	2,237	11,18,500	3,614	36,44,000	2,895	2,89,50,000	157,001	3,75,81,370
Total		803,233	40,16,165	4,185,486	4,18,54,860	533,778	1,06,75,560	447,260	2,23,63,000	9,73,24,200	144,049	7,20,24,500	292,124	29,21,24,000	36,352	36,35,20,000	7,415,524	90,39,02,285
Percentage on Total Issues		10·83	...	56·44	...	7·20	...	6·03	...	13·13	...	1·94	...	3·94	·49	...	100	...
		...	·44	...	4·63	...	1·18	...	2·47	...	10·77	...	7·97	...	32·32	...	40·22	...	100
Calcutta	Notes received.	192,959	9,64,795	2,545,096	2,54,50,960	173,033	34,60,660	180,104	90,05,200	406,043	4,06,04,300	79,535	3,97,67,500	140,691	14,06,91,000	8,599	8,59,90,000	3,726,060	34,59,34,415
Allahabad	"	11,543	57,715	40,267	4,02,670	25,825	5,16,500	17,567	8,78,350	25,290	25,29,000	4,137	20,68,500	8,551	85,51,000	1,348	1,34,80,000	134,528	2,84,83,735
Lahore	"	13,517	67,735	69,315	6,93,150	49,568	9,91,360	30,396	15,19,800	44,119	44,11,900	9,512	47,56,000	7,737	77,37,000	1,545	1,54,50,000	225,739	3,56,26,945
Bombay	"	462,710	23,13,550	1,185,284	1,18,52,840	172,470	34,49,400	130,805	65,40,250	217,337	2,17,33,700	14,010	70,05,000	97,794	9,77,94,000	17,341	17,34,10,000	2,297,751	32,40,98,740
Kurrachee	"	2,886	14,430	26,564	2,65,640	9,447	1,88,940	5,791	2,89,550	10,619	10,61,900	890	4,45,000	4,185	41,85,000	233	23,30,000	60,615	87,80,460
Madras	"	88,799	4,43,995	148,361	14,83,610	87,102	17,42,040	76,360	38,18,000	250,092	2,50,09,200	36,791	1,83,95,500	31,455	3,14,55,000	4,420	4,42,00,000	723,380	12,65,47,345
Calicut	"	13,026	65,130	9,969	99,690	5,843	1,16,860	4,570	2,28,500	9,003	9,00,300	446	2,23,000	401	4,01,000	178	17,80,000	43,436	38,14,480
Rangoon	"	39,370	1,96,850	50,871	5,08,710	21,755	4,35,100	13,337	6,66,850	19,944	19,94,400	2,132	10,66,000	3,462	34,62,000	3,015	3,01,50,000	153,886	3,84,79,910
Total		824,840	41,24,200	4,075,727	4,07,57,270	545,043	1,09,00,860	458,930	2,29,46,500	982,447	9,82,44,700	147,453	7,37,26,500	294,276	29,42,76,000	36,679	36,67,90,000	7,365,395	91,17,66,030
Percentage on Total Receipts		11·20	...	55·34	...	7·40	...	6·23	...	13·34	...	2·00	...	3·99	...	·50	...	100	...
		...	·45	...	4·47	...	1·20	...	2·52	...	10·77	...	8·09	...	32·27	...	40·23	...	100
Calcutta	Notes cancelled.	159,008	7,95,040	1,771,145	1,77,11,450	110,744	22,14,880	122,611	61,30,550	311,002	3,11,00,200	70,731	3,53,65,500	105,097	10,50,97,000	1,726	1,72,60,000	2,652,064	21,56,74,620
Allahabad	"	9,995	49,975	33,136	3,31,360	21,218	4,24,960	14,586	7,29,300	20,471	20,47,100	3,426	17,13,000	6,463	64,63,000	865	86,50,000	110,190	2,04,08,695
Lahore	"	14,020	70,100	63,610	6,36,100	42,980	8,59,600	23,319	14,65,950	42,992	42,99,200	9,395	46,97,500	6,971	69,71,000	480	48,00,000	209,767	2,37,99,450
Bombay	"	256,476	12,82,380	631,750	63,17,500	102,305	20,46,100	90,848	45,42,400	151,341	1,51,34,100	13,076	65,38,000	51,823	5,18,23,000	4,012	4,01,20,000	1,301,631	12,78,03,489
Kurrachee	"	2,815	14,075	23,973	2,39,730	8,847	1,76,940	4,937	2,46,850	9,444	9,44,400	828	4,14,000	2,528	25,28,000	179	17,90,000	53,551	63,53,995
Madras	"	87,493	4,37,465	146,801	14,68,010	88,008	16,60,160	71,486	35,71,800	208,038	2,08,03,800	30,935	1,54,67,500	17,622	1,76,22,000	1,503	1,50,30,000	646,836	7,60,60,735
Calicut	"	12,914	64,570	9,846	98,460	5,760	1,15,200	4,372	2,18,600	8,695	8,69,500	408	2,04,000	356	3,56,000	146	14,60,000	42,497	33,86,330
Rangoon	"	29,018	1,45,090	33,730	3,37,300	15,023	3,00,460	10,053	5,02,650	13,677	13,67,700	1,260	6,30,000	1,369	13,69,000	557	55,70,000	104,687	1,02,22,200
Total		571,739	28,58,695	2,713,991	2,71,39,910	389,915	77,98,300	348,162	1,74,08,100	765,660	7,65,66,000	130,059	6,50,29,500	192,229	19,22,29,000	9,468	9,46,80,000	5,121,223	48,37,09,505
Percentage on Total Cancellations		11·16	...	53·00	...	7·61	...	6·80	...	14·95	...	2·54	...	3·75	...	·19	...	100	...
		...	·59	...	5·60	...	1·61	...	3·60	...	15·83	...	13·45	...	39·74	...	19·58	...	100
Percentage on Total Cancellations on Receipts		69·31	...	66·59	...	71·54	...	75·98	...	77·93	...	88·20	...	65·32	...	25·81	...	69·53	53·05

Abstract of all Circles from 1861-62 to 1888-89.

Year.	Notes Issued. No.	Notes Issued. Value.	Notes Received. No.	Notes Received. Value.	Notes Cancelled. No.	Notes Cancelled. Value.
1861-62	367,200	4,20,00,000	2,000	10,00,000	...	...
1862-63	295,015	2,52,55,500	82,820	1,49,55,500	52,520	1,10,05,500
1863-64	336,201	4,72,01,000	248,582	4,17,01,000	240,478	3,74,51,000
1864-65	598,260	4,53,00,110	253,708	3,37,69,900	214,290	3,15,66,660
1865-66	960,150	10,10,04,920	854,111	9,98,39,180	886,174	3,90,71,620
1866-67	1,968,688	26,80,12,150	1,917,381	25,36,97,220	831,631	7,50,95,040
1867-68	2,790,745	38,06,49,710	2,424,319	30,72,64,270	998,679	10,85,26,500
1868-69	3,117,050	44,00,73,020	2,936,353	44,69,90,180	1,553,433	14,25,85,600
1869-70	3,396,828	49,31,48,480	3,353,591	48,70,24,340	1,906,794	22,30,04,250
1870-71	3,855,477	56,63,62,620	3,728,082	56,66,28,810	2,005,842	24,79,56,750
1871-72	4,045,118	62,25,21,200	3,813,861	60,48,10,940	1,894,516	25,64,60,160
1872-73	4,480,446	57,39,09,525	4,194,119	59,96,88,825	2,150,039	25,00,27,590
1873-74	4,915,365	61,69,24,575	4,620,018	62,64,55,900	2,565,830	26,20,42,890
1874-75	5,145,682	68,25,78,760	4,762,530	63,66,57,570	3,094,093	28,68,65,125
1875-76	5,325,790	62,69,70,815	5,269,541	62,17,81,655	3,500,388	29,62,56,840
1876-77	5,777,514	78,77,51,185	5,702,046	77,87,26,475	3,661,384	37,89,18,425
1877-78	6,251,704	99,52,50,980	6,120,202	96,25,97,735	4,399,755	45,50,76,735
1878-79	5,853,587	86,09,66,930	6,036,955	90,75,19,920	4,115,911	42,84,16,310
1879-80	6,252,415	81,51,93,855	6,067,688	80,79,23,265	3,889,150	35,31,49,630
1880-81	6,731,153	85,23,91,490	6,625,315	84,04,84,390	4,172,534	38,61,13,350
1881-82	6,066,875	71,68,22,915	5,964,017	71,09,97,175	3,855,555	37,95,01,280
1882-83	6,417,898	73,71,65,755	6,164,317	73,16,24,485	4,344,957	43,60,02,315
1883-84	6,828,374	67,02,69,920	6,769,657	68,93,02,090	4,710,289	42,04,58,825
1884-85	6,014,915	73,99,22,015	9,692,313	72,12,80,855	5,137,324	43,21,77,545
1885-86	6,610,519	76,10,25,730	6,531,341	76,55,44,465	4,756,480	42,79,23,105
1886-87	6,737,250	74,12,56,165	6,757,354	74,47,96,640	4,856,427	42,89,60,590
1887-88	7,234,682	83,20,40,665	6,873,377	80,55,70,115	4,892,465	46,06,32,630
1888-89	7,415,524	90,39,02,285	7,365,395	91,17,66,030	5,121,223	48,37,09,505

No.

Statement of Receipts and Expenditure of the Department

	Calcutta.	Allahabad.	Lahore.
	R a. p.	R a. p.	R a. p.
RECEIPTS.			
1888-89. Interest realized on Government Securities	10,74,161 6 0	1,16,145 0 0	1,38,219 0 0
SUNDRY CASH RECEIPTS.			
Miscellaneous	248 15 3	107 12 0	93 4 0
Premium realized on bills	.....	.....	.....
Value of unclaimed Currency Notes	.....	2,255 0 0	1,920 0 0
	10,74,410 5 3	1,18,507 12 0	1,40,232 4 0
DISBURSEMENTS.			
Salaries	20,261 5 1	.....	3,278 9 0
Establishment	74,631 4 11	10,553 0 0	9,304 12 3
Temporary Establishment	8,685 10 8	619 14 1	.....
Charges for Remittances	217 12 0	.....	.....
Stationery	1,368 5 3	6 13 3	.....
Printing Charges	2,732 12 2	527 0 0	595 8 4
Service Telegrams	348 7 0	199 11 0	299 12 0
Purchase of Service Stamps	788 13 6	310 0 0	333 1 6
House, Lighting, Police and Water Rate	5,550 0 0	.....	127 4 6
Cost of Note Forms	59,916 14 0	.....	.....
One-third freight on Europe Stores	.....	.....	.....
Pensions and Gratuities	4,152 13 0	1,548 0 0	1,189 7 1
Cost of Repairs, &c., to Currency Buildings	773 0 0	.....	4,427 0 0
Cost of Chests, Bags and Locks	33 10 0	1,866 15 0	190 4 5
Contingencies	4,735 9 6	1,131 5 3	1,428 11 0
Travelling Allowances	177 12 9	.....	.....
Dead Stock, Cost of Office Furniture	237 10 9	358 9 6	.....
TOTAL DISBURSEMENTS DURING 1888-89	1,84,911 12 7	17,121 4 1	21,174 6 1
PROFIT	8,89,498 8 8	1,01,386 7 11	1,19,057 13 11

ABS

	Calcutta.	Allahabad.	Lahore.
	R a. p.	R a. p.	R a. p.
RECEIPTS.			
1861-62	.....	.....	.....
1862-63	1,52,316 10 2	.....	.....
1863-64	3,27,731 5 4	.....	.....
1864-65	9,69,318 4 4	.....	.....
1865-66	6,05,285 1 8	46,281 6 0	31,484 2 0
1866-67	6,91,286 13 6	49,784 0 0	31,517 0 0
1867-68	5,32,863 9 9	45,617 9 4	28,944 4 9
1868-69	5,81,265 0 9	49,442 8 3	37,827 13 5
1869-70	6,50,288 12 3	48,310 9 8	35,133 4 11
1870-71	5,36,277 7 6	62,787 2 7	40,616 1 1
1871-72	5,38,378 2 9	45,512 7 6	65,087 5 3
1872-73	8,91,423 8 3	96,879 10 9	88,368 10 6
1873-74	10,04,194 6 0	1,56,749 4 0	1,01,370 14 0
1874-75	11,87,241 11 6	89,036 0 0	1,10,593 7 3
1875-76	10,92,800 4 6	1,13,676 0 0	1,28,291 10 9
1876-77	10,74,581 8 0	1,09,322 0 0	1,34,781 10 0
1877-78	11,80,679 7 8	1,12,726 0 0	1,11,997 10 9
1878-79	12,55,775 6 10	85,487 2 0	94,621 11 0
1879-80	13,93,856 3 11	99,873 6 0	1,31,198 12 3
1880-81	12,55,051 0 0	89,304 0 0	1,69,020 0 0
1881-82	12,65,842 12 2	85,948 4 0	1,55,632 3 6
1882-83	12,99,622 0 0	1,11,111 10 0	1,24,487 8 6
1883-84	12,21,167 2 7	1,11,492 4 0	1,56,363 0 0
1884-85	11,41,524 9 3	1,11,237 9 3	1,53,062 0 0
1885-86	11,13,313 12 0	1,01,087 11 0	1,45,189 8 6
1886-87	10,77,399 13 0	1,22,840 5 3	1,51,106 9 3
1887-88	10,54,140 8 1	1,05,649 3 6	1,51,760 15 0
1888-89	10,74,410 5 3	1,18,507 12 0	1,40,232 4 0
TOTAL	2,51,48,035 11 0	21,68,663 13 1	25,18,688 6 8
DIBURSEMENTS.			
1861-62	2,639 2 7	.....	.....
1862-63	3,06,205 8 3	.....	.....
1863-64	1,40,049 4 11	.....	.....
1864-65	34,145 8 6	20,329 12 2	17,539 13 0
1865-66	4,00,080 5 2	17,824 12 9	21,500 13 3
1866-67	5,27,735 4 11	13,488 3 2	16,999 6 3
1867-68	90,086 0 0	17,230 12 10	20,862 13 7
1868-69	5,71,781 12 9	14,792 14 4	15,285 6 4
1869-70	99,909 12 7	14,991 8 11	16,687 14 6
1870-71	1,30,679 3 7	15,505 1 4	13,726 6 9
1871-72	1,02,321 6 2	14,457 12 6	19,870 1 1
1872-73	1,27,751 14 3	20,576 5 10	11,243 6 6
1873-74	1,65,462 14 5	51,683 12 7	14,189 4 7
1874-75	1,36,395 6 10	21,920 7 4	22,072 3 8
1875-76	1,26,771 7 8	44,446 5 4	13,937 10 8
1876-77	1,47,884 0 11	19,322 1 0	10,443 14 9
1877-78	1,82,693 11 4	13,346 14 3	18,445 5 1
1878-79	2,38,041 12 0	16,616 9 5	14,376 5 0
1879-80	1,41,472 1 5	14,744 12 3	15,044 15 6
1880-81	1,21,867 0 0	14,910 0 0	14,851 0 0
1881-82	1,48,717 0 3	21,755 1 10	17,482 14 9
1882-83	2,61,461 7 4	19,251 9 5	14,632 14 8
1883-84	2,23,388 9 8	18,552 10 7	14,967 0 10
1884-85	1,28,143 10 8	22,857 10 11	15,118 12 5
1885-86	2,77,906 11 3	19,452 6 4	21,852 11 1
1886-87	1,86,623 15 1	18,043 9 5	17,570 1 4
1887-88	2,34,563 9 3	16,721 1 7	13,811 14 1
1888-89	1,84,911 12 7	17,121 4 1	21,174 6 1
TOTAL	54,30,780 6 4	4,99,943 8 2	4,13,687 7 9
PROFIT	1,97,08,255 4 8	16,68,720 4 11	21,05,000 14 11

The following are the Circles in which the Final Disbursements

Calcutta Approximate	2,34,563 9 3
" Final	2,34,876 13 3
Lahore Approximate	13,811 14 1
" Final	18,068 8 7
Bombay Approximate	79,863 1 7
" Final	80,589 12 8
Kurrachee Approximate	6,215 0 8
" Final	7,300 12 3
Madras Approximate	37,161 13 10
" Final	39,004 14 0

Final Increase as compared

III.

of Issue of Paper Currency for the year 1888-89.

Bombay.	Kurrachee.	Madras.	Calicut.	Rangoon.	TOTAL.
R a. p.	R a. p.	R a. p.	R a. p.	R p. a.	R a. p.
7,08,296 0 0	59,718 0 0	2,96,908 0 0	16,323 0 0	48,579 0 0	24,58,349 6 0
556 5 6	264 10 11	196 4 0	.....	.....	1,467 3 8
1,187 8 0	.....	.....	.....	.....	1,187 8 0
850 0 0	.....	1,085 0 0	.....	.....	6,110 0 0
7,10,889 13 6	59,982 10 11	2,98,189 4 0	16,323 0 0	48,579 0 0	24,67,114 1 8
12,000 0 0	1,200 0 0	.....	1,200 0 0	.....	37,939 14 1
53,716 3 6	4,439 0 0	17,505 1 9	3,278 4 2	16,518 3 2	1,89,945 13 9
3,257 13 5	.....	15 10 9	.....	559 2 3	13,138 3 2
359 5 0	67 8 0	143 10 0	.....	.....	788 3 0
647 0 0	28 4 10	402 1 4	23 6 0	.....	2,475 14 8
1,332 3 5	48 14 6	821 6 3	.....	.....	6,057 12 8
238 2 0	63 5 0	101 2 0	39 11 0	193 5 0	1,483 7 0
530 6 0	180 1 0	266 5 0	105 0 0	35 1 0	2,548 12 0
944 3 9	.....	.....	.....	.....	6,621 8 3
.....	.....	18,492 3 4	1,066 0 8	.....	79,475 2 0
22 6 2	.....	15 1 7	.....	.....	37 7 9
1,150 0 0	.....	2,516 13 8	498 0 0	.....	11,355 1 9
345 3 5	.....	.....	.....	.....	5,545 3 5
2,000 0 0	.....	.....	.....	.....	4,090 13 5
3,359 6 11	145 7 9	869 13 4	62 2 6	848 5 3	12,580 13 6
263 1 0	10 10 0	436 14 4	.....	.....	888 6 1
493 0 6	30 0 0	295 9 11	76 4 2	109 0 0	1,600 2 10
80,658 7 1	6,213 3 1	41,881 13 3	6,348 12 6	18,263 0 8	3,76,572 11 4
6,30,231 6 5	53,769 7 10	2,56,307 6 9	9,974 3 6	30,315 15 4	20,90,541 6 4

TRACTS.

Bombay.	Kurrachee.	Madras.	Calicut.	Rangoon.	TOTAL.
R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	1,52,316 10 2
.....	.....	.....	.....	.....	3,27,731 5 4
5,11,746 13 6	.....	1,73,913 14 10	.....	.....	16,54,979 0 8
8,19,518 4 3	4,637 7 9	1,67,917 2 10	3,268 2 0	.....	16,78,391 10 6
7,43,596 2 1	23,870 0 0	1,18,395 11 4	4,400 0 0	.....	16,62,849 10 11
5,92,489 15 5	20,677 12 5	1,21,084 15 9	4,137 1 3	.....	13,45,815 4 8
6,73,293 8 10	28,822 15 1	1,04,357 0 5	11,963 12 11	.....	14,86,972 11 8
7,69,001 5 11	38,566 11 1	1,14,559 2 3	12,011 10 11	.....	16,67,871 9 0
6,73,769 3 4	34,317 10 3	1,32,986 14 7	13,113 3 5	.....	14,93,867 10 9
5,93,668 4 7	27,765 4 9	1,40,676 4 1	14,877 11 0	.....	14,25,965 7 11
10,45,520 1 7	37,693 12 6	1,98,729 6 9	33,612 4 0	.....	23,92,227 6 4
7,56,230 12 9	46,985 0 3	2,59,187 1 3	46,866 10 3	.....	23,71,584 0 6
6,77,999 6 4	35,660 12 0	2,19,693 3 0	49,770 0 0	.....	23,69,994 8 1
6,87,503 6 6	36,340 0 0	2,53,336 8 8	55,570 0 0	.....	23,67,517 14 5
7,01,084 13 8	40,050 1 6	2,69,536 3 6	39,443 0 0	.....	23,68,799 4 8
6,59,869 12 10	35,533 13 0	3,10,976 0 0	37,865 0 0	.....	24,49,697 12 3
6,52,969 0 4	47,607 0 0	2,51,697 8 0	27,938 0 0	.....	23,95,495 13 2
7,72,780 3 3	54,105 0 0	3,09,420 0 8	35,592 0 0	.....	27,96,825 10 1
6,96,539 0 0	62,088 0 0	2,20,081 0 0	22,785 0 0	.....	25,14,818 0 0
6,64,791 11 11	60,126 0 0	2,46,642 15 5	24,016 0 0	.....	25,02,999 15 0
6,82,831 3 0	54,736 0 0	2,14,922 14 10	14,854 0 0	.....	25,02,565 4 4
6,93,775 7 1	50,446 12 0	2,39,524 7 10	18,828 0 0	17,260 0 0	25,08,857 1 6
7,65,661 1 9	55,927 9 6	2,43,696 15 0	16,324 0 0	23,476 0 0	25,10,909 12 9
7,88,374 2 7	83,818 13 4	2,35,030 5 9	15,802 0 0	21,245 0 0	25,03,861 5 2
7,65,888 0 0	76,816 0 0	2,65,096 2 3	19,177 0 0	24,114 0 0	25,02,437 13 9
7,57,626 6 0	71,000 7 0	3,02,655 0 0	14,628 0 0	52,623 0 0	25,10,083 7 7
7,10,889 13 6	59,982 10 11	2,98,189 4 0	16,323 0 0	48,579 0 0	24,67,114 1 8
1,78,56,818 1 0	10,87,575 9 4	54,12,256 3 0	5,53,165 7 9	1,87,297 0 0	549,32,500 3 10
2,494 10 0	.....	751 9 3	.....	.....	5,885 5 10
1,73,996 6 6	.....	50,610 10 1	.....	.....	5,30,812 8 10
1,66,720 11 11	.....	58,638 9 6	.....	.....	3,65,408 10 4
2,61,955 7 8	.....	59,511 2 3	3,112 11 4	.....	3,96,594 6 11
3,06,084 4 8	9,596 11 8	78,872 13 10	11,132 8 5	.....	8,45,092 5 9
3,58,829 8 3	8,632 0 0	61,950 15 6	4,667 12 8	.....	9,92,303 2 9
1,29,160 8 5	10,509 12 11	36,798 8 6	4,657 14 4	.....	3,09,306 6 7
1,12,952 8 4	10,517 15 3	30,912 2 6	4,695 15 6	.....	7,60,938 11 0
1,12,816 11 10	7,711 15 0	33,335 4 5	4,407 0 1	.....	2,89,860 3 4
1,21,404 7 7	5,922 4 1	44,446 15 1	4,546 11 2	.....	3,36,231 1 7
1,02,736 7 5	6,038 0 2	34,553 0 1	5,417 14 0	.....	2,85,894 9 5
99,551 13 8	7,225 11 5	39,798 3 9	7,367 15 0	.....	3,13,515 6 5
1,64,282 3 4	9,157 11 10	45,101 5 3	6,098 14 0	.....	4,55,976 2 0
1,50,860 9 2	6,097 0 2	43,460 9 0	9,037 5 6	.....	3,89,843 9 8
1,02,627 5 0	6,670 11 3	35,306 1 0	5,568 2 3	.....	3,35,827 11 2
86,284 8 2	7,635 7 6	35,215 10 6	6,891 3 11	.....	3,13,656 14 9
2,23,222 6 1	7,100 7 0	33,239 12 8	6,944 7 0	.....	4,84,992 15 5
1,92,575 6 9	8,534 5 8	41,871 7 1	6,894 5 5	.....	5,18,910 3 4
1,00,247 4 8	7,456 6 8	39,214 6 8	5,621 13 11	.....	3,23,801 13 1
82,161 0 0	5,716 0 0	33,697 0 0	4,934 0 0	.....	2,78,136 0 0
78,796 0 4	7,703 4 4	42,480 1 4	7,828 4 1	.....	3,24,762 10 11
83,441 8 11	7,553 3 2	32,512 5 11	6,451 9 11	.....	4,25,304 11 4
98,933 12 7	6,335 4 9	49,448 0 10	5,643 2 2	10,638 4 4	4,27,906 13 9
94,890 6 5	7,106 11 7	29,430 11 9	5,390 5 6	14,234 8 4	3,17,172 13 7
83,212 8 2	8,983 15 1	43,142 2 4	6,357 13 4	14 906 15 1	4,75,905 2 8
78,853 7 6	7,750 9 2	43,847 10 11	7,414 2 7	13,613 0 0	3,73,716 8 0
79,863 1 7	6,215 0 3	37,161 13 10	7,105 13 2	16,599 4 4	4,12,041 10 1
80,658 7 1	6,213 3 1	41,881 13 3	6,348 12 6	18,263 0 8	3,76,572 11 4
37,29,593 10 0	1,82,383 12 0	11,57,190 15 1	1,54,536 9 9	88,255 0 9	1,16,65,371 5 10
1,41,27,224 7 0	9,05,191 13 4	42,55,065 3 11	3,98,618 14 0	99,041 15 3	4,32,67,128 14 0

differed from approximate figures reported in 1887-88:—

313 4 0	
4,256 10 6	4,569 14 6
726 11 1	
1,085 12 0	1,812 7 1
	1,843 2 0
with Approximate.	8,225 5 9

No. IV.

Classification of Treasuries according to Encashment of Notes.

	A Treasuries which were able throughout the year to cash notes at all times to the extent of the public demand on them.	B Treasuries ordinarily able to cash notes on presentation.	C Treasuries at which this accommodation could not usually be given.	A	B	C
India.	Ajmeer. Beluchistan. Bhopal. Sambhar.		Coorg. Indore. Nowgong (Bd.)	4	6	3
Central Provinces.	Balaghat. Betul. Bhandara. Chanda. Damoh. Hosbangabad. Mandla. Nagpur. Narsinghpur. Nimar. Saugor. Wardha.	Bilaspur. Chhindwara. Jabbulpur. Raipur. Sambalpur. Seoni.		12	6	0
Burma.	Bassein. Henzadah. Kyoukphyoo. Maubin. Mergui. Pegu. Prome. Saudoway. Shwegin. Tavoy. Tharrawaddy.	Mandalay. Minbu. Myingyan. Pokkoku. Pyinmana. Sagam. Thayetmyo. Toungloo.	Bernardmyo. Bhamo. Katha. Kindat. Kyouksai. Magwe. Meiktila. Monywa. Shwebo. Yemethin. Yeu.	11	8	11
Assam.			Cachar. Darrang. Garo Hills. Goalparah. Kamrup. Khasi Hills. Lakhimpur. Manipur. Naga Hills. Nowgong. Sibsagar. Sylhet.	0	0	12
Bengal.	Backergunge. Balasore. Bankoora. Beerbhoom. Bhagulpore. Bogra. Burdwan. Chittagong. Cuttack. Dinagepore. Doomka. Durbhunga. Furreedpore. Gya. Hazaribagh. Hooghly. Howrah. Jessore. Khoolna. Lohardugga. Maldah. Midnapore. Monghyr. Mozufferpore. Mymensing. Noakhally. Nuddea. Pubna. Puri. Purneah. Rajshahye. Rungpur. Sarun. Shahabad. Tipperah. 24-Pergunnahs.	Moorshedabad. Chumparun. Jalpaiguri. Manbhoom. Singbhoom.	Darjeeling.	36	5	1
N.-W. P. & Oudh.	Aligarh. Azamgarh. Badaun. Balia. Banda. Bara Banki. Bareilly. Basti. Bijnor. Bulandshahr. Cawnpore. Etah. Farukhabad. Fatehpur. Ghazipur. Gorakhpur. Gonda. Hamirpur. Hardoi. Jaunpur. Jhansi. Kheri. Lalitpur. Lucknow. Mainpuri. Meerut. Mirzapore. Muzaffarnagar. Partabgarh. Rae Bareli. Shahjahanpur. Sultanpur. Unao.	Allahabad. Bahraich. Etawah. Faizabad. Jalaun. Mathura. Moradabad. Rurki. Saharanpur. Sitapur.	Agra. Almora. Benares. Dehra-Dun. Nainital. Pillibhit.	33	10	6
Punjab.	Amritsar. Dera Ismail Khan. Ferozepur. Gujranwala. Gujrat. Gurgaon. Hazara. Hissar. Hoshiarpur. Jhang. Jhelum. Jullundur. Kernal. Kohat. Ludhiana. Montgomery. Multan. Peshawar. Rawal Pindi. Shahpur. Sialkot. Simla.	Bannu. Gurdaspur. Kangra. Rohtack. Umballa.	Dera Ghazi Khan. Muzaffargarh.	22	5	2
Madras.	Anuntapur. Chingleput. Cuddapah. Kurnool. Madura. Nellore. North Arcot. Salem. South Arcot. Tanjore. Tinnevelly. Travancore. Trichinopoly. Vizagapatam.	Bellary. Coimbatore. Ganjam. Godavari. Malabar. South Canara.	Bangalore. Kistna. Nilgris.	14	6	3
Bombay.	Aden. Ahmednagar. Baroda. Belgaum. Bijapur. Colaba. Dharwar. Hyderabad (Sind). Kaira. Kanara (Karwar). Kathiawar. Khandesh. Nasik. Ratnagiri. Satara. Sholapur. Surat. Thana.		Cutch (Bhuj). Shikarpur.	18	0	2
Hyderabad.			Akola. Amraoti. Basim. Buldana. Ellichpur. Wun.	0	0	6
			TOTAL	150	40	46
			TOTAL OF A, B, C.	236		

No. V.

Statistics of Treasury and other Balances on 31st December 1888.

	Denominations of Notes.									Total.			Percentage of Notes.	
	R5.	R10.	R20.	R50.	R100.	R1,000.	R10,000.	Foreign Circle Notes.	Notes.	Cash.	Total.	Dec. 1888.	Dec. 1887.
Treasuries and Branch Banks.													
Calcutta Circle	33,435	4,47,040	1,50,140	3,42,900	10,15,200	4,90,000	11,90,000	9,630	45,21,345	18,13,980	1,33,35,331	33	39
Allahabad	17,500	49,710	66,080	90,750	1,55,800	1,54,000	...	7,11,675	15,71,515	1,26,63,467	1,41,74,982	11	9
Lahore	18,250	67,800	97,300	1,50,100	3,12,100	3,17,500	3,80,000	2,70,000	18,22,970	77,35,608	95,58,578	19	15
Bombay	29,760	1,83,060	63,260	1,47,500	4,39,100	1,39,000	2,13,000	15,18,210	28,08,545	65,61,224	93,72,769	29	40
Nagpore	3,010	35,710	8,720	34,350	1,56,700	77,000	18,000	...	4,02,020	36,17,561	40,19,581	10	8
Kurrachee	3,675	28,960	26,940	42,800	1,23,000	59,000	2,70,000	...	5,68,110	8,99,347	14,67,457	38	48
Madras	19,575	86,580	63,760	1,67,550	8,00,300	1,61,500	1,59,000	12,70,000	28,31,865	80,65,649	1,08,97,514	25	18
Calicut	5,360	10,100	12,020	18,450	55,500	9,500	6,000	50,000	3,32,265	15,96,496	19,28,761	17	23
Central India	3,255	26,580	6,580	25,750	69,200	53,500	78,000	15,910	2,78,775	17,08,677	19,87,452	14	7
Burma	6,255	13,510	23,780	35,900	82,100	22,500	1,29,000	21,790	10,41,835	51,78,787	62,23,622	16	59
	1,40,075	9,49,050	5,18,580	10,56,050	32,09,000	14,83,500	24,22,000	50,08,210	1,61,82,215	5,67,83,805	7,29,66,050	22	27
Presidency Banks Head Offices.													
Bank of Bengal	13,465	1,82,200	37,340	45,550	1,92,100	6,81,000	24,13,000	44,70,000	...	7,35,897	87,70,552	91	92
Do. of Bombay	15,130	2,01,910	1,39,220	1,43,850	2,32,300	2,77,000	22,26,000	12,10,000	11,300	7,18,423	52,05,133	85	99
Do. of Madras	7,725	21,550	22,100	25,900	2,46,600	1,35,500	2,55,000	4,60,000	25,110	11,25,800	23,28,884	51	75
	36,320	4,08,660	1,98,660	2,15,300	6,71,000	10,93,500	48,94,000	61,40,000	36,410	1,36,93,850	1,63,04,069	83	94

No. VI.

Issues and Receipts of Home Notes at each Circle.

	Circles.								Total.
	Calcutta.	Allahabad.	Lahore.	Bombay.	Kurrachee.	Madras.	Calicut.	Rangoon.	
Circulation on 1st April 1888	6,61,64,000	95,10,315	89,06,615	5,37,17,740	49,02,850	2,00,45,200	8,70,445	37,42,850	16,78,60,015
ISSUES.									
Over the Counter	30,07,72,340	2,14,50,385	2,00,00,455	29,89,34,715	76,27,010	10,06,26,865	41,45,440	1,74,14,470	77,09,71,680
At Agencies	17,500	...	68,23,000	6,67,000	...	6,73,000	...	4,27,900	86,08,400
In Remittance Transactions	4,61,28,000	43,24,000	89,77,000	2,21,37,800	4,30,000	2,25,86,405	...	1,97,39,000	12,43,22,205
Total Issues	34,69,17,840	2,57,74,385	3,58,00,455	32,17,39,515	80,57,010	12,38,86,270	41,45,440	3,75,81,370	90,39,02,285
Total of Balance and Issues	41,30,81,840	3,52,84,700	4,47,07,070	37,54,57,255	1,29,59,860	14,39,31,470	50,15,885	4,13,24,220	1,07,17,62,300
RECEIPTS.									
Over the Counter	30,33,67,795	1,51,03,565	1,45,29,550	19,47,24,555	51,82,060	10,66,70,450	10,17,760	2,37,11,725	66,43,07,460
At Agencies	2,95,500	...	5,31,000	7,13,100	...	5,96,000	...	20,000	21,55,600
From other Currency Circles	1,17,66,120	1,13,05,670	89,90,545	1,81,30,475	35,98,400	69,55,895	27,96,720	9,14,785	6,44,58,610
In Remittance Transactions	3,05,05,000	20,74,500	1,15,75,850	11,05,30,610	...	1,23,25,900	...	1,38,33,400	18,08,44,360
Total Receipts	34,59,34,415	2,84,83,735	3,56,26,945	32,40,98,740	87,80,460	12,65,47,345	38,14,480	3,84,79,910	91,17,66,030
Balance in Circulation on 31st March 1889	6,71,47,425	68,00,965	90,80,125	5,13,58,515	41,79,400	1,73,84,125	12,01,405	28,44,310	15,99,96,270

No. VII.

Issues and Receipts of Coin at each Circle.

	Circles.								
	Calcutta.	Allahabad.	Lahore.	Bombay.	Kurrachee.	Madras.	Calicut.	Rangoon.	Total.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
Balance on 1st April 1888	2,06,97,777 15 11	83,46,135 0 0	97,86,815 0 0	3,12,99,563 15 6	48,01,295 0 0	1,52,60,885 0 0	2,20,445 0 0	40,71,310 0 0	9,44,84,226 15
Receipts—Over the Counter	3,84,65,470 0 0	1,18,12,055 0 0	67,05,720 0 0	9,71,51,815 0 0	24,00,875 0 0	1,46,24,905 0 0	24,21,960 0 0	1,05,63,275 0 0	18,41,46,105 0 0
„ From Small Coin Account	.....	.....	.....	21,85,774 0 0	85,400 0 0	2,20,000 0 0	.....	.....	24,91,174 0 0
„ At Agencies	3,00,000 0 0	.....	68,23,000 0 0	6,59,000 0 0	.....	6,18,500 0 0	.....	4,27,900 0 0	88,28,400 0 0
„ In Remittance Transactions	6,20,59,546 12 0	1,14,25,500 0 0	1,10,85,000 0 0	47,07,000 0 0	31,18,000 0 0	1,23,50,810 0 0	3,25,000 0 0	1,15,55,000 0 0	11,66,25,856 12 0
„ For Mint Certificates	22,55,456 14 5	.....	.....	516 13 4	.....	.....	.....	.....	22,55,973 11 9
Total Receipts	10,30,80,473 10 5	2,32,37,555 0 0	2,46,13,720 0 0	10,47,04,135 13 4	56,04,275 0 0	2,78,14,215 0 0	27,46,960 0 0	2,25,46,175 0 0	31,43,47,509 7 9
Total of Balances and Receipts	12,37,78,251 10 4	3,15,83,690 0 0	3,44,00,535 0 0	13,60,03,699 12 10	1,04,05,570 0 0	4,30,75,100 0 0	29,67,405 0 0	2,66,17,485 0 0	40,88,31,736 7 2
Issues—Over the Counter	7,69,39,515 0 0	1,09,71,820 0 0	54,12,530 0 0	6,72,65,465 0 0	15,12,620 0 0	2,48,27,410 0 0	9,81,000 0 0	1,68,69,460 0 0	20,47,79,820 0 0
„ At Agencies	5,78,000 0 0	.....	5,31,000 0 0	7,05,100 0 0	.....	5,41,500 0 0	.....	20,000 0 0	23,75,600 0 0
„ In Remittance Transactions	3,15,59,236 12 0	1,26,05,210 0 0	2,00,04,950 0 0	3,83,68,000 0 0	58,65,000 0 0	7,30,405 0 0	13,85,000 0 0	51,58,400 0 0	11,56,76,201 12 0
„ For Bullion delivered and for Premelting Fees	3,288 6 8	.....	.....	93,980 11 7	.....	.....	.....	.....	97,269 2 3
„ To Small Coin Accounts	.....	.....	.....	18,53,774 0 0	1,16,800 0 0	8,50,000 0 0	.....	.....	28,20,574 0 0
Total Issues	10,90,80,040 2 8	2,35,77,030 0 0	2,59,48,480 0 0	10,82,86,319 11 7	74,94,420 0 0	2,69,49,315 0 0	23,66,000 0 0	2,20,47,860 0 0	32,57,49,464 14 3
Balance of Coin, 31st March 1889	1,46,98,211 7 8	80,06,660 0 0	84,52,055 0 0	2,77,17,380 1 3	29,11,150 0 0	1,61,25,785 0 0	6,01,405 0 0	45,69,625 0 0	8,30,82,271 8 11

No. VIII.

Value of Currency Notes in Circulation on the last day of each month. (*In Lakhs of Rupees.*)

	1862-63.	1863-64.	1864-65.	1865-66.	1866-67.	1867-68.	1868-69.	1869-70.	1870-71.	1871-72.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
April	4,10	5,13	5,68	7,48	7,02	7,84	8,92	9,80	9,65	10,13	13,34	11,01	9,27	10,75	10,73	11,13	13,30	11,27	12,89	12,86	13,35	2,34	13,62	13,78	11,92	16,54
May	4,13	5,01	6,04	7,46	7,87	8,19	10,04	10,38	8,68	10,49	13,49	11,21	9,56	11,06	10,70	11,55	13,09	11,17	13,10	13,01	13,69	13,24	13,54	14,17	13,90	17,03
June	4,21	5,09	5,99	8,34	8,60	8,53	10,04	10,80	8,70	10,83	13,51	11,83	10,16	11,29	11,59	12,67	13,87	11,82	13,61	12,72	13,01	13,83	11,86	13,78	11,08	17,69
July	4,26	5,11	6,31	8,58	8,67	8,72	10,06	10,53	9,12	10,72	13,47	11,95	10,73	11,18	11,54	12,85	14,67	12,24	13,91	14,64	15,29	14,56	14,50	14,26	15,18	18,05
August	4,28	5,16	6,37	8,69	8,48	9,39	10,13	10,21	9,45	11,29	13,22	12,05	10,87	11,19	11,91	12,15	14,27	12,74	15,75	11,22	13,70	14,97	14,36	14,44	15,66	17,69
September	4,29	5,26	6,48	8,87	9,28	9,53	10,41	10,18	10,07	11,32	13,35	12,69	10,60	11,77	11,77	12,39	14,66	13,33	13,47	13,55	14,49	15,61	15,55	14,30	16,78	16,94
October	4,58	5,63	7,09	8,84	10,16	9,96	10,61	10,76	10,19	11,31	13,00	12,06	10,88	12,04	11,15	12,19	13,79	13,58	13,55	13,39	15,82	13,61	15,71	14,33	17,72	16,74
November	4,49	5,16	7,13	7,83	10,10	10,21	10,41	11,33	10,27	11,09	13,30	11,73	11,02	11,69	11,93	14,71	13,46	13,70	13,26	13,67	16,25	15,76	15,64	14,68	18,61	15,50
December	4,52	5,11	7,48	7,49	9,96	10,32	11,30	11,31	10,35	10,97	12,88	10,91	11,28	11,22	11,57	13,05	12,60	13,86	12,15	13,39	13,15	15,68	15,20	15,11	17,09	15,15
January	4,56	5,15	7,39	6,91	8,68	10,11	10,29	11,12	10,76	13,03	12,16	9,98	11,10	11,77	12,44	13,34	12,45	11,23	15,37	12,11	15,37	14,97	15,41	11,10	17,08	15,28
February	4,71	5,08	7,40	6,87	8,87	9,55	10,83	10,82	10,97	12,69	11,52	9,69	11,13	11,26	12,57	14,07	12,29	13,25	13,42	12,26	14,53	14,53	14,56	14,07	16,45	14,83
March	4,93	5,35	7,43	6,90	8,09	9,07	9,96	10,47	10,44	13,17	11,14	9,25	11,23	11,00	11,62	13,57	11,42	12,36	13,40	12,73	14,51	14,58	11,17	13,83	16,42	15,74
Average	4,42	5,19	6,73	7,76	8,82	9,28	10,15	10,67	9,81	11,42	12,86	11,15	10,77	11,35	11,64	13,25	12,19	12,89	13,56	13,18	13,98	14,51	14,71	14,20	16,16	16,43
Net Imports of Silver.	12,35	12,80	10,08	18,67	6,96	5,59	8,60	7,32	9,4	6,72	71	2,49	1,41	1,55	7,20	14,98	3,97	7,87	3,80	5,28	7,51	7,44	11,48	7,01	9,39	9,28
Net Amount borrowed in India.	...	—34	—2	—99	60	79	—35	2,18	1,22	—1,16	—1,51	—4	[illegible]	[illegible]	—85	3,63	3,18	1,62	[illegible]	2,79	2,51	...	...	1,20	5,50	2,79
Currency Investment on 31st March.	67	2,49	3,57	3,98	3,25	3,25	3,91	3,99	3,23	5,91	5,62	5,79	[illegible]	2,92	6,09	5,59	6,00	6,30	6,00	6,00	6,00	6,09	5,59	5,59	5,99	5,68
Profits of Paper Currency Department.	1	...	13	8	7	10	7	14	12	11	21	19	29	30	21	20	19	25	23	22	21	22	20	21	21	21

No. IX.

Currency Notes in Circulation in India. (*In Lakhs and Thousands of Rupees.*)

Last day of	Calcutta.	Allahabad.	Lahore.	Bombay.	Akola.	Nagpore.	Kurrachee.	Madras.	Calicut.	Coconada.		Total.
1877.												
January	5,66,48	70,48	55,24	3,74,25	5,24	9,00	20,24	1,14,65	16,12	11,88	...	12,43,58
February	5,40,61	58,18	63,99	3,56,84	5,26	13,94	20,32	1,16,56	17,02	14,91	...	12,07,03
March	5,45,36	44,66	55,05	3,23,06	5,55	9,80	17,09	1,19,80	16,11	25,25	...	11,61,73
April	4,78,19	49,57	57,43	3,23,54	5,17	8,00	14,39	1,34,44	18,79	23,48	...	11,13,00
May	5,25,68	45,67	63,74	3,23,81	4,92	8,53	17,64	1,18,03	23,21	23,23	...	11,54,46
June	5,76,24	47,88	57,41	3,64,03	16,08	10,86	19,33	1,38,65	21,12	18,79	...	12,67,39
July	5,37,81	49,49	62,11	3,94,50	13,44	12,47	22,13	1,60,56	24,68	7,96	...	12,85,15
August	5,31,68	60,06	60,67	3,25,87	7,90	10,34	24,93	1,54,87	29,90	8,70	...	12,14,92
September	6,27,76	45,74	58,93	2,56,74	12,12	10,47	26,05	1,67,87	24,76	8,68	...	12,39,12
October	5,84,24	63,43	58,48	3,44,46	14,11	10,27	24,73	1,84,54	25,16	9,36	...	13,18,78
November	7,02,65	57,51	52,09	4,25,02	8,13	8,60	24,84	1,64,62	21,52	9,16	...	14,74,14
December	7,05,61	57,55	46,18	4,82,45	4,11	6,28	22,04	1,49,91	18,09	12,35	...	15,04,57
1878.												
January	7,30,40	62,42	46,16	4,98,15	4,10	6,93	22,88	1,52,96	21,24	18,28	...	15,63,52
February	6,74,52	58,42	45,35	3,93,53	15,28	7,48	22,64	1,46,03	18,85	25,16	...	14,07,26
March	6,84,18	58,10	47,86	3,44,71	5,57	6,70	22,19	1,44,27	15,34	28,51	...	13,57,43
April	6,61,95	60,64	53,34	3,19,65	12,74	7,16	25,26	1,42,22	14,19	32,77	...	13,29,92
May	6,41,18	74,61	46,31	3,26,39	12,25	11,03	23,26	1,41,89	12,84	19,31	...	13,09,07
June	7,00,55	82,62	45,83	3,05,11	15,17	17,84	22,27	1,61,27	16,60	19,36	...	13,86,62
July	7,24,76	77,81	43,50	3,04,94	16,65	25,57	22,97	1,46,45	20,70	23,64	...	14,06,99
August	7,12,25	84,32	47,74	3,33,00	19,58	24,33	21,89	1,31,46	20,55	32,23	...	14,27,35
September	6,29,05	73,60	63,01	3,86,22	22,65	23,32	22,23	1,31,91	21,63	32,40	...	14,06,02
October	6,30,69	58,21	49,79	3,91,58	23,31	20,30	27,47	1,17,99	20,24	30,61	...	13,70,19
November	6,18,11	38,83	47,19	4,11,34	23,30	19,89	30,60	1,06,21	19,21	31,16	...	13,45,84
December	6,12,58	49,49	45,09	3,32,50	22,58	17,91	30,64	1,11,34	18,18	28,26	...	12,68,57
1879.												
January	5,84,38	66,74	45,82	3,24,49	5,97	11,70	25,37	1,13,35	16,58	20,51	...	13,14,0[illegible]
February	6,43,83	51,16	48,53	2,82,91	5,92	11,07	26,59	1,11,98	16,31	21,92	...	12,20,23
March	5,64,48	46,73	47,04	2,95,90	18,44	10,59	23,03	1,11,66	14,93	9,51	...	11,42,31
April	5,37,92	47,99	48,59	3,18,62	7,71	10,92	20,06	1,09,36	17,63	8,31	..	11,27,11
May	5,15,22	40,05	53,73	3,26,76	8,77	13,27	22,92	1,08,89	17,47	9,99	...	11,17,07
June	5,55,94	52,00	69,30	3,09,18	19,98	19,58	23,86	1,05,95	17,32	8,95	...	11,82,06
July	6,14,42	50,52	63,51	2,82,47	23,63	27,78	25,55	1,08,76	17,78	9,72	...	12,24,14
August	6,60,47	48,92	68,04	2,64,58	26,74	28,11	26,59	1,21,88	19,68	9,01	...	12,74,02
September	7,09,09	51,81	67,20	2,72,23	27,44	26,95	25,88	1,25,07	18,71	8,55	...	13,32,93
October	7,01,04	36,76	65,63	3,01,33	27,85	26,31	27,90	1,37,70	25,99	8,37	...	13,58,88
November	6,77,27	51,02	71,77	3,31,74	27,99	24,08	32,10	1,21,03	21,53	16,18	...	13,74,71
December	6,67,84	49,16	70,79	3,68,55	27,60	20,60	28,55	1,18,68	18,69	9,25	...	13,79,71
1880.												
January	7,10,12	50,71	64,83	3,91,22	14,99	16,05	26,24	1,23,32	14,11	11,29	...	14,22,88
February	6,02,25	45,87	68,25	4,03,66	12,91	14,14	29,81	1,23,43	13,91	13,91	...	13,28,14
March	5,67,08	50,14	74,24	3,33,97	11,93	12,63	31,15	1,23,99	13,19	17,41	...	12,35,73
April	5,98,41	46,61	86,22	3,23,67	11,98	13,21	34,66	1,45,33	13,91	14,49	...	12,88,48
May	5,94,[illegible]3	45,59	84,26	3,38,32	14,09	23,53	29,12	1,49,72	14,72	15,55	...	13,09,63
June	6,29,69	43,45	82,70	3,38,88	25,50	29,18	33,25	1,57,40	13,67	15,26	...	13,68,98
July	6,42,81	43,01	78,98	3,46,46	28,26	30,96	33,79	1,56,02	14,45	16,40	...	13,91,14
August	5,88,13	47,81	1,45,98	3,47,94	30,07	30,06	32,19	1,24,76	14,62	13,83	..	13,74,89
September	6,26,31	50,78	86,64	3,55,86	29,72	29,44	35,05	1,03,03	16,43	13,60	...	13,46,86
October	6,65,63	41,89	97,03	3,33,13	29,80	28,92	37,91	95,58	17,95	7,13	...	13,54,97
November	7,47,71	52,26	94,69	3,32,28	29,81	32,15	38,26	98,53	17,12	6,95	...	14,49,76
December	7,45,92	59,04	88,18	3,24,99	28,52	29,00	39,38	1,01,13	14,32	7,20	...	14,37,68
1881.												
January	6,98,62	73,09	85,04	3,56,17	18,65	15,70	33,55	1,13,80	10,69	6,82	...	14,12,13
February	6,54,75	71,46	94,25	2,99,09	16,98	15,64	33,81	1,16,60	11,69	10,70	...	13,24,97
March	6,56,54	66,76	86,52	3,13,50	17,07	14,26	34,35	1,19,55	17,78	13,84	...	13,40,17
April	5,97,25	49,02	96,02	3,09,53	17,27	13,62	33,63	1,36,16	16,06	17,02	...	12,85,58
May	6,00,41	40,61	97,81	3,37,84	22,48	16,16	31,74	1,22,14	15,54	16,26	...	13,00,99
June	6,39,19	51,34	91,85	3,65,36	22,46	19,72	34,13	1,18,29	17,27	17,42	...	13,72,03
July	6,52,7[illegible]	47,24	88,84	3,72,35	22,31	23,46	39,32	1,25,06	14,59	18,40	...	14,04,27
August	6,73,68	67,38	77,[illegible]0	3,97,17	9,73	15,63	34,66	1,28,87	12,67	7,96	...	14,22,55
September	6,28,25	84,45	78,62	3,71,16	5,35	11,31	34,42	1,23,20	13,48	4,54	...	13,54,78
October	6,39,25	68,82	74,08	3,77,93	4,54	8,44	32,40	1,18,97	11,35	3,33	...	13,39,11
November	6,30,20	83,43	74,16	3,34,52	3,24	7,30	32,69	1,21,92	17,09	2,91	...	13,07,46
December	6,35,57	82,04	75,23	3,22,32	2,57	4,60	40,07	1,29,42	20,12	2,79	...	13,14,73

No. IX—*contd.*

Currency Notes in Circulation in India. (*In Lakhs and Thousands of Rupees*)—contd.

Last day of	Calcutta.	Allahabad.	Lahore.	Bombay.	Akola.	Nagpore.	Kurrachee.	Madras.	Calicut.	Coconada.		Total.
1882.												
January	6,54,53	98,69	74,11	3,37,68	2,07	3,17	30,44	1,19,08	16,90	2,45	...	13,39,12
February	6,86,80	1,06,76	73,41	3,20,31	1,77	2,71	28,41	1,35,62	16,02	2,36	...	13,74,17
March	6,88,04	86,58	73,95	3,50,13	1,64	2,62	30,73	1,18,10	13,17	2,07	...	13,97,03
April	6,87,23	57,53	80,16	3,89,37	...	...	34,88	1,54,73	16,09	...	...	14,19,99
May	6,72,87	61,98	77,01	4,52,00	...	...	34,15	1,56,43	12,81	...	...	14,67,25
June	6,80,98	81,94	71,82	4,57,64	...	...	29,93	1,50,36	18,44	...	...	14,91,11
July	6,91,22	93,22	74,59	4,75,13	...	...	29,15	1,43,61	21,96	...	...	15,28,88
August	7,21,29	82,59	90,82	4,61,64	...	...	30,33	1,26,09	13,09	...	...	15,28,86
September	6,93,16	79,83	96,16	4,90,15	...	...	31,42	1,17,35	19,85	...	...	15,27,92
October	6,90,97	89,14	1,07,04	5,31,56	...	..	32,83	1,16,16	14,09	...	...	15,81,79
November	7,59,74	81,35	69,97	5,60,14	...	...	28,34	1,10,86	15,04	...	...	16,25,44
December	7,89,40	96,74	70,98	4,91,83	...	...	37,72	1,20,65	8,82	...	...	16,16,14
1883.												
January	7,48,75	1,63,89	65,41	4,42,89	...	...	35,76	1,32,41	7,69	...	...	15,36,80
February	7,01,01	99,95	64,35	3,99,34	...	...	32,77	1,36,83	7,78	...	...	14,12,03
March	7,51,09	81,72	73,12	3,53,53	...	...	31,24	1,51,26	8,68	...	...	14,50,64
April	6,35,97	65,81	74,27	3,61,85	...	...	30,83	1,54,04	12,10	...	...	13,34,87
May	6,08,27	61,95	77,21	3,54,04	...	...	28,23	1,69,09	10,54	...	...	13,09,33
June	6,19,73	81,71	73,53	3,18,93	...	...	34,20	1,60,96	11,98	...	...	13,01,04
July	6,36,59	90,79	72,37	3,50,14	...	...	36,86	1,54,40	12,52	...	...	13,53,67
August	6,25,41	81,44	72,63	3,97,78	...	...	34,71	1,47,18	11,38	...	Rangoon 7,99	13,78,82
September	6,28,30	78,16	75,47	4,59,24	...	...	32,97	1,37,90	10,97	...	16,79	14,39,80
October	6,29,08	67,78	78,73	4,92,43	...	...	28,97	1,23,37	10,60	...	17,61	14,48,57
November	6,38,47	61,71	84,35	4,97,87	...	...	27,38	1,10,46	9,63	...	17,62	14,47,49
December	6,00,47	60,44	82,78	4,18,79	...	...	28,65	1,18,93	8,77	...	19,72	13,38,55
1884.												
January	5,73,92	66,96	76,78	3,31,54	...	...	24,06	1,19,16	8,72	...	9,77	12,10,91
February	5,65,38	62,15	76,72	3,41,62	...	...	23,36	1,37,94	8,97	...	10,04	12,25,58
March	5,93,58	51,61	75,52	3,58,47	...	..	29,62	1,36,92	9,08	...	20,85	12,75,65
April	5,44,35	53,01	78,16	3,61,58	...	...	31,96	1,38,32	9,67	...	17,19	12,34,24
May	6,04,86	62,32	74,84	3,71,39	...	...	31,56	1,37,80	10,82	...	30,54	13,24,13
June	6,47,84	79,95	72,10	3,92,20	...	...	27,48	1,26,50	12,00	...	24,54	13,82,61
July	6,79,14	75,86	74,27	4,30,53	...	...	29,35	1,20,09	17,83	...	28,98	14,56,05
August	7,22,84	75,33	78,36	4,29,86	...	...	29,57	1,16,07	19,03	...	26,20	14,97,26
September	7,06,01	86,31	78,28	4,48,10		...	29,03	1,20,63	18,67	...	19,52	15,06,55
October	7,27,55	78,38	81,69	4,85,67	...	...	29,72	1,26,26	15,97	...	15,95	15,61,19
November	7,23,68	72,45	83,56	4,99,70	...	...	27,73	1,34,34	12,99	...	21,82	15,76,27
December	6,65,60	83,00	80,33	4,92,31	...	...	26,66	1,29,00	9,35	...	22,17	15,08,42
1885.												
January	6,21,30	1,07,29	82,78	4,84,29	...	...	31,11	1,46,10	8,81	...	15,30	14,96,98
February	5,93,74	81,79	80,89	4,79,62	...	...	34,67	1,63,30	8,16	...	11,20	14,53,37
March	6,52,26	62,15	82,61	4,54,24	...	...	41,90	1,43,43	7,79	...	13,28	14,57,69
April	5,68,06	50,98	75,89	3,97,84	...	...	46,74	1,34,75	7,92	...	19,60	13,01,78
May	5,62,02	52,50	75,46	4,53,85	...	...	42,90	1,44,29	8,56	...	15,11	13,53,79
June	5,72,22	63,86	77,26	5,65,36	...	...	43,50	1,37,78	12,48	...	13,83	14,86,29
July	6,08,14	60,06	76,97	4,99,65	...	...	43,04	1,31,85	15,89	...	14,75	14,50,35
August	6,03,43	51,92	73,07	4,97,73	...	...	46,29	1,23,38	15,09	...	25,49	14,38,40
September	6,40,94	58,07	74,60	5,63,05	...	...	49,09	1,18,13	17,76	...	33,16	15,54,80
October	6,43,13	59,32	74,33	5,45,61	...	...	48,89	1,30,42	14,73	...	54,91	15,71,34
November	6,57,90	56,80	80,03	5,34,51	...	...	43,95	1,18,53	14,07	...	57,95	15,63 74
December	6,05,12	60,70	79,54	5,24,76	...	...	46,94	1,38,45	9,88	...	54,29	15,19,68
1886.												
January	6,31,99	68,87	80,95	5,13,42	...	...	45,63	1,54,18	9,91	...	36,19	15,11,14
February	5,93,40	73,12	80,85	4,58,00	...	...	43,28	1,86,63	9,56	...	10,73	14,55,57
March	5,89,59	65,68	78,43	4,34,93	...	...	52,75	1,70,51	9,60	...	15,72	14,17,21
April	5,77,11	67,81	84,00	3,99,17	...	...	60,59	1,59,90	17,33	...	12,01	13,77,94
May	5,66,50	65,77	79,86	4,33,49	...	...	60,78	1,74,15	10,37	...	25,65	14,16,87
June	5,38,78	99,61	75,26	4,28,03	...	...	51,80	1,45,35	12,08	...	27,15	13,78,06
July	5,36,68	81,12	81,82	4,97,81	...	...	54,01	1,31,73	15,79	...	27,48	14,26,44
August	5,60,32	77,38	85,79	4,66,59	...	...	50,69	1,62,48	15,03	...	26,16	14,44,44
September	5,71,90	79,39	86,15	4,34,75	...	...	52,99	1,61,01	17,67	...	26,54	14,30,40
October	5,66,85	80,44	91,14	4,59,93	...	...	50,06	1,47,39	13,86	...	42,94	14,53,21
November	5,69,35	73,96	93,12	4,73,98	...	...	49,80	1,42,99	13,97	...	50,65	14,67,82
December	6,07,10	77,86	80,79	3,88,62	...	...	47,31	1,58,61	13,26	...	67,60	14,41,15
1887.												
January	5,87,95	89,71	80,67	3,96,66	...	...	38,15	1,68,83	10,72	...	37,15	14,09,84
February	5,89,76	79,55	78,80	3,88,92	...	...	39,79	1,89,08	9,55	...	31,99	14,07,44
March	5,96,40	61,17	79,78	3,81,26	...	...	43,98	1,83,49	9,74	...	31,86	13,87,68
April	5,96,37	57,17	84,00	4,19,99	...	...	37,76	1,62,70	10,59	...	33,07	14,01,65
May	5,77,38	56,85	88,80	4,13,89	...	...	40,68	1,64,88	12,90	...	34,94	13,90,32
June	5,73,82	75,73	80,88	4,04,99	...	...	39,60	1,71,61	14,70	...	46,39	14,07,72
July	5,72,58	1,05,15	93,34	4,69,21	...	...	42,95	1,88,23	19,53	...	56,59	15,47,58
August	5,67,78	96,98	1,02,37	5,07,34	...	...	47,44	1,72,20	13,49	...	58,22	15,65,82
September	6,05,53	95,62	1,05,30	5,58,52	...	...	51,72	1,77,89	12,60	...	71,10	16,78,28
October	6,26,48	1,02,47	1,03,56	6,15,23	...	...	56,85	1,76,09	10,22	...	87,15	17,78,05
November	6,52,19	97,19	1,00,40	6,58,53	...	...	59,92	1,74,85	9,41	...	1,08,54	18,61,03
December	6,92,62	92,67	87,64	5,52,91	...	...	50,04	1,90,56	8,74	...	94,08	17,69,26

No. IX—*concld.*

Currency Notes in Circulation in India. (*In Lakhs and Thousands of Rupees*)—concld.

Last day of	Calcutta.	Allahabad.	Lahore.	Bombay.	Akola.	Nagpore.	Kurrachee	Madras.	Calicut.	Coconada.		Total.
1888.												
January	6,76,96	1,01,80	88,68	5,33,36	...	...	48,87	2,05,60	9,31	...	43,05	17,07,63
February	6,67,66	88,28	81,96	5,43,98	...	...	46,71	1,79,86	8,20	...	28,35	16,45,00
March	6,44,77	90,46	82,20	5,33,37	...	...	48,54	1,97,99	7,85	...	37,26	16,42,44
April	6,40,53	68,33	87,99	5,50,87	...	...	49,89	2,18,21	9,93	...	28,28	16,54,03
May	6,99,59	89,96	92,37	5,37,87	...	...	49,64	1,93,42	9,66	...	30,03	17,02,54
June	7,21,89	99,14	82,33	5,98,32	...	...	42,98	1,76,85	11,25	...	36,15	17,68,91
July	6,62,07	1,11,24	87,95	6,86,83	...	...	39,07	1,70,68	15,45	...	32,24	18,05,53
August	6,09,19	88,98	95,80	7,05,98	...	...	36,65	1,72,62	15,75	...	44,20	17,69,17
September	6,14,68	83,47	82,96	6,57,76	...	...	39,23	1,68,39	12,21	...	35,39	16,94,09
October	6,81,68	82,18	91,05	5,60,33	...	...	38,67	1,67,89	10,17	...	41,66	16,73,63
November	6,59,54	79,45	80,38	4,43,92	...	...	34,66	1,91,01	9,77	...	51,71	15,50,44
December	6,54,69	95,49	81,24	4,01,70	...	...	33,87	1,94,02	10,12	...	44,10	15,15,23
1889.												
January	6,57,89	74,96	79,11	4,40,92	...	...	36,63	1,87,61	9,26	...	41,24	15,27,62
February	6,60,47	69,69	78,39	4,15,95	...	...	39,41	1,81,67	9,85	...	27,55	14,82,98
March	6,67,07	65,87	85,15	5,03,27	...	...	41,18	1,71,59	11,39	...	28,26	15,73,78

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 2nd HALF OF JUNE 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	10 4	10 4	10 14	10 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	14 9	14 9
Tavoy	...	...	...	...	11 3	11 4	14 0	13 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	24 2	24 2
Moulmein and Amherst	7 14	7 14	...	...	9 11	9 11	10 2	10 2	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	20 8	20 8
Pegu (deltaic)—																										
Pegu	...	...	...	...	9 7	10 4	11 5	15 0	...	...	...	...	...	...	...	...	11 3	11 3	20 8	20 8	...	...	140 0	157 0	17 10	17 10
Rangoon	11 2	11 2	...	...	12 6	12 6	13 2	13 2	...	...	...	...	...	...	...	...	15 2	15 2	...	...	...	...	250 0	250 0	14 9	16 10
Thongwa	...	...	...	...	10 11	10 13	12 10	12 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	151 0	18 12	18 11
Bassein	...	...	...	...	12 0	11 9	14 14	14 0	...	...	...	...	...	...	...	...	10 11	10 13	...	...	...	...	217 11	194 1	14 3	14 3
Pegu (inland)—																										
Shwaygyin	...	...	...	...	9 1	9 1	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	11 5
Tharawadi	...	...	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	11 7	11 7	...	...	8 2	8 2	450 0	450 0	14 0	14 0
Henzada	...	...	...	...	10 4	10 4	15 10	15 10	...	...	...	...	...	...	...	...	7 9	7 8	...	...	...	...	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	10 5	10 12	13 1	13 1	...	...	...	...	...	...	...	...	10 6	10 6	...	...	...	...	167 9	167 9	14 0	14 0
Toungoo	...	...	...	...	9 2	9 2	12 13	12 13	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	200 0	200 0	14 1	14 1
Thayetmyo	11 3	11 3	...	...	10 0	10 12	11 8	12 9	...	...	...	...	...	...	...	...	12 12	12 12	22 8	18 12	...	...	392 0	320 11	11 3	11 3
Upper Burma—																										
Mandalay	11 0	11 0	...	...	10 7	11 5	11 0	12 5	...	...	...	...	...	...	...	...	9 2	9 8	16 11	15 6	6 8	6 13	70 0	75 0	17 12	16 13
Arakan—																										
Sandoway	...	...	...	...	10 8	12 0	11 5	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	11 7	12 2	12 6	13 3	...	...	...	...	...	...	...	...	5 0	5 0	...	...	...	...	340 0	340 0	30 0	30 0
Akyab	...	...	...	...	12 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	180 0	180 0	16 0	21 0
Assam—																										
Surma—																										
Sylhet	11 4	11 4	...	...	14 0	14 0	15 12	15 12	...	...	...	...	...	...	...	...	12 8	12 8	...	...	...	...	108 0	108 0	9 [illegible]	9 6
Cachar	8 0	7 8	...	...	10 0	12 0	15 4	14 8	...	...	...	...	...	...	...	...	12 0	11 0	...	...	...	...	80 0	80 0	9 8	9 4
Khási and Jaintiá Hills	...	...	...	...	6 8	5 12	8 6	8 11	...	...	...	...	...	...	...	...	8 11	8 13	15 0	15 0	...	...	100 0	100 0	7 0	7 0
Garo Hills	...	...	...	...	6 0	6 0	14 0	13 0	...	...	...	...	...	...	...	...	8 0	10 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	16 0	16 0	...	...	8 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	20 0	20 0	80 0	80 0	9 8	9 8
Kámrúp	10 0	10 0	...	...	8 0	8 0	14 0	17 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	160 0	160 0	9 0	9 0
Darrang	6 8	6 8	...	...	10 8	12 8	18 0	14 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	150 0	150 0	8 8	8 8
Nowgong	8 0	8 0	...	...	7 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	9 0	8 0	...	...	...	...	120 0	120 0	9 0	8 0
Sibságar	...	...	...	...	6 0	6 8	16 0	17 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	...	...	160 0	200 0	7 8	7 0
Lakhimpur	8 0	8 0	...	...	6 8	6 8	11 0	11 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	9 6	9 6	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	8 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	...	4 8	4 8	10 0	10 0	...	...	...	...	...	...	...	...	4 8	4 8	...	...	...	...	60 0	70 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	11 0	11 0	12 0	12 0	...	...	...	...	...	...	...	...	14 12	15 0	...	...	...	...	120 0	120 0	10 0	10 0
Noakholly	...	...	...	...	12 0	11 0	13 0	12 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	8 0	9 0
Chittagong	11 0	11 0	...	...	10 0	9 0	12 0	12 0	...	...	...	...	...	...	...	...	11 8	13 0	...	...	...	...	100 0	100 0	10 0	9 0
Tipperah	12 0	12 0	...	...	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	...	...	9 0	9 0
Dacca	13 0	13 0	26 0	26 0	12 0	11 4	13 0	13 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	16 0	16 0	160 0	160 0	10 0	10 0
Mymensingh	10 0	10 0	...	...	13 0	13 0	14 0	16 0	...	...	...	...	...	...	...	...	13 0	13 4	...	...	16 0	...	...	...	9 12	9 12
Deltaic—																										
Koolna	...	...	...	...	10 8	10 12	13 0	13 0	...	...	...	...	...	...	...	...	13 0	13 5	...	...	...	...	160 0	160 0	9 0	9 0
24-Pergunnahs	13 0	13 5	16 0	16 0	7 0	8 0	13 0	13 4	...	...	...	...	...	...	12 0	12 8	16 0	16 0	...	...	16 0	16 0	100 0	100 0	10 8	10 8
Midnapore	12 0	12 0	...	...	12 0	11 0	15 0	15 8	...	...	...	...	...	...	...	...	15 0	15 0	...	...	12 0	12 0	160 0	160 0	10 4	10 4
Howrah	†	...	...	...	10 0	10 0	13 8	13 12	...	...	...	...	...	...	...	...	17 0	16 0	...	...	13 0	13 0	100 0	100 0	10 8	10 8
Calcutta	12 11	12 11	15 15	16 1	8 8	8 11	12 10	12 10	...	16 13	12 4	13 1	...	...	17 12	17 12	15 2	15 1	...	...	15 13	15 14	100 0	100 0	10 10	10 9
Hooghly	13 0	13 0	...	...	10 0	10 0	12 8	12 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	15 0	14 15	17 12	*	12 0	12 0	13 7	14 2½	...	...	...	...	...	...	...	...	16 0	17 12	...	...	16 0	16 0	...	...	9 2	9 13
Jessore	13 4	13 4	...	...	11 0	10 8	13 0	12 12	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	160 0	160 0	9 2	9 2
Furreedpore	16 0	16 0	*	18 0	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	12 0	10 0	120 0	120 0	9 0	9 0
Central—																										
Bankoora	13 12	13 12	17 0	17 0	14 12	14 12	17 8	17 8	...	...	...	...	...	...	...	...	15 0	16 0	19 0	19 0	15 8	15 0	240 0	240 0	10 0	10 0
Burdwan	12 12	12 8	*	*	11 4	11 4	14 1	15 0	...	...	...	...	...	...	...	...	17 0	17 0	*	*	19 4	18 8	107 0	107 0	9 14⅝	9 14⅝
Beerbhoom	15 0	15 0	...	...	12 0	12 0	13 8	13 8	...	...	...	...	...	...	...	...	16 8	16 *8	...	...	...	...	160 0	160 0	10 0	10 0
Moorshedabad	14 0	14 0	...	...	11 0	11 0	14 0	14 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	17 12	18 0	200 0	200 0	9 10	9 10
Sonthal Pergunnahs	12 8	12 8	...	...	12 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	16 0	16 0	19 0	19 0	200 0	200 0	9 0	9 0
Pubna	16 8	16 8	...	...	7 8	7 8	13 14	12 12	...	...	...	...	...	...	...	...	18 12	18 0	...	...	17 4	17 4	200 0	200 0	9 2½	9 2
Bogra	13 8	15 0	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	16 8	18 6	...	...	...	...	80 0	90 0	9 0	9 9
Rajshahye	15 12	13 8	18 12	19 8	10 8	10 8	12 12	12 0	...	...	...	...	...	...	...	...	18 12	18 12	...	...	18 12	18 12	240 0	240 0	9 0	8 13
Maldah	15 0	15 0	...	...	8 0	11 0	12 8	13 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	...	...	120 0	120 0	9 8	9 8
Northern—																										
Rungpore	14 8	14 8	...	...	10 5	10 5	14 8	14 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	12 4	13 0	120 0	120 0	9 6	9 6
Dinagepore	13 0	13 0	...	...	11 4	11 4	13 4	14 4	...	...	...	...	...	...	...	...	16 0	15 0	...	...	18 0	18 0	160 0	160 0	10 0	10 0
Jalpáiguri	10 0	11 0	16 0	16 0	8 0	8 0	14 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	11 0	128 0	128 0	9 0	9 0
Darjeeling	9 0	10 0	10 0	6 0	6 0	6 0	10 0	11 0	...	...	...	...	13 0	12 0	...	...	10 0	11 0	18 0	18 0	...	...	120 0	120 0	8 0	8 0
Orissa—																										
Pooree	8 5	10 2	...	...	11 3	11 13	14 7	14 7	...	...	...	...	...	...	...	...	15 12	15 12	...	...	14 7	14 7	80 0	80 0	9 13	9 13
Cuttack	9 13	10 8	...	...	10 8	10 8	13 2	13 2	...	...	...	...	...	...	...	...	19 11	19 11	...	...	13 2	13 2	80 0	80 0	8 0	8 0
Balasore	16 0	16 0	13 0	13 0	13 0	13 0	15 0	15 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	9 0	9 0
Chota-Nagpur—																										
Singbhoom	10 0	10 0	14 0	14 0	12 0	16 0	16 0	20 0	...	...	...	...	...	...	...	...	12 0	12 0	22 0	22 0	12 0	15 0	200 0	200 0	7 0	7 0
Manbhoom	12 0	12 4	...	...	12 8	13 0	17 0	17 8	...	...	...	...	...	...	...	...	14 8	14 8	...	25 0	14 0	15 0	200 0	200 0	9 0	9 0
Lohardugga	11 0	11 8	20 0	12 8	12 8	12 0	15 0	14 8	...	...	...	...	26 8	26 0	...	...	11 0	12 0	20 0	14 0	8 0 to 11 0	12 0 to 14 0	160 0	170 0	7 8	7 8
Hazáribágh	13 0	12 12	14 0	16 0	8 0	8 0	14 0	13 8	†	†	†	†	20 0	19 4	†	†	14 8	14 8	15 0	15 0	14 0	15 0	320 0	320 0	8 0	8 0

* Not sold. † Not procurable.

RETAIL PRICES FOR THE 2nd HALF OF JUNE 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar, or thur, cadian pea (*Cajanus indicus*). Present fortnight.	Arhar, or thur, cadian pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	16 4	17 5	18 14	21 0	10 8	10 8	12 1	...	...	...	...	...	...	...	10 0	10 0	20 0	21 0	10 8	8 6	17 5	17 5	126 0	147 0	9 8	9 8
Gya	15 8	15 8	20 8	21 0	8 4	8 4	12 8	12 8	...	...	...	...	...	...	11 0	11 0	18 0	18 0	...	...	17 0	17 0	200 0	200 0	9 2	9 2
Patna	16 8	16 0	20 0	19 0	10 0	10 0	13 8	13 8	19 8	20 8	...	19 8	...	...	10 0	11 0	21 8	21 8	18 0	19 0	22 0	21 0	130 0	130 0	10 0	10 0
Shahabad	14 0	14 0	19 0	20 0	8 8	9 0	12 0	13 0	...	...	...	...	...	...	...	...	19 0	19 0	...	...	13 0	13 8	140 0	160 0	10 0	10 0
Behar, north—																										
Purneah	14 0	15 0	...	...	11 0	12 0	13 0	14 0	...	...	...	...	...	...	...	...	11 0	20 0	...	...	15 0	...	...	...	...	...
Bhágalpur	15 12	14 8	17 10	17 10	11 6	11 6	12 8	13 4	...	...	...	...	...	...	...	...	17 10	17 10	16 6	16 6	17 10	17 10	164 0	176 12	10 1	10 1
Durbhunga	14 13	13 11	18 4	18 4	10 4	10 4	11 6	12 9½	18 4	17 2½	...	...	17 2	17 10	...	8 0	18 4½	18 13	14 13	16 0	18 4	18 13	160 0	160 0	11 1	11 6
Mozufferpore	13 0	13 0	16 0	16 0	9 0	9 0	12 0	12 0	...	...	...	...	...	...	...	...	18 0	17 0	16 0	16 0	18 0	18 0	160 0	160 0	10 0	10 0
Sarun	14 4	13 12	19 0	18 8	8 8	8 8	11 13	12 2	...	...	...	...	20 0	20 0	11 0	11 0	18 12	18 4	17 0	17 4	20 0	20 0	160 0	160 0	10 0	10 0
Champarun	13 0	14 0	17 0	17 0	8 0	7 0	11 8	11 0	...	...	...	...	16 0	14 0	...	...	16 8	16 8	15 8	15 0	18 8	19 0	160 0	160 0	9 8	9 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	17 0	17 0	7 0	7 8	12 0	11 0	15 0	16 0	14 0	14 0	14 0	14 0	11 0	12 0	17 0	17 0	17 0	17 0	19 0	19 0	90 0	100 0	10 0	10 0
Benares	14 10	14 6	18 11	18 2	8 6	8 6	11 2	11 6	11 15	14 10	12 7½	14 1½	...	10 5	11 8	12 8	17 9	17 14	14 1½	19 8	17 9	18 2	120 0	120 0	10 6½	10 6½
Ghazipur	15 7	15 7	18 10	18 10	6 7	6 7	11 0	11 0	15 7	15 7	14 3	14 3	...	...	12 15	12 15	18 12	18 12	18 0	18 0	20 0	20 0	154 0	154 0	9 10	9 10
Jaunpur	14 0	14 0	19 0	19 0	7 0	7 0	12 0	12 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	20 0	20 0	140 0	140 0	8 8	8 8
Allahabad	13 8	13 12	18 8	18 8	7 0	7 0	10 0	10 0	...	...	16 0	16 0	...	...	...	...	19 8	19 8	16 0	16 0	20 0	20 0	120 0	120 0	10 0	10 0
Central—																										
Bánda	14 4	14 4	17 8	18 0	7 0	7 0	10 8	11 0	...	...	...	...	...	...	...	...	19 8	19 12	...	...	14 8	15 0	160 0	160 0	9 12	9 12
Fatehpur	14 0	14 12	18 8	19 0	10 12	11 0	11 4	11 8	...	...	...	...	...	...	...	...	20 0	20 8	...	...	21 12	22 0	160 0	160 0	10 8	10 0
Hamirpur	15 0	15 6	19 8	21 1	9 0	9 0	10 4	10 13	15 0	...	...	...	...	...	...	...	20 14	22 9	...	...	23 8	23 9	140 0	140 0	10 4	10 8
Jalaun	16 0	16 0	20 0	22 0	9 0	9 0	10 0	10 0	18 0	18 0	17 0	17 0	15 0	15 0	16 0	16 0	22 0	22 0	18 0	18 0	24 0	24 0	140 0	140 0	10 0	10 0
Cawnpore	15 12	15 12	21 8	21 8	8 8	8 0	12 0	11 0	19 0	19 0	19 0	19 0	...	...	20 0	20 0	23 0	22 8	22 0	...	23 0	23 4	150 0	160 0	12 0	12 0
Etáwah	16 4	16 4	22 0	22 8	5 8	5 8	10 0	10 0	19 0	19 4	18 8	19 8	16 0	18 0	16 0	15 0	24 0	24 12	18 0	17 0	26 0	24 0	160 0	120 0	10 8	11 0
Farukhabad	14 4	15 0	20 8	21 0	6 8	6 8	9 8	10 0	...	...	...	...	...	...	...	...	22 8	22 8	...	...	23 0	24 0	130 0	150 0	10 8	10 8
Mainpuri	16 6	17 2	22 4	23 12	4 8	4 8	12 2	12 3	...	...	...	...	...	...	...	...	24 14	25 5	...	...	26 2	26 2	160 0	160 0	10 4	11 0
Etah	16 12	17 12	23 12	23 12	7 0	7 8	10 8	11 0	13 0	...	13 0	14 8	...	...	11 0	12 0	23 0	29 0	14 0	...	20 8	19 4	160 0	160 0	11 0	11 0
Western—																										
Lalitpur	14 0	15 8	21 0	20 0	9 0	9 0	10 0	10 8	18 0	18 0	15 0	15 0	17 0	18 0	16 0	16 0	18 0	18 4	18 0	18 0	12 0	12 0	160 0	160 0	10 0	10 0
Jhánsi	16 0	16 1	22 2½	21 14	8 0	8 0	11 3	12 3½	20 10	21 4	19 10	20 4	...	...	...	...	19 10	19 12	...	...	21 0	...	180 0	180 0	10 8	10 8
Agra	14 4	14 4	19 8	19 8	5 0	5 0	9 0	9 0	20 0	20 0	18 8	18 8	...	...	17 0	17 0	21 12	21 0	22 0	25 0	17 8	17 8	100 0	100 0	11 8	11 8
Muttra	14 8	14 6	21 0	22 0	7 0	7 0	10 0	10 0	17 0	17 0	16 0	16 0	...	...	8 0	8 0	23 0	23 8	24 0	24 0	27 8	28 0	120 0	120 0	11 8	11 8
Aligarh	16 12	16 8	23 10	23 10	6 0	6 0	10 6	10 12	18 8	21 8	17 8	19 0	...	...	15 0	15 0	24 4	24 2	27 8	27 8	28 0	27 8	140 0	160 0	11 6	11 10
Bulandshahr	16 14	16 10	25 0	25 4	7 0	7 0	10 8	10 8	18 0	18 0	19 0	19 0	...	...	16 0	16 0	25 0	25 0	26 0	28 0	20 0	19 0	120 0	120 0	11 0	11 0
Meerut	16 8	16 12	25 8	26 8	5 8	5 8	11 0	11 0	18 8	20 0	20 0	20 0	14 0	14 0	14 0	14 0	22 0	22 8	22 0	25 0	24 0	25 0	100 0	100 0	11 4	11 4
Sub-montane—																										
Ballia	14 2	10 8	19 5	19 4	8 4	8 4	13 4	13 4	...	...	...	...	...	...	...	...	20 10	20 8	...	...	19 5	20 8	155 0	155 0	10 4	10 4
Azamgarh	12 8	13 4	19 3	18 8	8 14	8 14	12 8	12 8	...	...	...	...	...	...	...	...	19 3	18 8	...	...	14 0	14 0	177 8	177 8	9 12	9 13
Goralkhpur	13 6	12 6	20 13	20 13	9 0	9 0	11 4	11 4	...	...	...	...	...	...	14 6½	14 6½	20 4	20 0	...	...	20 12	20 12	140 0	140 0	10 6½	10 7
Basti	16 3	15 0	22 0	22 0	...	...	21 0	23 0	11 0	12 0	...	...	16 0	22 0	8 0	9 0	22 0	22 0	19 0	20 0	21 0	22 0	140 0	140 0	10 0	10 0
Sháhjahánpur	16 8	16 8	24 8	25 8	8 8	8 8	14 0	14 0	...	...	...	...	...	...	20 0	20 0	24 0	24 0	...	...	25 8	25 8	160 0	160 0	10 0	9 8
Budáun	17 8	17 4	27 0	25 4	6 0	6 0	11 0	11 0	12 0	...	...	...	...	...	...	...	25 12	25 8	12 0	...	28 8	28 8	192 0	192 0	10 4	10 8
Bareilly	15 0	16 12	27 0	25 0	11 4	11 4	11 12	12 8	18 0	25 0	20 0	20 0	...	...	...	...	21 4	20 0	25 0	25 0	23 8	22 8	150 0	150 0	10 8	11 4
Bareilly	13 12	14 6	22 8	22 8	5 0	5 0	10 0	10 15	13 12	20 10	11 14	17 8	23 2	...	13 12	15 5	21 4	21 4	17 8	22 8	23 12	23 2	125 0	150 0	10 0	10 0
Moradabad	17 4	17 4	25 12	25 12	7 8	7 8	12 0	12 0	22 0	22 0	17 0	17 0	...	...	16 0	16 0	23 0	23 0	25 0	25 0	26 0	26 0	166 0	165 0	11 8	11 8
Tarái	17 8	18 12	31 4	34 0	7 8	7 8	11 14	12 8	13 12	25 0	15 0	17 8	...	...	16 4	17 8	21 4	21 4	20 0	26 8	25 0	25 0	100 0	100 0	10 0	10 0
Bijnor	16 10	17 7	28 2	29 8	9 0	9 0	11 4	11 4	16 14	16 14	...	...	...	...	...	...	23 10	24 0	...	...	27 0	27 0	135 0	135 0	10 6	10 11
Muzaffarnagar	17 10	17 10	27 8	27 8	6 9	6 9	11 0	11 0	18 11	19 12	15 5	16 8	17 10	17 10	16 8	16 8	25 4	25 4	17 10	17 10	13 4	13 5	132 0	132 0	11 0	11 0
Saháranpur	18 4	18 4½	26 12½	26 13½	7 8	7 8½	9 11½	9 11	19 5½	19 5½	23 10½	23 10½	32 4	32 4	26 13½	26 13½	25 4	25 4	26 13½	26 13½	19 5½	19 5½	147 8	172 0	11 0	11 0
Dehra Dún	16 8	17 8	27 0	27 0	6 8	6 8	10 4	10 4	18 0	19 0	18 0	18 0	22 0	22 0	...	...	21 8	21 8	18 0	18 0	16 0	16 0	160 0	160 0	10 8	10 8
Kumaun	14 0	14 0	17 0	17 0	10 0	10 0	10 8	10 8	...	...	...	...	16 0	16 0	16 0	17 0	12 0	12 8	16 0	14 0	10 0†	10 0†	160 0	160 0	7 0	7 0
Garhwal	19 0	19 0	22 8	22 8	7 12	7 12	10 12	10 12	...	...	...	...	25 0	25 0	...	...	11 14	11 14	...	...	8 8	8 8	180 0	180 0	7 8	7 8
Oudh—																										
Southern—																										
Partabgarh	15 0	15 1	20 0	20 10	10 8	11 0	11 8	12 2	...	...	...	...	...	...	...	...	21 0	20 10	...	...	15 8	14 10	150 0	180 0	10 0	9 10
Sultánpur	14 0	14 0	21 0	22 0	9 0	9 0	13 0	13 0	19 0	19 0	16 0	16 0	24 0	24 0	20 0	20 0	22 0	24 0	16 0	16 0	20 0	20 0	160 0	160 0	10 0	10 0
Rae-Bareli	15 0	15 0	20 0	20 0	7 0	7 0	12 8	12 8	18 0	18 0	14 0	14 0	22 0	22 0	16 0	16 0	25 0	24 0	16 0	16 0	24 0	24 0	180 0	180 0	10 0	10 0
Unao	16 0	16 0	21 0	21 0	8 0	8 0	11 8	11 8	17 0	18 0	16 0	16 0	...	...	16 0	11 0	24 0	23 0	22 0	21 0	16 0	16 0	160 0	160 0	10 12	10 8
Lucknow	15 4	15 12	22 4	22 12	6 0	6 0	11 6	12 0	16 8	20 0	19 0	19 0	...	...	20 0	20 0	21 12	22 0	19 0	20 0	22 0	23 0	120 0	130 0	10 0	10 8
Hardoi	17 8	17 8	23 8	24 8	7 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	26 0	26 0	...	...	14 0	14 0	120 0	120 0	10 8	11 0
Northern—																										
Fyzabad	14 0	14 4	20 4	21 0	10 0	10 0	12 0	12 0	14 0	14 0	16 0	16 0	13 0	13 0	14 0	14 0	21 4	22 0	17 8	18 0	20 8	21 0	120 0	120 0	10 0	10 0
Barabanki	15 0	14 12	21 0	21 0	10 0	10 0	11 0	11 0	21 0	21 0	16 0	16 0	18 0	18 0	16 0	16 0	23 0	23 8	19 0	19 0	23 0	22 0	120 0	120 0	10 8	10 8
Gonda	16 0	16 4	20 8	21 12	10 8	10 8	11 8	12 0	18 8	18 0	17 8	16 8	20 0	20 0	15 0	16 0	20 8	20 12	18 0	18 0	24 0	25 0	200 0	200 0	10 8	10 4
Bahraich	17 0	17 0	23 0	23 0	10 0	11 0	12 0	13 0	22 0	22 0	...	...	25 0	25 0	8 0	8 0	23 0	23 0	21 0	22 0	23 0	23 0	140 0	140 0	10 0	10 8
Sitapur	17 0	17 4	25 0	26 0	8 0	8 0	12 0	13 0	17 0	21 0	16 0	18 0	19 0	22 0	16 0	16 0	25 0	26 0	16 0	24 0	24 0	25 0	160 0	160 0	10 8	10 8
Kheri	17 4	18 4	26 0	26 0	8 0	8 0	13 0	13 8	24 0	26 0	18 0	16 0	26 0	24 0	16 0	14 0	26 0	26 0	24 0	26 0	26 0	26 0	140 0	140 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	14 6	14 6	16 4	17 8	6 4	6 4	7 8	7 8	15 10	16 4	10 0	10 0	...	...	...	...	16 4	15 10	15 10	15 10	17 8	18 12	...	...	13 10	14 4
Bánswára	15 10	16 4	16 4	16 4	5 0	5 0	10 0	9 6	...	...	...	...	...	...	...	...	14 11	15 0	16 14	16 4	10 0	10 0	...	...	8 2	8 7
Meywar (Oodeypore)	10 11½	10 8½	12 14¼	12 14¼	7 0½	7 6½	7 6½	7 13	11 5¼	12 8	10 15	10 15	*Nil*	*Nil*	9 12¼	10 2½	11 5¼	12 8	11 2	10 15	9 12½	9 12½	160 0	160 0	8 6½	8 15¾
Sirohi	11 0	11 0	18 8	18 0	7 0	7 0	8 0	8 0	13 0	13 0	14 0	14 0	...	...	19 0	19 0	14 0	13 8	13 0	13 0	10 8	10 4	160 0	160 0	11 0	11 8
Erinpura	13 4	13 2½	18 1½	18 4	...	...	8 0	8 13	17 0	7 12	15 5	15 12	...	...	...	...	17 13	17 4	...	...	...	...	260 0	260 0	11 13	12 0
Ajmere	13 8	13 8	19 0	19 0	3 0	3 0	8 0	8 0	18 0	18 0	15 0	15 0	...	...	...	...	18 8	18 8	17 0	17 0	...	...	80 0	80 0	12 0	12 0
Abu	11 14	11 8	15 0	16 8	6 4	6 8	7 0	7 8	...	...	13 0	13 0	...	...	...	...	16 0	14 4	15 0	15 0	10 0	...	...	...	11 0	11 0
Kishengarh	15 4	15 0	19 12	18 8	9 0	9 0	10 0	10 0	17 12	18 4	15 0	14 12	...	...	...	...	18 4	18 0	17 8	15 4	...	...	...	...	13 0	13 0
Boondee	17 0	18 0	26 0	26 4	7 8	7 8	8 0	8 0	22 8	24 0	...	...	...	...	...	...	24 0	24 4	...	...	...	...	160 0	160 0	10 8	10 8
Kotah	17 0	17 0	20 0	20 0	6 8	6 8	7 8	7 8	22 8	22 8	11 0	11 0	...	...	...	...	21 0	21 0	16 0	16 0	20 0	20 0	240 0	240 0	10 0	9 12
Jhalláwar	14 13½	14 13½	16 12	16 15½	7 1	7 1	8 14	8 14	18 15½	18 15½	15 3	15 3	...	...	7 3	8 9	19 11	19 2	15 7½	...	10 3	8 14	175 0	175 0	9 6	9 12
Tonk	16 0	15 8	21 0	20 9	7 8	7 8	8 8	8 8	22 0	22 4	...	...	...	...	...	...	18 5	19 0	...	...	...	...	110 0	130 0	10 14	11 8
Jeypore	15 8	15 4	21 8	21 0	4 12	4 12	7 8	7 12	20 8	21 0	19 0	18 0	...	...	13 8	13 8	16-0 to 20 0	17-8 to 19 12	20 8	20 8	24 0	24 0	110 0	110 0	12 0	12 0
Kerauli	15 5	15 6	20 0	20 3	10 0	10 0	11 4	11 4	20 0	20 0	16 14	17 8	...	...	14 6	14 8	20 0	20 5	...	...	28 12	28 12	244 0	200 0	10 10	10 10
Dholpur	14 9	14 15	20 3	22 7	9 9	9 9	10 11	10 12	17 15	18 0	16 10	15 12	...	...	13 8	13 8	23 1	23 15	...	...	30 6	30 7	90 0	90 0	11 9	11 8
Bhartpur	15 0	15 8	20 12	21 10	7 12	7 12	9 8	9 8	17 6	17 6	17 2	16 10	...	...	11 4	11 4	21 4	21 8	18 0	18 0	28 0	28 0	100 0	100 0	11 8	11 8
Alwar	16 9	16 10	22 1	22 0	7 12	7 12	9 11	9 11	21 8	23 12	20 0	20 0	...	...	12 0	12 11	22 6	22 6	22 1	22 12	29 7	31 4	200 0	200 0	12 8	12 8
Deoli Cantonment	15 4½	15 11	21 7	21 10	4 0	4 0	8 0	8 0	22 4	22 8	16 4	16 4	...	...	...	...	19 10½	19 10	...	...	...	...	220 0	220 0	10 4	10 8
Nasirabad Cantonment	15 2	15 0	19 2	19 0	7 0	7 0	8 0	8 0	17 5¼	20 9¼	16 5¼	17 0	...	...	10 12	12 4	19 2	19 0	17 5¼	19 7½	12 0	12 0	96 10¼	100 0	12 4	12 4
Hilly Tracts of Meywar	12 8	12 0	13 0	13 0	...	...	10 0	9 0	...	...	...	...	...	...	...	...	12 8	12 8	15 0	15 0	...	...	‡	‡	11 0	11 0
Balmer	10 4	9 6	...	...	5 0	5 0	7 8	7 8	...	...	11 6	11 6	...	...	...	...	11 6	11 6	...	...	...	...	260 0	260 0	11 2	11 9
Anádra	12 8	12 0	17 0	17 0	6 8	6 8	8 0	8 0	...	...	14 0	14 0	...	...	...	...	14 8	14 8	16 0	14 0	10 0	11 0	...	...	12 0	12 0
Shahpura	17 14	17 0	20 4	20 8	7 8	8 0	10 8	10 8	20 0	20 0	17 0	18 0	...	...	...	...	16 14	18 4	16 0	18 4	...	...	160 0	160 0	10 7	10 12
Western—																										
Jodhpur	13 7	13 2	17 8	17 8	6 4	6 4	7 8	7 8	13 12	13 12	14 6	13 12	...	...	...	...	16 9	16 14	15 0	15 0	...	...	...	...	13 2	13 2
Jaisulmer	10 6	10 6	...	...	7 12	7 12	9 6	9 8	11 8	12 6	11 0	11 0	...	...	...	...	10 6	10 6	...	...	...	...	...	...	21 0	21 0
Bickanir	12 8	12 8	...	...	2 14½	2 14½	6 12	6 12	...	...	13 8	13 8	...	...	...	...	16 0	15 0	...	...	8 0	8 0	100 0	100 0	12 8	12 8
Central India—																										
Indore	13 8	13 12	13 0	13 0	8 0	8 0	10 0	9 0	20 0	20 0	17 0	17 0	...	*	...	*	16 8	16 0	20 0	20 0	14 0	14 0	120 0	120 0	10 4	10 4
Nimach Cantonment	13 8	13 8	19 2	19 0	7 0	7 8	9 8	10 0	17 7	17 0	14 0	14 0	...	...	...	...	19 2½	19 0	17 2½	17 0	18 8	18 8	160 0	160 0	12 0	11 12
Baghelkhand (Satna)	16 4	16 12	21 0	21 0	8 0	8 0	13 0	13 0	*	*	*	*	*	*	*	*	17 8	17 12	...	...	20 0	20 0	160 0	180 0	10 8	10 4
Goona	17 4	17 8	15 0	15 0	8 0	8 0	8 8	8 8	22 0	22 0	...	...	...	...	...	...	22 8	23 0	...	...	...	...	200 0	200 0	10 0	10 0
Gwalior	13 1	12 15	19 15	19 15	6 6	6 6	7 4	7 13	15 3	15 14	14 4	15 0	...	...	9 1	9 1	18 15	19 4	14 1	15 0	22 14	22 7	145 0	145 0	10 2	10 4

* Not sold. † For husked grain. ‡ Six pies per bundle.

RETAIL PRICES FOR THE 2nd HALF OF JUNE 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

| Districts. | Wheat. Present forthnight. S. | Wheat. Present forthnight. Ch. | Wheat. Past forthnight. S. | Wheat. Past forthnight. Ch. | Barley. Present forthnight. S. | Barley. Present forthnight. Ch. | Barley. Past forthnight. S. | Barley. Past forthnight. Ch. | Rice, best sort. Present forthnight. S. | Rice, best sort. Present forthnight. Ch. | Rice, best sort. Past forthnight. S. | Rice, best sort. Past forthnight. Ch. | Rice, common. Present forthnight. S. | Rice, common. Present forthnight. Ch. | Rice, common. Past forthnight. S. | Rice, common. Past forthnight. Ch. | Jowar or cholum (*Sorghum vulgare*). Present forthnight. S. | Jowar or cholum (*Sorghum vulgare*). Present forthnight. Ch. | Jowar or cholum (*Sorghum vulgare*). Past forthnight. S. | Jowar or cholum (*Sorghum vulgare*). Past forthnight. Ch. | Bajra or cumbu (*Pennisetum typhoideum*). Present forthnight. S. | Bajra or cumbu (*Pennisetum typhoideum*). Present forthnight. Ch. | Bajra or cumbu (*Pennisetum typhoideum*). Past forthnight. S. | Bajra or cumbu (*Pennisetum typhoideum*). Past forthnight. Ch. | Marua or ragi (*Eleusine coracana*). Present forthnight. S. | Marua or ragi (*Eleusine coracana*). Present forthnight. Ch. | Marua or ragi (*Eleusine coracana*). Past forthnight. S. | Marua or ragi (*Eleusine coracana*). Past forthnight. Ch. | Kangni or kakun, Italian millet (*Setaria italica*). Present forthnight. S. | Kangni or kakun, Italian millet (*Setaria italica*). Present forthnight. Ch. | Kangni or kakun, Italian millet (*Setaria italica*). Past forthnight. S. | Kangni or kakun, Italian millet (*Setaria italica*). Past forthnight. Ch. | Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present forthnight. S. | Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present forthnight. Ch. | Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past forthnight. S. | Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past forthnight. Ch. | Maize (*Zea Mays*). Present forthnight. S. | Maize (*Zea Mays*). Present forthnight. Ch. | Maize (*Zea Mays*). Past forthnight. S. | Maize (*Zea Mays*). Past forthnight. Ch. | Arhar, or thur, cadjan pea (*Cajanus indicus*). Present forthnight. S. | Arhar, or thur, cadjan pea (*Cajanus indicus*). Present forthnight. Ch. | Arhar, or thur, cadjan pea (*Cajanus indicus*). Past forthnight. S. | Arhar, or thur, cadjan pea (*Cajanus indicus*). Past forthnight. Ch. | Firewood. Present forthnight. S. | Firewood. Present forthnight. Ch. | Firewood. Past forthnight. S. | Firewood. Past forthnight. Ch. | Salt. Present forthnight. S. | Salt. Present forthnight. Ch. | Salt. Past forthnight. S. | Salt. Past forthnight. Ch. |
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RETAIL PRICES FOR THE 2nd HALF OF JUNE 1889—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar, or thúr, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar, or thúr, cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	11 5	11 13	12 3	12 10	*	*	*	*	20 6	20 6	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	8 2	8 2	...	...	10 10	9 2	12 0	12 0	*	*	*	*	21 13	21 13	...	...	...	...	...	...	...	...	128 13	128 13	13 5	13 5
South, central—																										
Coimbatore	11 8	11 8	...	...	12 10	12 10	13 10	13 10	21 11	21 11	25 6	25 6	28 0	28 0	...	...	...	...	...	...	...	...	133 10	133 10	12 11	12 11
Nilgiris	9 14	9 14	...	...	9 10	9 10	10 6	11 3	20 0	21 10	16 13	16 13	20 3	20 14	...	...	...	...	...	...	...	...	161 13	161 13	10 2	10 2
Salem	10 13	10 13	...	...	11 3	11 13	13 3	13 11	25 14	25 14	21 5	21 5	29 2	30 13	...	...	...	...	...	...	...	...	186 10	186 10	13 8	13 8
Central—																										
Bellary	13 11	13 6	...	...	11 13	11 3	13 5	12 6	28 5	27 5	21 10	20 11	34 0	33 0	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Anantapur	11 8	11 8	...	...	12 13	12 13	14 0	14 0	30 14	30 14	25 6	25 6	31 0	31 0	...	...	...	...	...	...	...	...	194 6	194 6	10 11	10 2
Cuddapah	12 8	12 8	...	...	11 10	11 2	12 0	14 2	22 8	22 8	23 10	*	30 0	30 0	...	...	...	...	...	...	...	...	140 0	140 0	12 2	12 2
Kurnool	11 6	11 6	...	...	10 11	10 11	11 6	11 6	23 10	22 14	18 13	20 0	*	*	...	...	...	...	...	...	...	...	142 14	142 14	11 5	11 5
East Coast, north—																										
Ganjam	8 14	8 14	...	...	10 0	10 0	11 0	11 0	*	*	*	*	16 6	16 6	...	...	...	...	...	...	...	...	264 6	264 6	12 13	12 5
Vizagapatam	12 0	12 0	...	...	9 0	9 0	10 3	10 3	18 6	18 6	15 13	15 13	18 3	18 3	...	...	...	...	...	...	...	...	116 10	116 10	11 11	11 11
Godávari	10 13	11 11	...	...	12 14	12 14	14 0	14 0	24 0	24 0	21 2	20 3	21 13	25 8	...	...	...	...	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	11 8	11 8	12 2	12 2	20 8	20 8	*	*	23 13	23 13	...	...	...	...	...	...	...	...	170 2	170 2	13 3	13 3
Nellore	10 10	10 10	...	...	12 3	12 3	13 3	13 3	22 11	24 11	23 8	23 8	27 13	27 13	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	10 13	10 10	...	...	11 6	11 8	13 2	12 13	*	*	*	*	27 2	28 2	...	...	...	...	...	...	...	...	92 6	92 6	12 5	12 5
Chingleput	*	*	...	...	12 6	12 11	13 10	14 0	*	*	17 3	17 3	22 10	26 11	...	...	...	...	...	...	...	...	122 8	122 8	12 6	12 6
N. Arcot	9 6	9 6	...	...	12 3	12 3	13 3	13 3	*	*	*	*	31 10	33 6	...	...	...	...	...	...	...	...	194 6	194 6	11 5	11 5
S. Arcot	8 10	8 10	...	...	13 8	13 14	14 0	14 14	20 3	*	21 10	21 10	22 5	23 14	...	...	...	...	...	...	...	...	209 0	209 0	11 11	11 11
Tanjore	8 13	8 13	...	...	13 6	13 6	*	*	...	*	23 3	23 3	26 6	26 6	...	...	...	...	...	...	...	...	166 3	166 3	12 6	12 6
Trichinopoly	8 14	8 14	...	...	11 14	12 3	12 5	12 11	...	21 0	20 5	20 5	24 14	24 14	...	...	...	...	...	...	...	...	143 6	143 6	12 3	12 2
Southern—																										
Tinneyelly	9 14	9 14	...	...	11 2	11 2	11 10	11 10	*	*	*	*	*	*	...	...	...	...	...	...	...	...	53 5	53 5	14 6	14 6
Madura	9 6	9 11	...	...	12 10	12 10	13 2	13 2	26 11	23 8	*	*	26 5	26 5	...	...	...	...	...	...	...	...	145 13	140 14	13 2	11 3
Mysore—																										
Mysore	9 0	10 0	10 0	10 0	9 8	10 0	10 8	11 0	27 8	28 0	17 8	24 0	31 0	30 0	...	22 8	11 0	11 0	...	...	11 0	11 0	84 0	84 0	9 0	8 8
Bangalore	10 8	10 8	11 0	11 0	8 8	8 8	9 8	9 8	26 0	26 0	...	...	32 0	32 0	...	...	11 8	11 8	...	...	13 8	13 8	96 0	96 0	9 4	9 4
Kolar	...	...	10 0	11 0	10 0	10 4	12 0	12 0	...	...	...	...	33 0	40 0	...	...	10 0	10 0	...	...	12 0	15 0	144 0	132 0	8 8	8 0
Tumkur	11 0	11 0	11 0	11 0	11 0	11 0	13 0	13 0	...	...	...	...	48 0	48 0	...	...	12 0	12 0	...	...	15 0	15 0	340 0	340 0	8 0	9 0
Hassan	...	...	11 0	11 0	11 0	11 0	12 0	13 0	...	...	...	...	33 0	38 0	...	...	12 0	13 0	...	...	13 0	13 0	96 0	96 0	8 0	8 0
Kadur	10 0	10 0	11 0	11 0	12 0	12 0	16 0	16 0	...	...	...	...	40 0	40 0	...	...	15 0	15 0	...	...	8 0	8 8	240 0	240 0	9 0	9 0
Shimoga	11 9	11 9	12 10	12 10	11 9	10 8	14 11	14 11	31 8	31 8	...	...	51 7	45 2	...	...	13 10	13 10	...	...	...	...	480 0	480 0	8 6	8 6
Chitaldrug	12 0	13 0	14 0	15 0	11 0	11 0	12 0	13 0	40 0	40 0	32 0	32 0	55 0	55 0	70 0	70 0	14 0	13 0	...	...	16 0	16 0	320 0	320 0	8 0	8 0
Coorg—																										
Coorg *	9 0	9 0	8 0	8 0	11 0	11 8	13 0	14 0	...	...	...	...	33 8	35 0	...	...	19 0	19 0	...	...	...	...	110 0	110 0	9 0	8 8
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

E. J. SINKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first four months of the official year 1889-90, and of the eighteen preceding years.

(IN THOUSANDS OF RUPEES.)

Year.	Bengal. On Imports of Liquors.	Bengal. On other Imports.	Bengal. On Exports.	Bengal. Total Revenue.	Bombay. On Imports of Liquors.	Bombay. On other Imports.	Bombay. On Exports.	Bombay. Total Revenue.	Sindh. On Imports of Liquors.	Sindh. On other Imports.	Sindh. On Exports.	Sindh. Total Revenue.	Madras. On Imports of Liquors.	Madras. On other Imports.	Madras. On Exports.	Madras. Total Revenue.	Burma. On Imports of Liquors.	Burma. On other Imports.	Burma. On Exports.	Burma. Total Revenue.	Total British India. On Imports of Liquors.	Total British India. On other Imports.	Total British India. Total Import Revenue.	Total British India. Export Revenue.	Total British India. Total Revenue.	Year.
	FOR THE FOUR MONTHS, APRIL TO JULY.																									
1871-72	3,38	21,67	7,18	32,23	2,81	10,10	1,33	14,24	41	32	41	1,14	1,19	3,94	4,94	10,07	45	1,36	7,73	9,54	8,24	37,39	45,63	21,59	67,22	1871-72
1872-73	4,37	21,36	6,97	32,70	1,80	12,99	1,21	16,00	39	29	80	1,48	1,40	4,28	4,00	9,68	1,13	1,67	14,56	17,36	9,09	40,59	49,68	27,54	77,22	1872-73
1873-74	3,63	20,85	5,26	29,74	2,15	11,54	1,26	14,95	42	21	36	99	1,32	4,59	4,93	10,84	1,20	1,55	12,41	15,16	8,72	38,74	47,46	24,22	71,68	1873-74
1874-75	4,04	24,63	4,40	33,07	2,19	12,28	1,34	15,81	43	16	39	98	1,17	4,89	4,56	10,62	1,48	2,35	8,57	12,40	9,31	44,31	53,62	19,26	72,88	1874-75
1875-76	3,88	27,24	5,90	37,02	2,41	13,70	3,25	19,36	44	31	80	1,55	1,49	5,07	5,25	11,81	1,23	1,45	15,72	18,40	9,45	47,77	57,22	30,92	88,14	1875-76
1876-77	4,32	20,34	3,64	28,30	2,76	10,94	45	14,15	41	18	8	67	1,92	4,20	3,10	9,22	1,65	1,74	10,62	14,01	11,06	37,40	48,46	17,89	66,35	1876-77
1877-78	5,14	25,71	3,72	34,57	3,13	13,21	48	16,82	75	25	14	1,14	1,71	2,52	63	4,86	1,81	1,94	8,87	12,62	12,54	43,63	56,17	13,84	70,01	1877-78
1878-79	4,51	21,09	4,61	30,21	2,88	12,57	70	16,15	63	14	9	86	2,00	3,47	1,52	6,99	2,68	2,36	10,99	16,03	12,70	39,63	52,33	17,91	70,24	1878-79
1879-80	3,95	19,59	2,76	26,30	3,03	10,36	73	14,12	1,00	29	7	1,36	1,73	2,78	1,74	6,25	2,39	1,84	14,45	18,68	12,10	34,86	46,96	19,75	66,71	1879-80
1880-81	4,46	17,54	3,01	25,01	2,90	13,71	63	17,24	1,50	34	9	1,93	1,78	3,42	3,33	8,53	1,67	2,37	14,38	18,42	12,31	37,38	49,69	21,44	71,13	1880-81
1881-82	4,66	17,46	4,62	26,74	3,56	13,30	60	17,46	1,37	50	12	1,99	1,76	3,43	2,54	7,73	2,34	2,35	16,77	21,46	13,69	37,04	50,73	24,65	75,38	1881-82
1882-83	4,93	...	4,90	9,83	3,64	—88*	51	3,27	1,17	2	20	1,39	1,79	...	1,39	3,18	2,98	3	22,75	25,76	14,51	—83*	13,68	29,75	43,43	1882-83
1883-84	4,84	3	6,24	11,11	3,66	16	40	4,22	1,26	1	16	1,43	1,76	2	2,00	3,78	2,83	7	17,07	19,97	14,35	29	14,64	25,87	40,51	1883-84
1884-85	4,15	12	3,45	7,72	3,47	16	62	4,25	1,40	2	16	1,58	1,59	2	2,34	3,95	2,79	3	12,10	14,92	13,40	35	13,75	18,67	32,42	1884-85
1885-86	4,44	7	4,15	8,66	3,97	17	31	4,45	1,43	1	27	1,71	1,63	2	98	2,63	2,18	2	17,89	20,09	13,65	29	13,94	23,60	37,54	1885-86
1886-87	4,37	9	3,58	8,04	4,08	22	46	4,76	1,67	5	34	2,06	2,12	4	1,80	3,96	3,28	2	15,73	19,03	15,52	42	15,94	21,91	37,85	1886-87
1887-88	3,76	12	4,00	7,88	4,61	16	59	5,36	1,76	3	25	2,04	2,98	...	1,59	4,57	3,40	—1*	15,84	19,23	16,51	30	16,81	22,27	39,08	1887-88
1888-89	4,70	1,68	6,25	12,63	4,80	1,21	50	6,51	1,63	34	17	2,14	3,35	30	1,80	5,45	3,14	36	10,66	14,16	17,62	3,89	21,51	19,38	40,89	1888-89
1889-90	4,78	2,91	4,40	12,09	5,63	92	79	7,34	1,79	29	21	2,29	3,39	8	2,19	5,66	3,02	97	17,76	21,75	18,61	5,17	23,78	25,35	49,13	1889-90

* The amount refunded is greater than the duty collected.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 16th August, 1889.

E. J. SINKINSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Civil Works—Irrigation.

COMPARATIVE STATEMENT OF IRRIGATION AND RAINFALL ON NEW WORKS OF IRRIGATION IN THE DECCAN AND GUJARAT FOR 1888-89.

Comparative Statement of Irrigation and Rainfall on Canals in the Deccan and Gujarat for the year 1888-89.

Number.	Collectorate.	Name of Work.	Area under Command. Gross Acres.	Area under Command. Irrigable Acres.	Area Irrigated. Fasl Kharif, 1888-89. Total Acres.	Fasl Kharif, 1888-89. In comparison with 1887-88. Increase.	Fasl Kharif, 1888-89. In comparison with 1887-88. Decrease.	Fasl Rabi, 1888-89. Total Acres.	Fasl Rabi, 1888-89. In comparison with 1887-88. Increase.	Fasl Rabi, 1888-89. In comparison with 1887-88. Decrease.	Whole year, 1888-89. Total Acres.	Whole year, 1888-89. In comparison with 1887-88. Increase.	Whole year, 1888-89. In comparison with 1887-88. Decrease.	Percentage of Increase or Decrease.	Rainfall. 1887-88.	Rainfall. 1888-89.	Percentage of Increase or Decrease in 1888-89.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1	Ahmedabad	Hathmati Canal	44,744	28,840	1,010	...	345	1,457	25	...	2,467	...	320	—11	K. 20·85 R. 1·86 T. 22·71	K. 13·00 R. 2·17 T. 15·17	—33	At Parántij.
2	Ahmedabad	Khari Cut	3,890	3,890	13	...	2,397	...	...	3	13	...	2,400	—99	K. 24·67 R. 0·97 T. 25·64	K. 11·15 R. 2·43 T. 13·58	—47	Rainfall at Ahmedabad.
3	Khandesh	Hartala Tank	584	527	47	...	95	141	34	...	188	...	61	—24	K. 24·21 R. 6·86 T. 31·07	K. 19·17 R. 0·31 T. 19·48	—37	
4	Khandesh	Mukti Reservoir . {Lower Panjhra River Works}	13,117	12,627	514	226	...	270	96	...	784	322	...	70	K. 29·39 R. 8·45 T. 37·84	K. 10·63 R. 2·47 T. 13·10	—65	Rainfall at Mukti Tank.
5	Khandesh	Mhasva Tank	4,093	3,912	110	57	...	466	112	...	576	169	...	42	K. 27·43 R. 2·83 T. 30·26	K. 15·10 R. 2·14 T. 17·24	—43	
6	Khandesh	Jamda Canals	46,288	40,185	2,220	1,831	...	2,954	2,006	...	5,174	3,837	...	287	K. 25·48 R. 8·49 T. 33·97	K. 14·40 R. 2·22 T. 16·62	—51	
7	Nasik	Palkhed Canal . {Kadwa River Works.}	28,832	23,466	662	62	...	1,233	628	...	1,895	690	...	57	K. 19·35 R. 9·81 T. 29·16	K. 28·41 R. 0·33 T. 28·74	—1	
8	Nasik	Wadali Canal . {Kadwa River Works.}	3,486	2,433	38	...	6	220	96	...	258	90	...	54	K. 18·58 R. 8·56 T. 27·14	K. 21·19 R. 1·93 T. 23·12	—15	At Niphád.
9	Nasik	Ojhar Tambat Canal {Kadwa River Works.}	8,055	6,824	158	59	...	186	79	...	344	138	...	7	K. 15·19 R. 12·18 T. 27·37	K. 10·08 R. 5·99 T. 16·07	—41	Rainfall at Ashwi.
10	Ahmednagar.	Ojhar Canal . {Pravara River Works}	23,724	20,088	1,295	903	...	2,629	2,390	...	3,924	3,293	...	522	K. 18·14 R. 15·51 T. 33·65	K. 7·84 R. 4·85 T. 12·69	—62	
11	Ahmednagar.	Lakh Canal . {Pravara River Works}	29,913	22,760	321	199	...	493	445	...	814	644	...	379	K. 16·25 R. 8·70 T. 24·95	K. 15·74 R. 9·21 T. 24·95	...	
12	Ahmednagar.	Bhatodi Tank	*15,126	*12,124	807	228	...	913	290	...	1,720	518	...	43	K. 24·24 R. 7·02 T. 31·26	K. 26·80 R. 4·67 T. 31·47	1	
13	Poona	Mutha Canals	94,087	49,800	7,219	976	...	2,545	643	...	9,764	1,619	...	20	K. 9·66 R. 3·95 T. 13·61	K. 8·38 R. 4·70 T. 13·08	—4	
14	Poona	Kasurdi Tank	597	478	...	...	86	144	80	...	144	...	6	—4	K. 13·49 R. 11·00 T. 24·49	K. 20·61 R. 2·71 T. 23·32	—5	
15	Poona	Matoba Tank	10,700	7,133	962	231	...	903	787	...	1,865	1,018	...	120	K. 13·54 R. 4·37 T. 17·91	K. 9·36 R. 5·01 T. 14·37	—20	
16	Poona	Shirsuphal Tank	4,500	2,500	592	209	...	1,161	773	...	1,753	982	...	127	K. 20·70 R. 3·47 T. 24·17	K. 12·54 R. 8·03 T. 20·57	—15	
17	Poona	Bhadalvadi Tank	1,900	1,520	419	126	...	291	201	...	710	327	...	85				

* These figures are the result of the survey of the land under the Bhátodi Tank.

Figures of rainfall are those of Civil Hospital at Poona. The fall at Uruli at 36th mile of Mutha Right Bank Canal was in 1887-88, K. 8·50, R. 4·16, T. 12·66; in 1888-89, K. 10·95, R. 5·92, T. 16·87. The rainfall at Kásurdi, the 44th mile, and at Khedgaon, the 61st mile, is given opposite Kásurdi and Mátoba Tanks respectively.

Comparative Statement of Irrigation and Rainfall on Canals in the Deccan and Gujarat for the Year 1888-89—continued.

Number.	Collectorate.	Name of Work.	Area under Command. Gross Acres.	Area under Command. Irrigable Acres.	Area Irrigated. Fasl Kharif, 1888-89. Total Acres.	Fasl Kharif, 1888-89. In comparison with 1887-88. Increase.	Fasl Kharif, 1888-89. In comparison with 1887-88. Decrease.	Fasl Rabi, 1888-89. Total Acres.	Fasl Rabi, 1888-89. In comparison with 1887-88. Increase.	Fasl Rabi, 1888-89. In comparison with 1887-88. Decrease.	Whole Year, 1888-89. Total Acres.	Whole Year, 1888-89. In comparison with 1887-88. Increase.	Whole Year, 1888-89. In comparison with 1887-88. Decrease.	Percentage of Increase or Decrease.	Rainfall. 1887-88.	Rainfall. 1888-89.	Percentage of Increase or Decrease in 1888-89.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
18	Poona	Nira Canal	136,334*	116,414*	4,209	1,444	...	14,350	11,587	...	18,559	13,031	...	236	K. 15·15 R. 8·99 T. 24·14	K. 10·72 R. 4·37 T. †15·09	—37	* The increase in the acreage commanded is due to extension of canal and completion of distributaries up to 86th mile. † Average for Pimpri, Vadgaon, Pandhara, Bárámati and Sansur.
19	Sholapur	Ekrúk Tank	17,152	15,320	1,620	264	...	1,356	599	...	2,976	863	...	41	K. 32·91 R. 5·16 T. 38·07	K. 17·83 R. 4·96 T. 22·79	—40	
20	Sholapur	Koregaon Tank	Survey not made.		151	98	...	79	...	142	230	...	44	—16	K. 29·30 R. 2·32 T. 31·62	K. 16·94 R. 8·56 T. 25·50	—19	
21	Sholapur	Ashti Tank	17,882	14,476	980	395	...	1,437	1,064	...	2,417	1,459	...	152	K. 16·88 R. 5·18 T. 22·06	K. 13·02 R. 6·36 T. 19·38	—12	
22	Sholapur and Satara.	Mhaswad Tank	47,300‡	41,232‡	2,965	1,248	...	3,139	995	...	6,104	2,243	...	58	K. 16·22 R. 6·60 T. §22·82	K. 12·59 R. 5·68 T. 18·27	—20	‡ The increase in the acreage commanded by the Mhaswad Tank is due to the extension of certain distributaries. Survey of land under command of canal No. 1 not yet made. § Average of Rajewádi and Khatphal.
23	Bijapur	Muchkundi Tank	5,570	3,417	2	...	1	...	...	...	2	...	1	—33	K. 13·18 R. 9·64 T. 22·82	K. 15·60 R. 3·66 T. 19·26	—15	
24	Satara	Revári Canal	3,813	3,624	225	18	...	775	228	...	1,000	246	...	33	K. 25·33 R. 8·30 T. 33·63	K. 22·57 R. 5·93 T. 28·50	—15	
25	Satara	Yerla Canals	11,234	10,680	691	104	...	972	398	...	1,663	502	...	43	K. 22·65 R. 8·33 T. 30·98	K. 21·36 R. 5·96 T. 27·32	—12	
26	Satara	Pingli Tank (*Upper Mán River Works.*)	6,786	5,066	746	188	..	634	148	...	1,380	336	...	32	K. 14·05 R. 12·19 T. 26·24	K. 11·97 R. 6·92 T. 18·89	—28	Pingli rainfall.
27	Satara	Gondoli Canal (*Upper Mán River Works.*)													K. 14·65 R. 11·49 T. 26·14	K. 15·02 R. 5·05 T. 20·07	—23	Gondoli do.
28	Satara	Maini Tank	4,876	4,625	1,306	567	...	581	244	...	1,887	811	...	75	K. 13·41 R. 7·83 T. 21·24	K. 14·19 R. 3·62 T. 17·81	—16	
29	Satara	Chikhi Canal	1,871	1,478	331	84	...	77	17	...	408	101	...	33	K. 16·26 R. 5·74 T. 22·00	K. 16·41 R. 5·05 T. 21·46	—2	
30	Satara	Krishna Canal	27,407	25,533	1,919	412	...	1,456	401	...	3,375	813	...	32	K. 20·87 R. 10·68 T. 31·55	K. 13·78 R. 4·30 T. 18·08	—43	
31	Belgaum	Gokák Canal, First Section	18,668	16,663	2,338	983	...	1,499	772	...	3,837	1,755	...	84	K. 12·25 R. 10·87 T. 23·12	K. 12·57 R. 4·14 T. 16·71	—28	
32	Dharwar	Dámbal Tank	3,955	3,885	130	97	...	88	63	...	218	160	...	276	K. 8·50 R. 8·70 T. 17·20	K. 6·85 R. 4·30 T. 11·15	—35	
33	Dharwar	Madag Tank	2,045	2,024	354	...	141	284	...	8	638	...	149	—19	K. 12·63 R. 12·31 T. 24·94	K. 22·41 R. 5·40 T. 27·81	11	
34	Dharwar	Medleri Tank	1,916	1,052	111	98	...	4	...	9	115	89	...	342	K. 7·95 R. 7·96	K. 12·39 R. 4·46	6	
35	Dharwar	Assundi Tank	1,800	1,800	86	...	33	27	...	31	113	...	64	—36	T. 15·91	T. 16·85		
			642,245	507,296	34,551	8,003	...	42,764	25,008	...	77,315	33,011	...	74	26·35	19·65	...	

Note.—*Minus* figures in columns 15 and 18 show percentage of derease.

J. D. CRUICKSHANK, *Lieut.-Colonel, R.E.,*
Acting Superintending Engineer, C.D.

Statement showing the proportion between the amount of water available for consumption and that actually used for purposes of Irrigation during 1888-89 on the Canals fed direct from Rivers.

Name of Canal.	April and May.			June to September.			October to January.			February and March.		
	Supply available for consumption, cubic feet per second.	Actually used for purposes of irrigation, cubic feet per second.	Proportion used of available supply.	Supply available for consumption.	Actually used.	Proportion used.	Available for consumption.	Actually used.	Proportion used.	Available for consumption.	Actually used.	Proportion used.
Háthmati	19·5	*22	1·13	103·7	·55	·53	33·75	·47	1·39	12·5	·17	1·36
Jámda	85·74	50·15	·59	283·08	44·75	·17	115·54	54·23	·47	43·02	43·40	1·00
Pálkhed	1·78	†13·74	7·72	55·92	11·90	0·21	28·88	17·69	0·61	2·86	†19·50	6·82
Ojhar	39·69	20·93	0·53	111·14	23·15	0·21	73·06	28·35	0·39	31·53	23·92	0·76
Lákh	28·40	13·04	0·46	123·34	24·19	0·20	72·79	13·64	0·19	14·41	‡16·10	1·12
Níra Canal	Not open.	*Nil.*	*Nil.*	Over 455 cubic feet.	1·06	·23	1·98	1·60	·81	·64	·64	·1
Rewári	6·82	5·86	0·86	12·19	2·97	0·24	13·47	7·94	0·59	6·45	5·15	0·80
Chikhli	6·14	1·71	0·28	13·79	3·46	0·25	10·16	7·01	0·69	2·27	1·31	0·58
Krishna	85·87	38·96	0·45	136·56	34·33	0·25	134·94	56·78	0·42	84·77	31·38	0·37
Gokák Canal, 1st Section	18·91	12·04	0·64	74·78	30·30	0·41	·79	27·95	0·35	12·96	§14·67	1·13

* Excess got from back water supply.
‡ Excess got from back water owing to temporary earthen dam raised above the weir.
† Excess owing to partial supply from the Waghad Tank.
§ Surplus was derived from pool storage.

J. D. CRUICKSHANK, *Lieut.-Colonel, R.E.,*
Acting Superintending Engineer, C.D.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

REVIEW OF THE REPORTS ON THE ADMINISTRATION OF THE JAILS IN THE SEVERAL PROVINCES OF BRITISH INDIA FOR THE YEAR 1888.

No. $\frac{5}{556-567}$.

Extract from the Proceedings of the Government of India in the Home Department (Jails),—under date Simla, the 23rd August, 1889.

Read again—

The Reports on the Administration of the Jails in the several Provinces of British India for the year 1887; the orders of the Local Governments and Administrations thereon; and Home Department Resolution No. 326, dated the 5th September 1888, and accompaniments.

Read also—

The Reports on the Administration of the Jails of the several Provinces of British India for the year 1888, with the orders of the Local Governments and Administrations thereon.

RESOLUTION.

Name of Province.	Date of receipt by the Government of India of the Reports for—	
	1887.	1888.
Madras	18th June 1888 ...	20th July 1889.
Bombay	5th " " ...	24th June "
Bengal	22nd " " ...	10th " "
North-Western Provinces and Oudh.	3rd August " ...	18th July "
Punjab	20th July " ...	19th " "
Central Provinces ...	10th " " ...	4th " "
Lower Burma ...	4th " " ...	4th June "
Assam	11th June " ...	22nd May "
Coorg	7th " " ...	1st June "
Hyderabad	15th " " ...	20th " "

The provincial reports on the administration of jails are due on June 1st. The dates of the receipt of the reports for the calendar year 1888, with the reviews of the Local Governments and Administrations, are noted in the margin.

2. An inquiry into the state of the jails in all the larger Provinces in India has recently been completed by a Committee composed of Drs. Walker and Lethbridge in accordance with the orders contained in Home Department Resolution No. 458, dated 9th October 1888. The report of this Committee has been received and examined and with the comments of the Government of India will shortly be in the hands of Local Governments and Administrations. The Committee's enquiry, and the careful examination to which their report has been subjected by the Government of India, make it unnecessary to examine the jail administration during 1888 as minutely as might otherwise be desirable.

3. Excluding Upper Burma, the jail administration in which will be considered separately, there were, in 1888, 737 jails and lock-ups in British India, the number of central jails having been increased by one and that of district jails reduced by two in the year under review.

The year 1888 opened with a jail population of 75,922 as compared with 76,738 in 1887. The admissions of male prisoners, which had risen in 1887 from 345,727 to 352,702, showed a further rise to 364,883, the increase being distributed over all the larger Provinces except the Punjab. The total jail population was 459,953 (438,264 males and 21,689 females) as compared with 448,741 (426,686 males and 22,055 females) in 1887. The number of prisoners discharged, which was 372,819 in 1887, was 377,718 in 1888, and the number in jail on 31st December last was 82,235 (79,543 males and 2,692 females), as compared with 75,922 (73,381 males and 2,541 females) on the 31st December 1887. The daily average number of prisoners was 79,200 in 1888 against 70,879 in 1887.

4. Statement II, which relates entirely to convicts, shows that the year 1888 opened with 69,468 convicts in the jails as compared with 70,594 at the beginning of 1887. The number of male convicts confined in 1888 was 146,552 as compared with 145,179 in 1887, but the number of females declined from 9,407 in the latter to 9,060 in the former year. The aggregate number of convicts in confinement was thus 225,080 in 1888 and 225,180 in 1887. In 1888, 2,817 males and 63 females were transferred to work out their sentences of transportation beyond the seas, as compared with 1,848 and 114 respectively in 1887. The number of convicts released on appeal was 10,313 in 1887 and 10,205 in 1888: the number released on expiry of sentence rose from 107,660 in 1887 to 128,198 in 1888; and the number released under the remission rules from 7,675 to 8,265. The number released by order of Government, which, in 1887, owing to the releases at the Jubilee, amounted to 26,150, fell in 1888 to 423; 69 convicts, as compared with 55 in 1887, were transferred from jails to lunatic asylums: 105 escaped as compared with 76; 396 were executed as compared with 299; and 2,444 died in jail as compared with 2,353. There thus remained in jail 75,765 convicts (73,324 males and 2,441 females) on 31st December 1888 as compared with 69,468 (67,200 males and 2,268 females) on 31st December 1887. The daily average of convicts was 64,189 in 1887 and 72,554 in 1888.

5. The proportion of the members of the different religions admitted into jail to the total jail admission is thus compared with the proportion borne by them respectively to the total population in India:—

	Ratio per mille of each class of convicts admitted to			
	Total convict population.		Total free population of each class.	
	1887.	1888.	1887.	1888.
Christians	14·4	12·2	1·9	1·6
Muhammadans	274·9	270·8	0·9	0·9
Hindus and Sikhs	617·3	631·9	0·6	0·6
Buddhists and Jains	70·7	68·9	2·8	2·7
All other classes	22·7	16·2	0·6	0·4

6. Turning to the age of the convicts admitted into jail the comparison between the four divisions in the past two years is as follows:—

	Number of convicts admitted.	
	1887.	1888.
Under 16 years	2,117	1,978
16 to 40 "	124,772	126,442
40 to 60 "	25,065	24,681
Above 60 "	2,675	2,542

The different occupations of the male convicts admitted into jail were as follows:—

	1887.	1888.
Persons employed under Government or Municipal or other Local Authorities	4,330	4,390
Professional persons	5,127	5,544
Persons in service or performing personal offices ...	10,902	12,938
Persons engaged in agriculture or with animals ...	79,795	78,595
Persons engaged in commerce and trade	7,620	7,300
Persons engaged in mechanical arts, manufactures and engineering operations, &c.	5,359	5,920
Miscellaneous persons not classed otherwise ...	32,084	31,890

The condition of the female convicts is shown in the following figures:—

	1887.	1888.
Married	5,676	5,576
Unmarried ...	488	475
Widows	2,675	2,500
Prostitutes ...	573	515

7. The following statement compares the character of the sentences of the convicts admitted in 1887 and 1888 respectively:—

	1887.	1888.
Not exceeding 1 month ...	56,562	56,674
Between 1 and 3 months ...	31,818	31,700
Between 3 and 6 months ...	26,578	26,925
Between 6 months and 1 year	18,162	18,678
Between 1 and 2 years ...	11,494	11,534
Between 2 and 5 years ...	5,826	6,084
Between 5 and 10 years ...	1,702	1,680
Exceeding 10 years ...	74	43
Transportation for life ...	1,062	942
Transportation for a term ...	926	790
Sentenced to death ...	425	593

Of the 155,643 convicts sentenced last year, 133,977 were thus sentenced to less than a year's imprisonment, a fact which may on the whole be taken as indicating that the great bulk of crime in India is not of a very serious character.

The variations in the preceding figures call for no comment except the decrease in the number of sentences of transportation, and the increase in the number of death sentences. The former result is accounted for by the fact that, owing to the country having become quieter, 659 convicts were admitted into the jails in Lower Burma under sentences of transportation in 1888 as compared with 889 in 1887. In 1888 there were in Bombay 56 sentences of death against 27 in 1887, in the North-Western Provinces and Oudh 133 against 86, in the Central Provinces 59 against 22, and in Lower Burma 102 against 56.

19,926 convicts were admitted in 1888, who were ascertained to have been previously convicted, as compared with 19,266 in 1887. The ratio per cent. of those known to have been previously convicted to the number of convicts admitted rose from 12·4 to 12·8.

8. The employment of convicts in jail is dealt with in Statement VI. The average number sentenced to labour was 69,156 in the year under review (working days alone being taken into account) as compared with 60,820 in the previous year. Of this number there were on the average 2,512 on the sick list, and 3,416 convalescent or infirm; the balance available for labour being 63,227 as compared with 56,082 in 1887.

These 63,227 convicts were thus employed —

On unremunerative labour	1,786
As prison officers	3,087
As prison servants	6,921
On gardening	4,346
In preparing articles for consumption in jails	8,532
On jail repairs	3,208
On jail buildings	4,753
On manufactures	28,610
Under the Public Works Department	1,766
Under municipalities, &c.	1,166

9. The number and character of offences committed by convicts in the year under review and the previous year are thus compared :—

	1887.	1888.
Criminal offences	279	254
Smoking or being in possession of forbidden articles	9,385	9,115
Offences relating to work	42,980	40,842
Other offences against prison discipline ...	25,754	25,145
TOTAL ...	78,398	75,356

In Bengal the number of offences declined from 35,824 to 29,064: in the North-Western Provinces and Oudh from 6,185 to 5,330: and in the Central Provinces from 3,567 to 2,701. In Lower Burma the number of offences rose from 8,331 to 12,938, and in the Punjab from 15,209 to 16,511. The ratio of punishments to the daily average of convicts was 103·8 in 1888 compared with 122·1 in 1887. It varied from 234·7 in Bengal, to 25·9 in the neighbouring provinces of the North-Western Provinces and Oudh. The figures for Bengal shew a very great reduction from those for the last and preceding years. The vexed question of the recording and punishment of offences against jail discipline has been investigated by the Jail Committee. A considerable variety in practice was discovered, leading in some places to a large record of offences, in others to an undue reduction in the reported numbers. It is to be hoped that the facts now brought to light will enable the various Local Governments to remedy the defects on this point which have been so frequently noticed by the Government of India.

The number of cases in which corporal punishment was awarded showed a satisfactory decline from 2,430 to 1,891. The percentage of prisoners whipped to the total number of male prisoners was only ·7, and the proportion per cent. of whippings to total punishments only 2·5. These figures, as well as the total number of whippings administered, are lower than any recorded in previous years,

and they testify to the attention paid to the orders of the Government of India on the subject. Solitary confinement by itself was imposed in 6,385 cases in 1888 as against 5,160 in 1887, reduced diet by itself in 6,297 cases as compared with 6,874, and these two punishments were combined in 9,493 cases as compared with 5,877.

10. The number of convicts released during the year, who came under the operations of the mark system, was 8,280 as compared with 7,696 in 1887. In that year 22 failed to gain any release, but this number was in 1888 reduced to 15. The system continues to work satisfactorily. Suggestions for the improvement of the rules have been made by the Jail Committee, and are being forwarded for consideration of Local Governments and Administrations. The daily average of convicts under instruction was 3,501 in 1888 as compared with 3,112 in 1887, and 5,228 who had been under instruction in jail were released as compared with 5,193 in 1887. Of these only 753 were able to read and write well, 2,415 could read and write a little, and 2,060 were unable to read or write at all. These results are not encouraging, and the Governor General in Council is disposed to think that little advantage is gained from the system of instruction at present pursued in jails. The subject is being dealt with in connection with the report of the Jail Committee.

11. The gross expenditure on jails in 1888 aggregated Rs. 49,23,996 (62-2-9 per head) against Rs. 45,84,778 (64-9-10 per head) in 1887.

The chief items of expenditure are thus compared for the two years :—

	1887.				1888.			
	Total cost.	Cost per head of average strength.			Total cost.	Cost per head of average strength.		
	Rs.	Rs.	A.	P.	Rs.	Rs.	A.	P.
Rations ...	17,10,698	24	6	5	19,21,554	24	6	10
Establishments ...	18,54,877	26	2	3	18,64,905	23	8	9
Police guards ...	3,06,082	4	5	0	2,71,191	3	6	9
Hospital charges...	1,32,235	1	13	9	1,42,179	1	12	8
Clothing ...	1,79,271	2	8	10	2,48,449	3	2	6
Contingencies ...	3,82,166	5	6	2	4,54,901	5	11	10

There was a satisfactory decline in the cost of rations in Madras from Rs. 2,83,914 (39-8-9 a head) in 1887 to Rs. 2,28,244 (30-2-9 a head) in 1888, owing to the introduction of a better system of purchasing supplies for jails. In the Punjab the cost per head fell from Rs. 25-4-8 to Rs. 24-5-4. In Lower Burma the expenditure under this head rose from Rs. 2,16,486 (28-2-10 a head) to Rs. 2,94,870 (33-12-1). In Bombay the rise was from Rs. 25-2-1 a head to Rs. 27-11-10, in Bengal from Rs. 20-5-0 to Rs. 21-10-11, in the North-Western Provinces and Oudh from Rs. 18-0-0 to Rs. 18-7-7. In the latter provinces the figure for jails was Rs. 17-12-0, but the charge in the Magistrates' lock-ups (Rs. 20-12-11 per head), where there are not the same facilities for economy, raised the average to Rs. 18-7-7. The high price of the necessaries of life is stated as the principal cause for these rises. The more general adoption of the storage system, as recommended by the Government of India in paragraph 21 of Home Department Resolution of the 5th September 1888, and now endorsed by the Jail Committee, will, the Governor General in Council trusts, result in considerable economy under this head; and His Excellency in Council considers it highly important that this system should be given a fair trial. In the North-Western Provinces

and Oudh alone, a saving of Rs. 17,683 was effected by storing grain instead of purchasing it at the market rate monthly, and there were 14 jails in those Provinces in which the experiment has not yet been tried. It is reported that the loss from damp was very slight indeed; and it is evident that the adoption of the system generally affords an opportunity of effecting very material economies.

The aggregate cost of establishments has slightly increased; but owing to the larger number of prisoners in jail the average cost per head is Rs. 23-8-9 as compared with Rs. 26-2-3 in 1887. The Jail Committee has made some very important proposals on the revision of establishments, and it is unnecessary to discuss the expenditure on this head in the past year. The aggregate hospital charges are slightly in excess of those in 1887, but the expenditure on them per head both of average strength and sick is lower than in that year. The cost of clothing rose from Rs. 1,79,271 (2-8-10 a head) to Rs. 2,48,449 (3-2-6 a head). In each of the larger Provinces there was a large increase in the aggregate, partly due to an increase in the number of convicts. In Madras some of the increase was nominal, owing to the inclusion in the accounts for 1888 of expenditure incurred in 1887. In Bengal there was an increase from Rs. 44,272 (3-10-9 a head) to Rs. 58,364 (4-4-5 a head), and the increase of the cost per head is not explained; in the North-Western Provinces and Oudh from Rs. 40,302 (2-1-0 a head) to Rs. 54,648 (2-7-7 a head), owing to the renewal of old clothing; and in the Punjab from Rs. 26,604 (2-5-0 a head) to Rs. 51,726 (3-15-9 a head). The rise in the Punjab is explained to be due in a great measure to economy having been carried as far as it could safely be carried in the previous 3 years, by using up the stock of old clothing.

There was a large increase in the aggregate amount of contingent expenditure, and the cost per head of average strength rose from Rs. 5-6-2 to Rs. 5-11-10. In Madras the expenditure rose from Rs. 69,084 to Rs. 82,107, mainly owing to the transfer of charges, which under the old system were included under Rations, to the head Contingencies. In Bengal the charge rose from Rs. 96,855 (7-14-6 a head) to Rs. 1,28,592 (9-5-10 a head). The rise is attributed to an increase in the transfer charges, partly caused by the reduction of 14 district jails to the status of intermediate jails, and to an increase of Rs. 11,537 in municipal taxes. The amount of expenditure affords a strong contrast to the charge in the North-Western Provinces and Oudh, namely, Rs. 37,421 (1-10-11 a head). In the Punjab the aggregate cost rose from Rs. 41,994 to Rs. 47,173, but the cost per head remained the same as before. In Lower Burma the charges rose from Rs. 60,152 to Rs. 77,533, of which the greater part was incurred in transferring convicts to India and the Andamans.

12. To calculate the net cost of maintaining the convicts the cash earnings must be deducted from the total cost. The cash earnings in 1888 were only Rs. 12-12-4 per head of average strength as compared with Rs. 14-4-2 per head in 1887. This result is, in the opinion of the Government of India, very disappointing and there has been a steady decline in the earnings since 1885. In that year 24,944 convicts were on the average employed on manufactures, and the earnings were Rs. 12,92,318: in 1886 the number rose to 25,903, while the earnings fell to Rs. 11,51,206: in 1887 there were again more convicts (25,116) employed on manufactures than in 1885, and the earnings were again less, *viz.*, Rs. 10,11,891. In the year under report the number of convicts employed was higher (28,610), and the amount of earnings lower (Rs. 10,11,783), than in any of the preceding 4 years. The inspection reports of the Jail Committee show that in some provinces the principles for regulating employment of prisoners in Jails, which the Secretary of State and the Government of India have laid down, have not been properly acted up to, and that legitimate opportunities of employing prisoners in productive labour are either neglected or not fully turned to account. This subject will require further consideration by Local Governments and Administrations in connection with the Committee's report.

In the Madras Presidency the earnings rose from Rs. 20,380 to Rs. 57,263, but the average earnings per head of average strength was only Rs. 7-3-7. In the North-Western Provinces and Oudh the total earnings fell from Rs. 1,74,145 to Rs. 1,53,479, and the earnings per head from Rs. 8-13-4 to 6-14-7. In Bengal the fall was from Rs. 2,99,870 (24-7-7 per head) to Rs. 2,66,898 (19-6-11 per head), and in the Punjab from Rs. 1,30,549 (11-3-7 per head) to Rs. 1,09,748 (8-6-6 per head). In Lower Burma the earnings rose from Rs. 2,00,848 (26-0-5) to Rs. 2,39,845 (27-6-3), a specially satisfactory result in view of the fact that the earnings in 1886 were only Rs. 1,84,653. After deducting the cash earnings from the gross cost of maintaining the prisoners, the net cost of the jails in India in 1888 was Rs. 39,12,212 (49-6-5 per head), as compared with Rs. 35,72,886 (50-5-8 per head) in 1887. The average cost per head declined very sensibly, from Rs. 88-8-5 to Rs. 73-1-5 a head in Madras, and, with the reforms now in progress in the jail administration of that Presidency, a still further reduction may be expected. In Bombay, the North-Western Provinces and Oudh, the Central Provinces, Coorg and the Hyderabad Assigned Districts, the cost per prisoner declined to a less extent. It increased in Bengal and the Punjab, in each case to a considerable degree, and also in Bombay, Lower Burma and Assam.

13. From the sanitary point of view the year was not altogether satisfactory. The number of prisoners admitted into hospital, which had been 67,065 in 1887, rose to 79,356 in 1888, and the daily average sick from 2,252 in the former to 2,612 in the latter year. The ratio of admissions into hospital per head of average strength, which was 946 in 1887, was 1,003 in 1888, and that of daily average sick 33 as compared with 31. The proportion of admissions into hospital declined in Bengal and the Central Provinces. It rose in every other Province, and especially in the Punjab and Lower Burma. The ratio of admissions into hospital was lowest in Bombay. The results of weighments of discharged prisoners were also slightly less favourable than in 1887. In the year under review 79,213 prisoners added to their weight in jail, while 38,810 lost weight: the corresponding figures in 1887 were 79,102 and 37,702.

But, though the general health statistics were not so good as in 1887, the ratio of deaths was proportionately smaller than in that year. The number of deaths from fever was 211 against 224 in 1887, those from bowel complaints 777 against 790, and those from cholera 368 against 325. The increase in mortality from the last mentioned disease occurred in Bengal, where there were 132 deaths as compared with 21. The total number of deaths in 1888 was 2,617 as compared with 2,523 in 1887, and the ratio per mille

of average strength 33·1 as compared with 35·6. This is the lowest figure since 1884. The ratio varied from 12·7 in the Hyderabad Assigned Districts, and 22·9 in Bombay, to 44·7 in Bengal and 44·8 in Lower Burma. It improved in the Punjab (from 44·5 to 30·7), in the Central Provinces (from 68·4 to 41·2), in Lower Burma (from 58·7 to 44·8), in Assam (28·0 to 26·9), in Coorg (63·4 to 41·5)and in Hyderabad Assigned Districts (from 26·6 to 12·7). The death rate increased in Madras (23·0 to 25·5), Bengal (32·7 to 44·7), and the North-Western Provinces and Oudh (27·6 to 28·3).

ORDER.—Ordered, that a copy of the above Resolution be forwarded to all Local Governments and Administrations for information and guidance and to the Department of Finance and Commerce for information.

Ordered also, that the Resolution be published in the Supplement to the *Gazette of India*.

(True Extract.)

C. J. LYALL,

Offg. Secretary to the Government of India.

Statements appended to Home Department Resolution No. $\frac{5}{556-567}$, dated the 23rd August, 1889.

No. I.

GENERAL SUMMARY SHOWING the DISTRIBUTION of the PRISONERS of all CLASSES CONFINED in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1887 and 1888.

1		2			3			4			5			6			7			8			
Name of Province.		Places of confinement.			Prisoners in jail at the commencement of the year.			Prisoners received during the year.			Total.			Discharged from all causes.			Remained at the close of the year.			Daily average number of prisoners.			Name of Province.
		Central Jails.	District Jails.	Subsidiary Jails and Lockups.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.	
Madras	1887	(a) 7	(b) 19	310	7,966	362	8,328	50,040	3,898	53,938	58,006	4,260	62,266	50,729	4,008	54,737	7,277	252	7,529	7,094·40	285·07	7,379·47	1887 Madras.
	1888	(a) 7	(b) 19	*310	7,277	252	7,529	54,035	3,749	57,784	61,312	4,001	65,313	52,719	3,715	56,434	8,593	286	8,879	7,636·08	285·47	7,921·55	1888 Madras.
Bombay	1887	1	(c) 20	27	6,436	268	6,704	42,090	2,565	44,655	48,526	2,833	51,359	42,398	2,576	44,974	6,128	257	6,385	5,869	223	6,092	1887 Bombay.
	1888	1	(c) 20	27	6,128	257	6,385	46,134	2,713	48,847	52,262	2,970	55,232	45,413	2,733	48,146	6,849	237	7,086	6,575	265	6,840	1888 Bombay.
Bengal	1887	(d) 7	(e) 38	85	14,193	436	14,629	72,369	3,295	75,664	86,562	3,731	90,293	73,730	3,353	77,083	12,832	378	13,210	11,934·14	316·22	12,250·36	1887 Bengal.
	1888	(d) 7	(f) 38	85	12,832	378	13,210	77,869	3,267	81,136	90,701	3,645	94,346	77,098	3,263	80,361	13,603	382	13,985	13,342·94	388·31	13,731·25	1888 Bengal.
North-Western Provinces and Oudh.	1887	6	45	23	19,825	938	20,763	88,662	4,977	93,639	108,487	5,915	114,402	88,112	5,019	93,131	20,375	896	21,271	18,960·63	751·97	19,712·60	1887 North-Western Provinces and Oudh.
	1888	6	45	22	20,375	896	21,271	90,253	5,284	95,539	110,628	6,180	116,808	88,713	5,175	93,888	21,907	1,005	22,912	21,227·77	974·72	22,202·49	1888 North-Western Provinces and Oudh.
Punjab	1887	(g) 3	31	21	11,902	323	12,225	51,930	1,939	53,869	63,832	2,262	65,211	50,965	1,655	52,620	12,287	304	12,591	11,352	274	11,626	1887 Punjab.
	1888	(g) 4	31	22	12,287	304	12,591	49,491	1,593	51,084	61,778	1,897	63,675	48,626	1,557	50,183	13,152	340	13,492	12,721	333	13,054	1888 Punjab.
Central Provinces ...	1887	3	15	1	3,679	268	3,947	14,720	1,514	16,234	18,399	1,782	20,181	14,421	1,511	15,932	3,978	271	4,249	3,496·33	243·46	3,739·79	1887 Central Provinces.
	1888	3	15	1	3,978	271	4,249	12,783	1,152	13,935	16,761	1,423	18,184	12,763	1,151	13,914	3,998	272	4,270	3,885·15	261·54	4,146·69	1888 Central Provinces.
Lower Burma ...	1887	(h) 4	8	3	7,626	76	7,702	21,427	699	22,126	29,053	775	29,828	21,015	668	21,683	8,038	107	8,145	7,632	84	7,716	1887 Lower Burma.
	1888	(h) 4	8	3	8,038	107	8,145	22,588	664	23,252	30,626	771	31,397	21,728	664	22,392	8,898	107	9,005	8,655	100	8,755	1888 Lower Burma.
Assam	1887	...	(i) 10	13	1,451	36	1,487	8,200	439	8,639	9,651	475	10,126	8,301	439	8,740	1,350	36	1,386	1,302·23	34·86	1,337·09	1887 Assam.
	1888	...	(j) 11	13	1,350	39	1,389	7,489	443	7,932	8,839	479	9,318	7,491	450	7,941	1,348	29	1,377	1,389·94	35·81	1,425·75	1888 Assam.
Coorg	1887	...	1	26	101	8	109	846	103	949	947	111	1,058	849	106	955	98	5	103	86·24	3·68	89·92	1887 Coorg.
	1888	...	1	26	98	5	103	927	93	1,020	1,025	98	1,123	921	96	1,017	104	2	106	101·28	4·31	105·59	1888 Coorg.
Hyderabad Assigned Districts.	1887	2	4	2	1,105	39	1,144	2,698	175	2,873	3,803	214	4,017	2,785	179	2,964	1,018	35	1,053	909·03	27·50	936·53	1887 Hyderabad Assigned Districts
	1888	2	4	2	1,018	35	1,053	3,322	190	3,512	4,340	225	4,565	3,249	193	3,442	1,091	32	1,123	986·31	32·23	1,018·54	1888 Hyderabad Assigned Districts
Total ...	1887	33	194	511	73,984	2,754	76,738	352,762	19,301	372,063	426,686	22,055	448,741	353,305	19,514	372,819	73,381	2,541	75,922	68,636·00	2,243·76	70,879·76	1887 Total.
	1888	34	192	511	73,381	2,541	75,922	364,883	19,148	384,031	438,264	21,689	459,953	358,721	18,927	377,718	79,543	2,692	82,235	76,520·47	2,680·39	79,200·86	1888 Total.

* The figures are for 1887, the number for 1888 not having been shown in the report.

(a) Includes the Madras Penitentiary.

(b) Includes the European Prison, Ootacamund, and the Debtors' Prison, Madras.

(c) Includes [illegible] extra-mural labour gang; the Common Jail, Bombay, and the House of Correction, Bombay.

(d) Six of these are also District Jails.

(e) Includes the European Prison, Calcutta.

(f) Includes the European Prison, Calcutta and 14 Intermediate Jails.

(g) Includes the Female Penitentiary, Lahore, and the Chinawan Public Works Central Jail.

(h) Includes the European Prison, Rangoon.

(i) Includes 4 temporary Public Works Jails.

(j) Includes two temporary Public Works Jails.

No. 2.

STATEMENT SHOWING the NUMBER and DISPOSAL of the CONVICTS in the JAILS and SUBSIDIARY JAILS in BRITISH INDIA during the YEARS 1887 and 1888.

1		2		3		4		5						6						7					
								RECEIVED BY TRANSFER.																	
								A.								B.									
								To undergo sentence.								In transit for transportation, or to other jails.				Transferred to other jails.					
																				A.		B.			
Name of Province.		In jail at the commencement of the year.		Imprisoned during the year.		Total.		From jails in the province.		From subsidiary jails to district jails in the province.		From jails outside the province.		Grand Total.		From jails in the province.		From jails outside the province.		To undergo sentence.		For transportation beyond seas.			
		M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	Name of Province.
Madras	1887	6,990	291	19,610	2,194	26,600	2,485	954	22	267	37	42	1	4,916	184	...	...	32,779	2,729	35,508	6,130	236	76	8	1887 Madras.
	1888	6,280	204	19,866	2,166	26,146	2,370	673	21	321	12	416	...	5,470	183	...	...	33,026	2,586	35,612	6,243	197	76	3	1888 Madras.
Bombay	1887	5,993	250	12,823	847	18,816	1,097	1,590	65	385	32	72	...	176	10	...	...	21,039	1,204	22,243	2,042	98	141	11	1887 Bombay.
	1888	5,634	225	14,398	877	20,032	1,102	1,478	19	588	55	155	...	119	5	6	...	22,378	1,181	23,559	2,078	74	82	3	1888 Bombay.
Bengal	1887	13,081	384	28,662	1,280	41,743	1,664	5,579	140	9,233	336	28	...	294	14	738	65	57,615	2,219	59,834	14,943	455	510	11	1887 Bengal.
	1888	11,623	327	29,777	1,218	41,400	1,545	6,848	228	10,590	372	140	..	247	7	1,708	36	60,942	2,188	63,130	17,120	579	1,269	6	1888 Bengal.
North-Western Provinces and Oudh.	1887	18,361	853	37,386	2,592	55,747	3,445	6,953	74	...	...	162	...	309	26	1	1	63,172	3,546	66,718	7,121	88	493	42	1887 North-Western Provinces and Oudh.
	1888	18,740	818	38,070	2,636	56,810	3,454	7,123	152	...	...	722	1	397	45	132	...	65,184	3,652	68,836	7,377	167	683	54	1888 North-Western Provinces and Oudh.
Punjab	1887	10,460	291	21,571	708	32,031	999	3,884	83	...	...	2	...	1,378	7	...	...	37,295	1,089	38,384	5,205	95	233	8	1887 Punjab.
	1888	11,202	272	20,546	651	31,748	923	4,323	118	...	...	40	...	920	16	...	...	37,031	1,057	38,088	5,104	120	156	14	1888 Punjab.
Central Provinces	1887	3,494	261	8,007	997	11,501	1,258	1,228	76	2	...	74	...	58	7	...	...	12,863	1,341	14,204	1,218	72	93	14	1887 Central Provinces.
	1888	3,735	260	6,779	734	10,514	994	921	38	7	1	144	...	78	2	2	...	11,666	1,035	12,701	939	39	133	3	1888 Central Provinces.
Lower Burma	1887	7,279	69	11,800	432	19,079	501	2,304	23	...	...	10	...	817	2	22	...	22,232	526	22,758	1,994	15	552	2	1887 Lower Burma.
	1888	7,696	95	11,633	424	19,329	519	2,115	30	...	...	30	...	1,600	3	26	...	23,100	552	23,652	2,003	25	494	1	1888 Lower Burma.
Assam	1887	1,315	32	3,593	215	4,908	247	379	1	739	26	1	...	38	1	1	...	6,066	275	6,341	1,156	28	19	...	1887 Assam.
	1888	1,243	33	3,401	210	4,644	243	581	4	485	16	7	...	32	4	1	...	5,750	267	6,017	1,142	22	26	2	1888 Assam.
Coorg	1887	87	5	164	15	251	20	...	...	85	5	...	...	...	...	...	...	336	25	361	...	...	...	...	1887 Coorg.
	1888	84	4	145	10	229	14	...	...	73	6	...	...	...	...	...	...	302	20	322	4	...	...	...	1888 Coorg.
Hyderabad Assigned Districts.	1887	1,059	39	1,563	127	2,622	166	156	5	...	...	13	...	5	1	...	...	2,796	172	2,968	169	6	20	4	1887 Hyderabad Assigned Districts.
	1888	963	30	1,937	134	2,900	164	257	10	...	...	17	...	24	2	1	...	3,199	176	3,375	281	12	8	3	1888 Hyderabad Assigned Districts.
Total	1887	68,119	2,475	145,179	9,407	213,298	11,882	23,027	489	10,711	436	404	1	7,991	252	762	66	256,193	13,126	2,69,319	39,978	1,093	2,137	100	1887 Total.
	1888	67,200	2,268	146,552	9,060	213,752	11,328	24,319	620	12,064	462	1,680	1	8,887	267	1,876	36	262,578	12,714	275,292	4 2,291	1,235	2,927	89	1888 Total.

No. 2

STATEMENT SHOWING the NUMBER and DISPOSAL of the CONVICTS in the JAILS and

Name of Province.		8										9	
		RELEASED DURING THE YEAR.											
		A.		B		C.		D.					
		On appeal.		On expiry of sentence.		Under remission rules.		By order of Government.				Transported beyond seas.	
								(a)		(b)			
								On account of sickness.		On other grounds.			
		M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Madras	1887	1,280	51	15,551	2,007	476	6	37	6	2,684	205	53	5
	1888	1,231	47	17,129	2,073	697	9	16	1	7	...	55	6
Bombay	1887	629	23	9,505	633	519	11	1	1	2,279	192	146	7
	1888	785	31	12,236	844	647	10	2	...	1	...	112	73
Bengal	1887	1,874	20	20,374	954	1,068	9	27	1	6,133	351	722	75
	1888	1,936	44	25,315	1,137	1,338	14	31	2	83	...	701	42
North-Western Provinces and Oudh.	1887	2,474	43	25,063	1,922	2,028	32	4	...	6,684	582	...	...
	1888	2,569	41	30,964	2,398	2,398	36	11	1	89	1	...	...
Punjab	1887	2,327	61	13,022	423	1,886	49	5	...	2,668	139	150	27
	1888	2,167	40	15,564	542	1,288	16	20	1	...	...	172	8
Central Provinces	1887	388	27	5,461	786	231	6	2	...	1,468	159	...	...
	1888	338	11	5,922	701	302	8	3	1	9	1	...	...
Lower Burma	1887	652	18	7,528	369	1,141	...	64	...	1,356	26	774	...
	1888	521	14	8,086	397	1,172	5	26	2	83	...	1,713	...
Assam	1887	317	8	2,639	179	86	...	10	1	546	25	...	...
	1888	261	2	2,832	211	171	4	4	...	4	...	...	...
Coorg	1887	22	3	171	12	8	...	1	...	40	5	3	...
	1888	15	...	172	18	5	...	2	...	...	...	4	...
Hyderabad Assigned Districts.	1887	84	3	961	100	178	1	2	...	389	27	...	...
	1888	148	4	1,535	122	11,3	2	...	...	16	1	...	...
Total	1887	10,047	266	100,275	7,385	7,561	114	153	9	24,277	1,711	1,848	114
	1888	9,971	234	119,755	8,443	8,161	104	115	8	297	3	2,817	63

continued.

SUBSIDIARY JAILS in BRITISH INDIA during the YEARS 1887 and 1888—contd.

10		11		12		13		14		15			Name of Province.	
Transferred to lunatic asylum.		Escaped.		Executed.		Died.		Remained at the close of the year.		Daily average number.				
M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	Total.		
18	...	14	...	33	...	147	1	6,280	204	6,146·82	233·13	6,379·95	1887	Madras.
11	1	33	...	32	...	172	4	7,324	245	6,638·98	243·90	6,882·88	1888	
4	...	10	...	16	...	113	3	5,634	225	5,320	196	5,516	1887	Bombay.
5	...	13	1	18	...	140	3	6,259	208	5,912	233	6,145	1888	
8	1	6	...	30	...	357	6	11,623	327	10,646·26	262·03	10,908·29	1887	Bengal.
20	1	14	...	21	...	548	23	12,481	340	12,047·58	330·83	12,378·41	1888	
18	...	4	...	64	...	479	19	18,740	818	17,281·75	679·25	17,961·00	1887	North-Western Provinces and Oudh.
15	...	1	...	109	6	556	32	20,412	916	19,619·75	897·00	20,516·75	1888	
...	1	12	...	80	6	475	8	11,202	272	10,148	238	10,386	1887	Punjab.
4	1	8	...	73	2	369	3	12,106	310	11,672	297	11,969	1888	
2	...	14	...	19	1	232	16	3,735	260	3,299·56	231·89	3,531·45	1887	Central Provinces.
1	...	14	...	41	5	162	6	3,802	260	3,693·16	249·56	3,942·72	1888	
3	...	2	...	39	...	431	1	7,696	95	7,266	73	7,339	1887	Lower Burma.
5	...	10	...	76	...	365	4	8,546	104	8,258	95	8,353	1888	
...	...	13	...	1	...	36	1	1,243	33	1,171·84	30·14	1,201·98	1887	Assam.
2	1	10	...	4	...	40	...	1,254	25	1,277·28	31·58	1,308·86	1888	
...	...	...	...	2	1	5	0	84	4	82·62	2·09	74·71	1887	Coorg.
...	...	...	...	4	4	4	...	92	2	81·95	3·30	85·25	1888	
...	...	1	...	7	...	22	1	963	30	865·48	25·29	890·77	1887	Hyderabad Assigned Districts.
1	1	1	...	5	...	13	...	1,048	31	943·08	29·73	972·81	1888	
53	2	76	...	291	8	2,297	56	67,200	2,268	62,218·33	1,970·82	64,189·15	1887	Total
64	5	104	1	383	13	2,369	75	73,324	2,441	70,143·78	2,410·90	72,554·68	1888	

No.

STATEMENT SHOWING the RELIGION, AGE and PREVIOUS OCCUPATION of the CON
YEARS 1887

1		2														3					
		RELIGION.														AGE.					
		A						B		C		D		E		A		B		C	
		CHRISTIANS.																			
NAME OF PROVINCE.		Europeans.		Eurasians.		Natives.		Muhammadans.		Hindus and Sikhs.		Budhists and Jains.		All other classes.		Under 16.		16 to 40.		40 to 60.	
		a		b		c															
		M	F	M	F	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Madras ...	1887	57	3	38	4	606	65	1,860	109	17,049	2,013	...	...	...	...	473	116	15,775	4,501	3,172	466
	1888	19	...	76	...	592	72	1,753	103	17,426	1,991	...	...	...	...	348	92	16,678	1,601	3,260	455
Bombay ...	1887	138	1	23	1	179	17	4,933	155	7,464	669	33	4	53	...	176	25	11,387	700	1,194	118
	1888	138	...	13	...	184	11	5,485	164	8,485	701	41	1	52	...	204	37	12,695	691	1,403	140
Bengal ...	1887	200	2	94	8	66	12	11,185	368	16,344	830	147	21	626	39	263	33	21,192	870	6,360	335
	1888	189	2	86	10	75	9	10,698	337	17,970	802	146	10	613	48	276	30	22,037	855	6,528	293
North-Western Provinces and Oudh.	1887	20	1	17	...	40	2	5,523	276	31,786	2,312	...	1	...	...	262	81	29,755	1,964	6,553	501
	1888	21	...	21	1	16	1	5,762	336	32,249	2,298	1	...	...	...	316	60	30,977	2,059	6,147	480
Punjab ...	1887	11	...	18	1	11	...	14,953	466	6,429	239	17	...	132	2	266	11	18,358	556	2,666	123
	1888	5	...	5	...	12	...	14,354	464	6,123	186	5	...	42	1	284	17	17,316	547	2,606	82
Central Provinces.	1887	7	...	4	...	15	1	620	67	5,311	693	27	1	2,021	235	220	51	6,720	808	987	130
	1888	1	...	6	...	19	2	638	65	4,828	545	19	1	1,268	121	161	47	5,701	573	834	102
Lower Burma.	1887	443	2	20	3	62	4	498	23	463	17	10,309	383	12	...	85	10	9,800	346	1,723	73
	1888	221	1	20	...	44	2	517	12	690	22	10,101	387	40	...	62	10	10,024	347	1,456	61
Assam ...	1887	...	...	...	...	9	...	1,138	25	2,065	172	...	...	335	18	7	4	2,982	187	509	22
	1888	1	...	2	...	5	...	1,080	26	1,984	168	11	...	270	16	9	2	2,742	193	558	14
Coorg ...	1887	...	...	...	...	17	1	38	1	164	17	...	...	31	1	6	...	229	20	13	...
	1888	...	...	...	...	9	1	36	5	126	9	...	...	47	1	1	...	196	13	20	3
Hyderabad Assigned Districts.	1887	...	...	...	...	2	...	252	14	1,307	113	2	...	...	...	18	10	1,371	101	164	16
	1888	...	...	...	...	...	...	395	13	1,627	120	5	1	...	...	14	8	1,687	110	225	14
TOTAL	1887	876	9	214	17	1,007	102	41,000	1,504	88,382	7,075	10,528	410	3,210	295	1,776	341	117,629	7,143	23,284	1,784
	1888	595	3	229	11	956	98	40,628	1,525	91,508	6,842	10,329	400	2,332	187	1,675	303	119,453	6,989	23,037	1,644

3.

VICTS ADMITTED into the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the
and 1888.

		4											5			6
		PREVIOUS OCCUPATIONS.														
D		MALES.							FEMALES.				TOTAL.			NAME OF PROVINCE.
		A	B	C	D	E	F	G	H	I	J	K				
Above 60.		Persons employed under Government or Municipal or other local authorities.	Professional persons.	Persons in service or performing personal offices.	Persons engaged in agriculture and with animals.	Persons engaged in commerce and trade.	Persons employed in mechanical arts, manufactures, and engineering operations, &c.	Miscellaneous persons not classed otherwise.	Married.	Unmarried.	Widows.	Prostitutes.				
M.	F.												M.	F.	Total.	
190	21	385	742	747	7,882	1,390	766	7,698	1,136	220	721	117	19,610	2,194	21,804	1887 } Madras.
180	18	528	1,239	2,536	7,506	1,501	1,361	5,195	1,204	197	666	99	19,866	2,166	22,032	1888 } Madras.
66	4	541	121	1,380	6,917	1,166	1,376	1,322	494	30	220	103	12,823	847	13,670	1887 } Bombay.
96	9	597	174	1,549	7,750	1,456	1,257	1,615	505	46	239	87	14,398	877	15,275	1888 } Bombay.
847	42	1,191	753	2,509	17,188	953	632	5,436	543	25	576	136	28,662	1,280	29,942	1887 } Bengal.
936	40	1,056	680	2,614	17,432	1,178	713	6,104	497	38	516	167	29,777	1,218	30,995	1888 } Bengal.
816	46	748	3,111	2,270	23,158	958	274	6,867	1,699	89	711	93	37,386	2,592	39,978	1887 } North-Western Provinces and Oudh.
630	37	687	3,229	2,357	22,846	708	335	7,908	1,789	86	672	89	38,070	2,636	40,706	1888 } North-Western Provinces and Oudh.
341	18	444	152	2,451	12,456	476	1,014	4,578	520	28	124	36	21,571	708	22,279	1887 } Punjab.
340	5	476	54	2,218	11,777	524	901	4,596	489	35	97	30	20,546	651	21,197	1888 } Punjab.
78	8	213	...	712	4,179	411	946	1,544	727	56	201	13	8,005	997	9,002	1887 } Central Provinces.
83	12	215	6	533	3,382	362	815	1,466	509	32	184	9	6,779	734	7,513	1888 } Central Provinces.
132	3	600	170	346	5,522	1,878	238	3,046	286	25	53	68	11,800	432	12,232	1887 } Lower Burma.
91	6	640	110	414	5,110	1,258	395	3,706	334	26	36	28	11,633	424	12,057	1888 } Lower Burma.
49	2	140	45	429	2,144	315	100	374	158	9	44	4	3,547	215	3,762	1887 } Assam.
44	1	115	40	579	2,085	97	34	403	148	11	47	4	3,353	210	3,563	1888 } Assam.
2	...	5	9	...	72	14	...	150	16	1	2	1	250	20	270	1887 } Coorg.
1	...	4	9	...	38	30	...	137	10	...	6	...	218	16	234	1888 } Coorg.
10	...	63	24	58	277	59	13	1,069	97	5	23	2	1,563	127	1,690	1887 } Hyderabad Assigned Districts.
11	2	72	3	138	669	186	109	760	91	4	37	2	1,937	134	2,071	1888 } Hyderabad Assigned Districts.
2,531	144	4,330	5,127	10,902	79,795	7,620	5,359	32,084	5,676	488	2,673	573	145,217	9,412	154,629	1887 } TOTAL.
2,412	130	4,390	5,544	12,938	78,595	7,300	5,920	31,890	5,576	475	2,500	515	146,577	9,066	155,643	1888 } TOTAL.

No. 4.

STATEMENT SHOWING the CONVICTS ADMITTED into the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1887 and 1888, and THOSE REMAINING on the 31st DECEMBER of those YEARS according to the NATURE and LENGTH of SENTENCE.

1			2.																								
			NUMBER ACCORDING TO LENGTH OF SENTENCE.																								
			A		B		C		D		E		F		G		H		I				J				
			Not exceeding one month.		Above one month and not exceeding three months.		Above three months and not exceeding six months.		Above six months and not exceeding one year.		Above one year and not exceeding two years.		Above two years and not exceeding five years.		Above five years and not exceeding ten years.		Exceeding ten years.		SENTENCED TO TRANSPORTATION BEYOND SEAS. A For life.		SENTENCED TO TRANSPORTATION BEYOND SEAS. B For a term.		Sentenced to death.		TOTAL.			
NAME OF PROVINCE.			M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	Total.	
Madras	Admitted	1887	10,523	1,716	4,482	303	2,502	119	934	20	521	15	367	7	137	3	2	...	81	9	6	...	55	2	19,610	2,194	21,804	1887
		1888	10,467	1,725	4,381	283	2,745	103	1,067	23	570	9	350	8	144	2	4	...	58	12	20	...	60	1	19,866	2,166	22,032	1888
	Remaining on the 31st December.	1887	341	21	674	48	932	35	659	18	674	13	1,233	24	980	26	105	1	460	16	202	2	11	...	6,280	204	6,484	1887
		1888	411	38	944	58	1,248	34	729	22	740	18	1,250	28	1,012	27	107	1	458	17	420	2	5	...	7,324	245	7,569	1888
Bombay	Admitted	1887	4,723	451	2,724	184	2,343	116	1,564	47	778	17	410	13	58	1	9	...	92	13	98	2	24	3	12,823	847	13,670	1887
		1888	5,497	509	3,117	200	2,403	85	1,754	45	816	19	482	6	90	1	2	...	86	11	96	...	55	1	14,398	877	15,275	1888
	Remaining on the 31st December.	1887	235	23	480	21	886	40	963	36	978	14	1,021	31	320	13	81	...	381	23	286	24	3	...	5,634	225	5,859	1887
		1888	236	6	516	29	898	29	1,105	36	1,120	22	1,110	25	358	16	84	...	503	26	318	19	11	...	6,259	208	6,467	1888
Bengal	Admitted	1887	11,134	656	6,618	284	4,465	186	3,152	78	1,894	45	970	21	246	4	2	...	87	8	54	...	40	4	28,662	1,280	29,942	1887
		1888	11,559	629	6,796	282	4,670	132	3,398	76	1,881	50	1,079	29	223	4	4	...	70	14	58	...	33	2	29,777	1,218	30,995	1888
	Remaining on the 31st December.	1887	438	17	1,052	59	1,724	79	2,029	64	2,185	37	2,285	42	1,366	17	112	...	323	9	103	...	6	3	11,623	327	11,950	1887
		1888	552	20	1,077	50	1,750	48	2,312	72	2,536	67	2,383	54	1,236	13	133	1	296	11	203	3	3	1	12,481	340	12,821	1888
North-Western Provinces and Oudh.	Admitted	1887	12,942	1,252	7,184	600	6,522	341	5,211	176	3,332	123	1,392	57	432	16	6	...	171	25	108	2	86	...	37,386	2,592	39,978	1887
		1888	13,345	1,284	7,358	593	6,794	381	5,285	193	3,121	98	1,320	36	417	4	9	...	181	31	116	7	124	9	38,070	2,636	40,706	1888
	Remaining on the 31st December.	1887	539	37	1,317	123	2,589	141	3,883	133	4,026	98	3,202	116	1,983	71	176	12	660	73	347	14	18	...	18,740	818	19,558	1887
		1888	548	67	1,142	92	2,675	160	4,317	152	4,689	150	3,383	122	2,193	68	160	9	776	68	512	26	17	2	20,412	916	21,328	1888
Punjab	Admitted	1887	4,896	243	3,553	145	4,379	140	3,939	82	2,780	49	1,331	19	327	6	20	...	189	14	41	2	116	8	21,571	708	22,279	1887
		1888	4,654	205	3,782	164	4,101	133	3,487	57	2,582	40	1,348	23	283	12	9	...	137	11	43	2	120	4	20,546	651	21,197	1888
	Remaining on the 31st December.	1887	311	6	853	28	1,737	41	2,272	51	2,812	35	1,659	45	993	33	93	...	293	21	141	8	38	4	11,202	272	11,474	1887
		1888	329	11	544	25	1,504	51	2,223	44	3,707	48	2,258	55	1,062	40	87	...	225	24	103	10	64	2	12,106	310	12,416	1888
Central Provinces.	Admitted	1887	2,207	452	2,330	318	1,048	128	684	57	447	24	248	6	62	5	6	...	32	6	20	...	21	1	8,005	997	9,002	1887
		1888	1,633	300	1,672	225	1,788	115	786	40	422	26	278	12	75	3	1	...	58	1	13	...	53	6	6,779	734	7,513	1888
	Remaining on the 31st December.	1887	155	30	446	51	760	51	612	46	537	23	557	24	296	23	50	1	214	9	105	2	3	...	3,735	260	3,995	1887
		1888	105	25	311	37	744	62	681	38	625	40	511	30	336	13	57	...	297	11	126	3	9	1	3,802	260	4,062	1888
Lower Burma	Admitted	1887	2,499	247	1,683	89	2,525	64	1,754	15	1,149	8	861	6	359	...	28	...	305	3	581	...	56	...	11,800	432	12,232	1887
		1888	2,138	220	1,545	91	2,513	72	1,899	23	1,524	9	895	8	345	1	13	...	228	...	431	...	102	...	11,633	424	12,057	1888
	Remaining on the 31st December.	1887	194	13	329	18	783	28	1,131	14	1,666	8	1,870	9	673	2	56	...	340	3	645	...	9	...	7,696	95	7,791	1887
		1888	129	8	338	21	856	26	1,178	20	2,048	10	2,003	12	1,073	4	69	...	403	3	440	...	9	...	8,546	104	8,650	1888
Assam	Admitted	1887	1,673	163	863	30	419	13	278	3	199	2	67	2	19	1	1	...	15	1	11	...	2	...	3,547	215	3,762	1887
		1888	1,522	175	740	22	441	6	264	3	221	3	119	...	27	...	1	...	8	1	4	...	6	...	3,353	210	3,563	1888
	Remaining on the 31st December.	1887	96	6	122	6	161	4	206	2	258	4	144	7	132	3	5	...	9	1	9	...	1	...	1,243	33	1,276	1887
		1888	75	4	90	2	181	3	215	4	258	4	265	...	148	6	5	...	10	1	6	1	1	...	1,254	25	1,279	1888
Coorg	Admitted	1887	113	12	60	5	40	1	17	1	11	...	3	...	1	...	...	...	3	...	...	...	2	1	250	20	270	1887
		1888	79	8	47	4	33	2	25	1	4	...	12	1	6	...	...	...	8	...	...	...	4	...	218	16	234	1888
	Remaining on the 31st December.	1887	8	1	11	1	20	1	12	1	9	...	14	...	10	...	...	...	...	...	...	...	...	...	84	4	88	1887
		1888	3	...	8	...	9	1	24	...	8	...	22	1	14	...	...	...	4	...	...	...	...	...	92	2	94	1888
Hyderabad Assigned Districts.	Admitted	1887	583	83	342	21	310	17	148	2	98	2	45	1	25	...	...	...	7	1	1	...	4	...	1,563	127	1,690	1887
		1888	648	77	375	23	388	20	240	6	136	3	77	1	41	2	...	...	19	2	...	...	13	...	1,937	134	2,071	1888
	Remaining on the 31st December.	1887	76	8	108	8	145	3	119	...	184	1	177	5	114	2	18	...	21	3	1	...	...	...	963	30	993	1887
		1888	38	1	62	8	187	7	147	5	231	2	207	4	140	3	18	...	17	1	1	...	...	...	1,048	31	1,079	1888
TOTAL	Admitted	1887	51,293	5,269	29,839	1,979	25,453	1,125	17,681	481	11,209	285	5,694	[illegible]	1,666	36	74	...	982	80	920	6	406	19	145,217	9,412	154,629	1887
		1888	51,542	5,132	29,813	1,887	25,876	1,049	18,205	473	11,277	257	5,960	[illegible]	1,651	29	43	...	859	83	781	9	570	23	146,577	9,066	155,643	1888
	Remaining on the 31st December.	1887	2,393	162	5,392	363	9,737	423	11,886	365	13,329	233	12,262	303	6,867	190	696	14	2,710	158	1,839	50	89	7	67,200	2,268	69,468	1887
		1888	2,426	180	5,032	322	10,052	421	12,931	393	15,962	361	13,392	331	7,572	190	720	11	2,989	162	2,129	64	119	6	73,324	2,441	75,765	1888

No.

STATEMENT SHOWING the CONVICTS admitted into the JAILS of BRITISH

1		2			3								
					Number previously convicted.								
					A		B		C		D		
Name of Province.		Number admitted during the year.			Once.		Twice.		More than Twice.		Total.		
		M.	F.	Total.	M.	F.	M.	F.	M.	F.	M.	F.	Total.
Madras	1887	19,610	2,194	21,804	1,305	100	433	32	404	7	2,142	139	2,281
	1888	19,866	2,166	22,032	1,320	61	420	23	395	7	2,135	91	2,226
Bombay	1887	12,823	847	13,670	1,149	61	342	12	399	44	1,890	117	2,007
	1888	14,398	877	15,275	1,222	49	382	8	432	32	2,036	89	2,125
Bengal	1887	28,662	1,280	29,942	2,511	67	551	15	313	15	3,375	97	3,472
	1888	29,777	1,218	30,995	2,565	78	626	17	316	10	3,507	105	3,612
North-Western Provinces and Oudh.	1887	37,386	2,592	39,978	2,609	102	958	29	707	35	4,274	166	4,440
	1888	38,070	2,636	40,706	2,675	121	1,003	33	727	23	4,405	177	4,582
Punjab	1887	21,571	708	22,279	1,884	21	605	15	558	16	3,047	52	3,099
	1888	20,546	651	21,197	2,083	20	553	5	550	17	3,186	42	3,228
Central Provinces	1887	8,005	997	9,002	667	61	199	20	173	10	1,039	91	1,130
	1888	6,779	734	7,513	631	40	166	18	137	9	934	67	1,001
Lower Burma	1887	11,800	432	12,232	1,438	11	436	4	256	...	2,130	15	2,145
	1888	11,633	424	12,057	1,701	8	519	...	285	...	2,505	8	2,513
Assam	1887	3,547	215	3,762	297	11	61	1	22	...	380	12	392
	1888	3,353	210	3,563	261	11	66	...	24	1	351	12	363
Coorg	1887	250	20	270	15	...	1	...	1	...	17	...	17
	1888	218	16	234	11	1	2	...	...	...	13	1	14
Hyderabad Assigned Districts	1887	1,563	127	1,690	172	4	44	9	52	2	268	15	283
	1888	1,937	134	2,071	150	5	60	...	47	...	257	5	262
Total	1887	145,217	9,412	154,629	12,047	438	3,630	137	2,885	129	18,562	704	19,266
	1888	146,577	9,066	155,643	12,619	394	3,797	104	2,913	99	19,329	597	19,926

5.

INDIA during the YEARS 1887 and 1888 who had been PREVIOUSLY CONVICTED.

4			5							
Ratio per cent. of number previously convicted to number admitted during the year (column 3 D to column 2).			Juvenile prisoners under 16 years of age (Section 399 of the Criminal Procedure Code).							
			A			B				
			Number admitted during the year.			Number previously convicted.				
M.	F.	Total.	M.	F.	Total.	M.	F.	Total.		Name of Province.
10·92	6·33	10·46	473	116	589	60	4	64	1887	Madras.
10·74	4·20	10·10	348	92	440	40	1	41	1888	
14·73	13·81	14·68	176	25	201	9	3	12	1887	Bombay.
14·14	10·14	13·91	204	37	241	14	...	14	1888	
11·77	7·57	11·59	263	33	296	20	1	21	1887	Bengal.
11·77	8·62	11·65	276	30	306	13	...	13	1888	
11·43	6·56	11·10	239	57	296	57	1	58	1887	North-Western Provinces & Oudh.
11·57	6·71	11·25	316	60	376	52	1	53	1888	
14·12	7·34	13·90	266	11	277	28	2	30	1887	Punjab.
15·50	6·45	15·22	284	17	301	30	2	32	1888	
12·97	9·12	12·55	220	51	271	33	1	34	1887	Central Provinces.
13·78	9·13	13·32	161	47	208	27	6	33	1888	
18·05	3·47	17·53	85	10	95	6	1	7	1887	Lower Burma.
21·53	1·88	20·84	62	10	72	3	...	3	1888	
10·71	5·58	10·42	7	4	11	...	...	...	1887	Assam.
10·46	5·71	10·18	9	2	11	2	...	2	1888	
6·80	...	6·29	6	...	6	...	...	...	1887	Coorg.
5·96	6·25	5·98	1	...	1	...	...	...	1888	
17·14	11·81	16·74	18	10	28	2	2	4	1887	Hyderabad Assigned Districts.
13·26	3·73	12·65	11	4	15	1	...	1	1888	
12·78	7·47	12·45	1,753	317	2,070	215	15	230	1887	Total.
13·18	6·58	12·80	1,672	299	1,971	182	10	192	1888	

No. 6.

STATEMENT SHOWING the EMPLOYMENT of CONVICTS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA, during the YEARS 1887 and 1888.

1		2	3	4	5	6															7			8
						A	AVERAGE NUMBER					EMPLOYED									RATIO PER CENT ON NUMBER UNDER SENTENCE OF LABOUR (COLUMN 3) OF THOSE EMPLOYED AS			
							ON PRISON DUTIES.					ON JAIL BUILDINGS.					PUBLIC WORKS.						
												Additions and alterations.		New Jails.										
							B	C	D	E	F	G	H	I	J	K	L							
NAME OF PROVINCE.		Average number of convicts not sentenced to labour.	Average number under sentence of labour on working days.	Average number sick.	Average number convalescent and infirm.	On unremunerative labour.	Prison officers.	Prison servants.	Gardening.	Employed in preparing articles for use or consumption in Jails, *e.g.*, wheat grinding, manufacturing of prison clothing, &c.	Jail repairs.	Under Superintendent.	Under Public Works Department.	Under Superintendent.	Under Public Works Department.	Manufactures.	Public Works Jails.	Other extramural labour.	Number of prisoners hired out to Municipalities, private individuals or Departments other than the Public Works Department.	Prison officers (6 B).	Prison servants (6 C).	On Manufactures (6 K).	NAME OF PROVINCE.
Madras ...	1887	132·94	5,940·94	153·34	129·98	263·23	548·41	796·86	557·00	824·38	199·89	450·94	21·54	9·46	51·17	1,802·50	...	14·59	117·65	9·23	13·41	30·34	1887	Madras.
	1888	141·26	6,371·76	180·96	162·61	317·55	552·84	636·06	731·92	1,244·02	175·86	398·39	25·10	105·93	35·45	1,669·53	...	...	135·54	8·67	9·98	26·20	1888	
Bombay ...	1887	53	5,452	134	209	271	204	482	338	573	180	41	5	...	5	2,041	662	213	94	3·74	8·84	37·43	1887	Bombay.
	1888	71	6,065	137	252	401	236	529	366	616	172	67	3	...	...	2,332	607	259	88	3·89	8·72	38·45	1888	
Bengal ...	1887	126·58	10,698·30	527·75	796·34	434·22	591·97	1,132·00	677·92	486·50	105·54	706·77	297·04	7·58	6·63	4,925·29	...	...	2·75	5·53	10·58	46·03	1887	Bengal.
	1888	126·31	12,210·17	614·78	1,084·41	446·57	717·90	1,213·20	829·07	500·83	137·35	854·19	307·33	10·22	25·37	5,368·39	...	...	10·56	5·88	9·93	43·96	1888	
North-Western Provinces and Oudh.	1887	257·49	17,546·79	475·66	868·96	12·38	500·20	2,063·76	1,189·34	2,484·85	1,549·93	1,403·44	97·50	1,201·91	...	5,582·69	...	75·47	40·70	2·85	11·76	31·81	1887	North-Western Provinces and Oudh.
	1888	261·89	20,200·10	619·28	1,122·06	9·98	539·44	2,292·00	1,266·41	3,[illegible]92·92	1,852·48	1,267·44	95·41	915·50	...	6,807·63	...	97·74	21·81	2·67	11·34	33·70	1888	
Punjab ...	1887	135	10,256	285	240	...	241	1,041	486	1,513	459	16	63	...	...	5,219	851	4	6	2·34	10·15	50·88	1887	Punjab.
	1888	143	11,822	341	322	...	254	1,199	589	1,877	467	137	172	...	...	6,165	475	4	6	2·14	10·14	52·14	1888	
Central Provinces ...	1887	29·44	3,434·95	111·18	103·64	41·18	142·41	305·41	120·30	422·84	200·28	122·79	18·11	...	...	1,844·72	0·22	...	1·87	4·14	8·89	53·70	1887	Central Provinces.
	1888	19·97	3,893·30	122·43	265·97	59·92	176·27	337·52	139·98	386·36	241·32	130·32	24·93	...	...	1,999·28	2·48	...	6·52	4·53	8·67	51·35	1888	
Lower Burma ...	1887	73	5,491	372	178	248	486	424	178	334	58	173	160	...	34	3,179	...	14	203	8·85	7·72	57·89	1887	Lower Burma.
	1888	95	6,408	399	142	550	688	509	240	358	98	63	32	...	...	3,648	1	23	198	10·73	7·94	56·92	1888	
Assam ...	1887	7·13	1,177·38	70·28	50·00	...	49·30	108·92	74·38	68·82	31·18	28·09	0·93	0·02	...	12,[illegible]·66	353·89	...	213·91	4·18	9·25	10·84	1887	Assam.
	1888	6·46	1,288·28	77·21	52·13	·05	66·66	114·44	85·05	73·90	52·09	28·93	3·67	3·07	...	150·75	297·15	...	283·18	5·17	8·88	11·70	1888	
Coorg ...	1887	·69	58·04	4·31	...	...	4·62	10·61	2·38	4·19	2·94	...	2·10	...	...	26·39	...	...	...	7·96	18·28	45·46	1887	Coorg.
	1888	2·67	61·60	5·01	...	...	4·83	10·31	2·18	5·32	3·05	...	...	...	...	40·56	...	...	4·17	7·84	16·73	65·84	1888	
Hyderabad Assigned Districts	1887	16·54	765·59	13·85	15·52	2·03	53·64	83·66	88·22	88·71	14·01	19·08	18·90	...	...	367·97	...	...	...	7·00	10·92	48·06	1887	Hyderabad Assigned Districts.
	1888	11·97	836·35	15·80	13·02	1·59	51·80	81·36	97·20	88·39	9·68	36·90	11·18	...	...	429·43	...	...	...	6·19	9·72	51·34	1888	
TOTAL ...	1887	831·81	60,820·99	2,147·37	2,591·44	1,272·04	2,821·55	6,448·22	3,711·54	6,800·29	2,800·77	2,961·11	684·12	1,218·97	96·80	25,116·22	1,867·11	321·06	679·88	4·63	10·60	41·29	1887	TOTAL.
	1888	879·53	69,156·56	2,512·47	3,416·20	1,786·66	3,087·74	6,921·89	4,346·81	8,532·74	3,208·83	2,983·17	674·62	1,034·72	60·82	28,610·57	1,382·63	383·74	1,166·61	4·46	10·00	41·39	1888	

No. 7.

STATEMENT SHOWING the OFFENCES COMMITTED by the CONVICTS and the PUNISHMENTS INFLICTED on THEM in the JAILS and SUBSIDIARY JAILS in BRITISH INDIA during the YEARS 1887 and 1888.

1		2			3			4									5		
Name of Province.		Daily average number of convicts.			Criminal offences.			BREACHES OF JAIL RULES. Smoking or having possession of forbidden articles.			Offences relating to work.			Other offences against prison discipline.			Total offences.		
		M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
Madras	1887	6,146·82	233·13	6,379·95	4	...	4	782	2	784	1,220	30	1,250	1,937	62	1,999	3,943	94	4,037
	1888	6,638·98	243·90	6,882·88	18	...	18	879	8	887	1,099	10	1,109	1,617	48	1,665	3,613	66	3,679
Bombay	1887	5,320	196	5,516	24	...	24	508	9	517	1,653	39	1,692	777	48	825	2,962	96	3,058
	1888	5,912	233	6,145	21	...	21	482	2	484	1,660	27	1,687	856	22	878	3,019	51	3,070
Bengal	1887	10,646·26	262·03	10,908·29	46	...	46	3,321	13	3,334	19,031	262	19,293	12,876	275	13,151	35,274	550	35,824
	1888	12,047·58	330·83	12,378·41	39	...	39	3,329	32	3,361	18,843	312	19,155	10,255	254	10,509	28,466	598	29,064
North-Western Provinces and Oudh.	1887	17,281·75	679·25	17,961·00	40	...	40	693	5	698	2,738	82	2,820	2,547	80	2,627	6,018	167	6,185
	1888	19,619·75	897·00	20,516·75	21	...	21	682	3	685	1,997	79	2,076	2,436	112	2,548	5,136	194	5,330
Punjab	1887	10,148	238	10,386	62	1	63	1,557	1	1,558	11,385	381	11,766	1,283	39	1,822	14,787	432	15,209
	1888	11,672	297	11,969	64	1	65	1,345	1	1,346	11,929	605	12,534	2,502	64	2,566	15,840	671	16,511
Central Provinces.	1887	3,299·56	231·89	3,531·45	26	1	27	274	7	281	2,156	67	2,223	963	73	1,036	3,419	148	3,567
	1888	3,693·16	249·56	3,942·72	25	1	26	382	5	387	1,392	41	1,433	777	78	855	2,576	125	2,701
Lower Burma	1887	7,266	73	7,339	13	...	13	1,945	10	1,955	2,603	1	2,604	3,748	11	3,759	8,309	22	8,331
	1888	8,258	95	8,353	15	...	15	2,675	4	2,679	4,597	4	4,691	5,639	4	5,643	12,926	12	12,938
Assam	1887	1,171·84	30·14	1,201·98	59	...	59	151	...	151	1,051	10	1,061	290	...	290	1,551	10	1,561
	1888	1,277·28	31·58	1,308·86	46	...	46	193	...	193	1,093	44	1,137	395	5	300	1,627	49	1,676
Coorg	1887	72·62	3·09	74·71	...	...	...	24	1	25	16	...	16	18	...	18	58	1	59
	1888	81·95	3·30	85·25	...	...	...	20	...	20	27	...	27	25	...	25	72	...	72
Hyderabad Assigned Districts.	1887	865·48	25·29	890·77	3	...	3	82	...	82	255	...	255	327	...	327	567	...	567
	1888	943·08	29·73	972·81	3	...	3	73	...	73	80	3	83	155	1	156	311	4	315
Total	1887	62,218·33	1,976·82	64,189·15	277	2	279	9,337	48	9,385	42,108	872	42,980	23,166	588	23,754	76,888	1,510	[illegible]
	1888	70,113·78	2,410·90	72,554·68	252	2	254	9,060	55	9,115	39,717	1,125	40,842	24,557	588	25,145	73,886	1,770	[illegible]

6																				7	8	9	
PUNISHMENTS INFLICTED.																							
A			B—By Jail Officers.															C					
By criminal courts.			a Solitary confinement.			b Reduced diet.			c Solitary confinement with reduced diet.			d Corporal punishment.	e Other punishments.			Total punishments.	Ratio per cent. of total punishments to daily average number of convicts (column 5C to column 2.)	Ratio of column 5d to the total number of other jail punishments inflicted on male prisoners.	Name of Province.		
M.	F.	Total.	M.	F	Total.	M.	F.	Total.	M.	F.	Total.		M.	F.	Total.						
4	...	4	562	10	572	1,873	63	1,936	...	...	...	133	1,371	21	1,392	4,037	63·27	3·49	1887	Madras.	
15	...	15	517	11	528	1,635	36	1,671	...	...	...	99	1,347	19	1,366	3,679	53·45	2·82	1888		
23	...	23	40	1	41	47	1	48	684	15	699	71	2,098	77	2,175	3,057	55·42	2·47	1887	Bombay.	
21	...	21	58	...	58	45	...	45	759	6	765	93	2,041	45	2,086	3,070	49·95	3·27	1888		
44	...	44	1,555	44	1,599	501	68	569	248	3	251	266	32,660	435	33,095	35,824	328·41	0·76	1887	Bengal.	
29	...	29	1,243	52	1,295	487	38	525	352	...	352	245	26,100	508	26,608	29,054	234·71	0·86	1888		
40	...	40	431	19	450	1,246	70	1,316	2,081	61	2,142	629	1,591	17	1,608	6,185	34·43	11·75	1887	North-Western Provinces and Oudh.	
21	...	21	574	26	600	847	79	926	1,728	71	1,799	431	1,535	18	1,553	5,330	25·97	9·20	1888		
77	1	78	1,389	102	1,491	1,190	154	1,344	1,070	17	1,087	438	10,617	148	10,765	15,203	146·37	3·07	1887	Punjab.	
89	1	90	2,661	211	2,872	1,146	56	1,202	891	7	898	306	10,743	396	11,139	16,507	137·91	1·98	1888		
26	1	27	136	24	160	453	53	506	426	26	452	359	2,019	44	2,063	3,567	101·00	11·83	1887	Central Provinces.	
25	1	26	288	26	314	348	32	380	243	13	256	136	1,535	54	1,589	2,701	68·50	5·63	1888		
25	...	25	751	1	752	1,027	15	1,042	1,127	1	1,128	405	4,974	5	4,979	8,331	113·51	5·14	1887	Lower Burma.	
15	...	15	667	...	667	1,473	7	1,480	5,290	1	5,291	452	5,029	4	5,033	12,938	154·89	3·62	1888		
50	...	50	32	2	34	94	...	94	8	...	8	106	1,252	8	1,260	1,552	129·12	7·64	1887	Assam.	
42	...	42	40	1	41	44	1	45	10	...	10	112	1,370	47	1,417	1,667	127·36	7·65	1888		
...	...	...	8	...	8	13	1	14	5	...	5	3	29	...	29	59	78·97	5·45	1887	Coorg.	
...	...	...	1	...	1	19	...	19	7	...	7	6	39	...	39	72	84·45	9·09	1888		
3	...	3	53	...	53	5	...	5	103	...	105	20	381	...	381	567	63·65	3·67	1887	Hyderabad Assigned Districts.	
3	...	3	9	...	9	4	...	4	114	1	115	9	172	3	175	315	32·38	3·01	1888		
292	2	294	4,957	203	5,160	6,449	425	6,874	5,754	123	5,877	2,430	56,092	755	57,747	78,382	122·11	3·27	1887	Total.	
260	2	262	6,058	327	6,385	6,048	249	6,297	9,394	99	9,493	1,891	49,911	1,094	51,005	75,333	103·82	2·64	1888		

No. 8.

STATEMENT SHOWING the EXPENDITURE in GUARDING and MAINTAINING the PRISONERS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1887 and 1888 (excluding the cost of BUILDING NEW JAILS, of ADDITIONS, ALTERATIONS or REPAIRS).

1	2				3		4		5		6			7		8		9	10	
	Daily average number of prisoners.				Rations.		Establishments.		Police Guards.		Hospital Charges.			Clothing.		Contingencies.				
					A	B	A	B	A	B	A	B	C	A	B	A	B			
Name of Province.	Convicts.	Under-trial.	Civil.	Total.	Total cost.	Cost per head of daily average strength excluding civil prisoners.	Total cost.	Cost per head of daily average strength.	Total cost.	Cost per head of daily average strength.	Total cost	Cost per head of daily average strength.	Cost per head of daily average number sick.	Total cost.	Cost per head of daily average strength, excluding civil prisoners.	Total cost.	Cost per head of daily average strength.	Grand total expended.	Total cost per head of daily average strength.	Name of Province.
					Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	
Madras ... 1887	6,379·95	798·47	201·05	7,379·47	2,83,914	39 8 9	2,85,381	38 10 9	(d)11,431	1 8 9	14,031	1 14 5	84 15 4	9,812	1 5 10	69,084	9 5 9	6,73,653	91 4 7	1887 Madras.
1888	6,882·88	871·32	167·35	7,921·55	2,28,244	30 2 9	2,88,626	36 6 11	*	*	15,934	2 0 2	81 15 3	21,297	3 1 6	82,107	10 5 10	6,36,208	80 5 0	1888
Bombay ... 1887	5,516	576	...	6,092	1,53,107	25 2 1	1,92,359	31 9 2	42,731	7 0 2	8,992	1 7 7	65 6 4	10,929	1 12 8	41,900	6 14 0	4,50,018	73 13 11	1887 Bombay.
1888	6,145	695	...	6,840	1,89,755	27 11 10	1,90,216	27 12 11	38,649	5 10 4	9,877	1 7 1	71 5 10	14,235	2 1 3	44,627	6 8 4	4,87,359	71 4 0	1888
Bengal ... 1887	10,908·29	1,138·57	203·33	12,250·19	2,44,730	20 5 0	4,60,884	37 9 11	*	*	36,008	2 15 0	66 10 6	44,272	3 10 9	96,855	7 14 6	8,82,749	72 0 11	1887 Bengal.
1888	12,378·41	1,255·51	97·33	13,731·25	2,95,680	21 10 11	4,55,888	33 3 2	*	*	46,936	3 6 8	74 6 3	58,364	4 4 5	1,28,592	9 5 10	9,85,460	71 12 3	1887
North-Western Provinces and Oudh. 1887	17,961·00	1,532·00	219·60	19,712·60	(a)3,50,952	18 0 0	3,63,297	18 6 10	1,26,342	6 6 6	19,146	0 15 6	37 2 6	40,302	2 1 0	35,368	1 12 8	9,35,407	47 7 2	1887 North-Western Provinces and Oudh.
1888	20,516·75	1,554·25	131·49	22,202·49	(a)4,07,853	18 7 7	3,65,244	16 7 2	1,13,500	5 1 9	21,860	0 15 9	32 15 8	54,648	2 7 7	37,421	1 10 11	10,00,526	45 1 0	1888
Punjab ... 1887	10,436	1,066	124	11,626	(a)2,90,940	25 4 8	(b)2,56,207	92 0 7	(b)76,323	6 9 0	(b)17,978	1 8 8	60 8 6	(b)26,604	2 5 0	(b)41,994	3 9 9	(c)7,29,495	62 11 11	1887 Punjab.
1888	12,024	946	84	13,054	(a)3,15,670	24 5 4	(b)2,61,138	20 0 0	(b)72,100	5 8 4	(b)20,742	1 9 5	58 14 9	(b)51,726	3 15 9	(b)47,173	3 9 9	(c)7,89,366	60 7 6	1888
Central Provinces... 1887	3,531·45	163·82	44·60	3,739·87	97,213	26 4 11	78,462	20 15 8	13,592	3 10 1	4,177	1 1 11	37 7 4	20,321	5 7 11	20,993	5 9 9	2,34,758	62 12 4	1887 Central Provinces.
1888	3,942·72	178·79	25·18	4,146·69	1,10,655	26 13 6	83,039	20 0 4	10,578	2 8 9	6,660	1 9 8	56 10 2	19,726	4 12 6	22,509	5 6 10	2,53,167	61 0 10	1888
Lower Burma ... 1887	7,339	343	34	7,716	2,16,486	28 2 10	1,68,582	21 13 6	*	*	27,839	3 9 8	73 3 8	18,774	2 7 1	60,152	7 12 8	4,91,833	63 11 10	1887 Lower Burma.
1888	8,353	382	20	8,755	2,94,870	33 12 1	1,71,825	19 10 0	*	*	16,008	1 13 3	39 8 4	15,690	(e)1 14 0	77,533	8 13 8	5,75,926	65 12 6	1888
Assam ... 1887	1,276·44	122·34	12·77	1,411·55	45,021	32 2 11	23,044	16 5 2	26,855	19 0 4	3,181	2 4 0	36 4 0	5,733	4 1 6	9,587	6 12 8	1,13,421	80 5 7	1887 Assam.
1888	1,308·86	110·10	6·79	1,425·75	46,857	33 0 4	23,577	16 8 7	27,349	19 2 10	3,300	2 5 0	36 5 9	10,104	7 1 11	9,596	6 11 8	1,20,783	84 11 5	1888
Coorg ... 1887	74·71	12·77	2·44	89·92	3,445	39 6 1	2,405	26 11 11	1,744	19 6 3	35	0 6 2	8 1 11	360	4 10 10	950	10 9 0	8,939	99 6 7	1887 Coorg.
1888	85·25	18·64	1·70	105·59	3,930	37 13 3	2,411	22 13 4	1,762	16 10 11	42	0 6 4	8 6 1	489	4 11 3	1,053	9 15 6	9,687	91 12 0	1888
Hyderabad Assigned Districts. 1887	890·56	39·55	6·06	936·17	24,890	26 12 2	24,256	25 14 6	7,064	7 8 8	848	0 14 5	59 14 1	2,164	2 5 2	5,283	5 10 3	64,505	68 14 5	1887 Hyderabad Assigned Districts.
1888	971·75	38·44	6·83	1,017·02	28,040	27 12 1	22,941	22 8 10	7,253	7 2 1	820	0 12 10	51 6 10	2,170	2 2 4	4,290	4 3 5	65,514	64 6 8	1888
Total ... 1887	64,313·40	5,792·52	847·85	70,953·77	17,10,698	24 6 5	18,54,877	26 2 3	3,06,082	4 5 0	1,32,235	1 13 9	58 11 2	1,79,271	2 8 10	3,82,166	5 6 2	45,84,778	64 9 10	1887 Total.
1888	72,608·62	6,050·05	540·67	79,199·34	19,21,554	24 6 10	18,64,905	23 8 9	2,71,191	3 6 9	1,42,179	1 12 8	54 6 7	2,48,449	3 2 6	4,54,901	5 11 10	49,23,996	62 2 9	1888

* The Jails in Madras, Bengal and Burma are guarded by warder-guards.
† These figures will not agree with the daily average number shown in column 8 of Statement No. 1 as the average number of prisoners in the Dismissed Jail was calculated by the actual number of days it remained open during the year.
(a) Including the cost of under trial prisoners in lock-ups.
(b) Excluding the cost of under trial prisoners in lock-ups which is not shown separately in the Provincial Report.
(c) Including the cost of under trial prisoners in lock-ups.
(d) For Central and District Jails only. The cost of sub-jails is not shown in the report.
(e) Exclusive of under trial and Civil debtors.

No. 9.

STATEMENT SHOWING the NET COST of PRISONERS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1887 and 1888.

1		2	3	4	5	6	7	
NAME OF PROVINCE.		Total cost of maintenance (column 9, Statement 7).	Average cost of maintenance per head (column 10, Statement 7).	Total cash earnings.	Average cash earnings per head of average strength.	Net cost to Government (column 2, minus column 4).	Average net cost per head of average strength (column 3, minus column 5).	NAME OF PROVINCE.
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Madras	1887	6,73,653 0 0	91 4 7	20,380 12 0	2 12 2	6,53,272 4 0	88 8 5	1887 Madras.
	1888	6,36,208 0 0	80 5 0	57,263 6 0	7 3 7	5,78,944 10 0	73 1 5	1888
Bombay	1887	4,50,018 0 0	73 13 11	1,16,584 0 0	19 2 2	3,33,434 0 0	54 11 9	1887 Bombay.
	1888	4,87,359 0 0	71 4 0	1,12,061 15 0	16 6 1	3,75,297 1 0	54 13 11	1888
Bengal	1887	8,82,749 0 0	72 0 11	2,99,870 8 0	24 7 7	5,82,878 8 0	47 9 4	1887 Bengal.
	1888	9,85,460 0 0	71 12 3	2,66,898 12 0	19 6 11	7,18,561 4 0	52 5 4	1888
North-Western Provinces and Oudh ...	1887	9,35,407 0 0	47 7 2	1,74,145 10 0	8 13 4	7,61,261 6 0	38 9 10	1887 North-Western Provinces and Oudh.
	1888	10,00,526 0 0	45 1 0	1,53,479 8 0	6 14 7	8,47,046 8 0	38 2 5	1888
Punjab	1887	7,20,495 0 0	62 11 11	1,30,549 11 0	11 3 7	5,98,945 5 0	51 8 4	1887 Punjab.
	1888	7,89,366 0 0	60 7 6	1,09,748 2 0	8 6 6	6,79,617 14 0	52 1 0	1888
Central Provinces	1887	2,34,758 0 0	62 12 4	39,770 2 0	10 10 1	1,94,987 14 0	52 2 3	1887 Central Provinces.
	1888	2,53,167 0 0	61 0 10	37,253 6 0	8 15 8	2,15,913 10 0	52 1 2	1888
Lower Burma	1887	4,91,833 0 0	63 11 10	2,00,848 11 0	26 0 5	2,90,984 5 0	37 11 5	1887 Lower Burma.
	1888	5,75,926 0 0	65 12 6	2,39,845 3 0	27 6 3	3,36,080 13 0	38 6 3	1888
Assam	1887	1,13,421 0 0	80 5 7	13,836 14 0	9 12 10	99,584 2 0	70 8 9	1887 Assam.
	1888	1,20,783 0 0	84 11 5	16,436 12 0	11 8 5	1,04,346 4 0	73 3 0	1888
Coorg	1887	8,939 0 0	99 6 7	3,564 11 0	39 10 3	5,374 5 0	59 12 4	1887 Coorg.
	1888	9,687 0 0	91 12 0	4,074 12 0	39 9 5	5,612 4 0	52 2 7	1884
Hyderabad Assigned Districts	1887	64,505 0 0	68 14 5	12,340 6 0	13 2 10	52,164 10 0	55 11 7	1887 Hyderabad Assigned Districts.
	1888	65,514 0 0	64 6 8	14,721 10 0	14 7 7	50,792 6 0	49 15 1	1888
TOTAL ...	1887	45,84,778 0 0	64 9 10	10,11,891 5 0	14 4 2	35,72,886 11 0	50 5 8	1887 TOTAL.
	1888	49,23,996 0 0	62 2 9	10,11,783 6 0	12 12 4	39,12,212 10 0	49 6 5	1888

No. 10.

STATEMENT SHOWING the SICKNESS and MORTALITY among the PRISONERS of ALL CLASSES in the JAILS and SUBSIDIARY JAILS of INDIA during the YEARS 1887 and 1888.

1		2			3			4			5			6			7		
Name of Province.		Number of prisoners that can be accommodated in the parts of the Jails devoted to convicts, under trials and civil prisoners respectively, but exclusive of hospital and observation cells.			Daily average strength.			Maximum population on any one day.			Number admitted into hospital.			Daily average number of sick.			Number of deaths in and out of hospital.		
		M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
Madras ...	1887	9,921	678	10,599	7,094·40	285·07	7,379·47	7,883	350	8,233	4,396	138	4,534	160·04	5·11	165·15	165	5	170
	1888	13,843	2,480	16,323	7,636·08	285·47	7,921·55	9,391	320	9,711	5,166	224	5,390	186·55	7·87	194·42	197	5	202
Bombay ...	1887	9,952	1,928	11,880	5,869	223	6,092	9,770	506	10,276	3,260	76	3,336	135·0	2·5	137·5	117	3	120
	1888	9,807	1,960	11,767	6,575	265	6,840	10,400	470	10,870	3,719	116	3,835	132·6	5·8	138·4	153	4	157
Bengal ...	1887	19,804	1,226	21,031	11,933·97	316·22	12,250·19	18,618	965	19,583	16,895	513	17,410	524·97	15·21	540·18	393	8	401
	1888	19,004	1,157	20,161	13,342·94	388·31	13,731·25	19,427	969	20,396	18,412	586	18,998	611·13	19·77	630·92	588	26	614
North-Western Provinces and Oudh.	1887	30,738	2,020	32,758	18,960·63	751·97	19,712·60	25,820	1,138	26,967	13,707	539	14,246	494·08	21·15	515·23	524	21	545
	1888	30,763	2,014	32,777	21,227·77	974·72	22,202·49	26,352	1,230	27,582	16,632	814	17,146	627·61	35·18	662·79	595	34	629
Punjab ...	1887	13,702	857	14,559	11,009	265	11,274	14,568	385	14,953	12,459	603	13,062	286	11	297	493	9	502
	1888	14,273	860	15,133	12,379	323	12,702	15,880	392	16,272	15,863	743	16,606	339	13	352	386	4	390
Central Provinces	1887	4,605	497	5,102	3,496·41	243·46	3,739·87	4,869	424	5,293	3,431	204	3,635	105·15	6·35	111·50	240	16	256
	1888	4,667	489	5,156	3,885·15	261·54	4,146·69	4,907	429	5,336	3,515	188	3,703	109·88	7·71	117·59	164	7	171
Lower Burma ...	1887	8,867	223	9,090	7,632	84	7,716	9,343	107	9,450	7,252	32	7,284	380	...	380	452	1	453
	1888	9,021	225	9,246	8,655	100	8,755	10,458	116	10,574	9,490	85	9,575	402	...	405	389	4	392
Assam ...	1887	2,800	179	2,979	1,606·08	34·86	1,640·94	2,844	137	2,981	2,690	60	2,750	86·12	1·63	87·75	45	1	46
	1888	2,557	179	2,736	1,594·15	35·81	1,629·96	2,597	134	2,731	2,812	52	2,864	89·41	1·34	90·75	44	...	44
Coorg ...	1887	122	14	136	79·78	2·94	82·72	98	7	105	121	13	134	3·92	·39	4·31	5	...	5
	1888	113	11	124	92·49	3·81	96·30	109	6	115	155	10	165	4·59	·42	5·01	4	...	4
Hyderabad Assigned Districts.	1887	1,272	100	1,372	908·57	27·50	936·17	1,248	43	1,291	657	17	674	13·71	0·45	14·16	24	1	25
	1888	1,272	100	1,372	935·28	31·74	1,017·02	1,308	48	1,356	756	18	774	15·43	0·53	15·96	13	...	13
Total ...	1887	101,784	7,722	109,506	68,589·94	2,234·02	70,823·96	95,070	4,062	99,132	64,668	2,197	67,065	2,188·99	63·79	2,252·78	2,458	65	2,523
	1888	105,320	9,475	114,795	76,372·86	2,669·40	79,042·26	100,829	4,114	104,943	76,520	2,836	79,356	2,518·22	94·62	2,612·84	2,533	84	2,617

8			9			10			11															12
									Ratio per mille of average strength															
									A			B			C			D			E			
Deaths from fever.			Deaths from bowel-complaints.			Deaths from cholera.			Of admission into hospital.			Of daily average number sick.			Of deaths from cholera.			Of deaths from all other causes.			Of deaths from all causes both in and out of hospital.			Name of Province.
M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total	
10	2	12	43	...	43	3	...	3	619·64	484·09	614·40	22·55	17·92	22·37	·42	...	·40	22·83	17·53	22·63	23·25	17·53	23·03	1887 Madras.
14	...	14	58	1	59	12	...	12	676·53	784·67	680·42	24·43	27·57	24·54	1·57	...	1·51	24·23	17·51	23·99	25·80	17·51	25·50	1888 Madras.
11	...	11	32	1	33	10	...	10	555·46	340·80	547·60	23·00	11·21	22·57	1·70	...	1·64	18·23	13·43	18·05	19·93	13·45	19·69	1887 Bombay.
13	...	13	31	1	32	24	...	24	565·62	437·73	560·67	20·16	21·88	20·23	3·65	...	3·50	19·61	15·09	19·44	23·26	15·09	22·94	1888 Bombay.
61	1	62	155	4	159	20	1	21	1,415·70	1,628·61	1,421·20	4,398	4,809	4,409	1·67	3·16	1·71	31·25	22·13	31·01	32·92	25·29	32·72	1887 Bengal.
65	...	65	198	11	209	124	8	132	1,379·90	1,509·10	1,383·55	45·80	50·91	45·94	9·29	20·60	9·61	34·77	46·35	35·10	44·06	66·95	44·81	1888 Bengal.
49	...	49	157	7	164	48	4	52	722·91	716·78	722·68	26·05	28·12	26·13	2·53	5·31	2·63	25·10	22·60	25·01	27·63	27·91	27·64	1887 N.-W.P. and Oudh.
35	4	39	176	13	189	24	1	25	783·50	835·11	785·76	29·51	36·09	29·85	1·13	1·03	1·13	26·89	33·85	27·20	28·02	34·88	28·32	1888 N.-W.P. and Oudh.
42	...	42	147	...	147	63	5	68	1,131·71	2,275·47	1,158·59	25·97	41·50	26·34	5·72	18·87	6·03	30·06	15·09	38·49	44·78	33·16	44·52	1887 Punjab.
49	...	49	69	2	71	63	1	64	1,281·44	2,300·30	1,307·35	27·38	40·24	27·71	5·09	3·09	5·04	26·09	9·29	25·66	31·18	12·38	30·30	1888 Punjab.
11	...	11	80	1	81	47	6	53	981·29	837·91	971·95	30·07	26·08	29·81	12·44	24·64	14·17	55·19	41·07	54·27	68·63	65·71	68·41	1887 Central Provinces.
6	...	6	66	3	69	...	...	...	904·72	718·81	893·00	28·28	29·47	28·35	...	...	...	42·21	26·76	41·23	42·21	26·76	41·23	1888 Central Provinces.
21	...	21	131	...	134	109	...	109	950·20	389·95	944·01	49·79	...	49·24	14·28	...	14·12	44·94	11·90	44·58	59·22	11·90	58·70	1887 Lower Burma.
18	...	18	127	3	130	105	...	105	1,096·47	850·00	1,093·66	46·44	30·00	46·25	12·13	...	11·99	32·81	40·00	32·89	44·94	40·00	44·88	1888 Lower Burma.
8	...	8	22	1	23	1	...	1	1,674·88	1,721·17	1,675·86	53·62	46·75	53·47	·62	...	·61	27·39	28·68	27·42	28·01	28·68	28·03	1887 Assam.
3	...	3	14	...	14	6	...	6	1,763·94	1,452·10	1,757·09	56·08	37·41	55·67	3·76	...	3·68	23·83	...	23·31	27·59	...	26·99	1888 Assam.
3	...	3	2	...	2	...	...	...	1,516·67	4,421·76	1,619·92	49·13	132·65	52·12	...	...	...	62·67	...	60·44	62·67	...	65·44	1887 Coorg.
1	...	1	2	...	2	...	...	...	1,675·85	2,624·67	1,713·39	49·63	110·23	52·02	...	...	...	42·24	...	41·53	43·24	...	41·53	1888 Coorg.
4	1	5	4	...	4	8	...	8	723·03	618·18	719·95	15·08	16·36	15·12	8·80	...	8·54	17·60	36·36	18·15	26·40	36·36	26·69	1887 Hyderabad Assigned Districts.
3	...	3	2	...	2	...	...	...	767·29	567·10	761·04	15·66	16·69	15·69	...	...	...	13·19	...	12·78	13·19	...	12·78	1888 Hyderabad Assigned Districts.
220	4	224	776	14	790	309	16	325	945·73	983·43	946·92	31·91	28·55	31·80	4·50	7·16	4·58	31·33	21·93	31·03	35·83	29·09	35·61	1887 Total.
207	4	211	743	34	777	358	10	368	1,001·92	1,062·41	1,003·96	32·97	35·44	33·05	4·68	3·74	4·65	28·48	27·72	28·45	33·16	31·46	33·10	1888 Total.

No. II.

STATEMENT SHOWING the CONDITION of the PRISONERS DISCHARGED from the JAILS of BRITISH INDIA during the YEARS 1887 and 1888.

1		2	3	4					5				6	
Name of Province.		Number discharged during the year.	Number who had neither lost nor gained weight in jail.	Number who had gained weight.					Number who had lost weight.					Name of Province.
				A. Up to 1 lb	B. From 1 to 5 lbs.	C. From 5 to 10 lbs.	D. Over 10 lbs.	Total.	A. Up to 1 lb.	B. From 1 to 5 lbs.	C. From 5 to 10 lbs.	D. Over 10 lbs.	Total.	
Madras	1887 ...	10,912	1,982	1,475	3,077	1,313	643	6,508	574	1,219	483	146	2,422	1887 Madras.
	1888 ...	10,530	1,517	1,386	3,004	1,197	444	6,031	715	1,450	603	214	2,982	1888
Bombay	1887 ...	13,479	2,259	1,423	3,632	1,718	826	7,599	956	1,832	577	256	3,621	1887 Bombay.
	1888 ...	13,817	2,740	1,391	3,429	1,655	823	7,298	955	2,017	579	228	3,779	1888
Bengal	1887 ...	33,425	10,120	5,178	7,693	2,807	1,166	16,844	2,613	2,890	756	202	6,461	1887 Bengal.
	1888 ...	(a) 34,872	9,683	5,198	8,034	3,388	1,331	17,951	2,786	3,236	935	281	7,238	1888
North-Western Provinces and Oudh.	1887 ...	46,593	8,503	6,128	11,070	4,528	2,304	24,030	4,489	6,665	2,183	723	14,060	1887 North-Western Provinces and Oudh.
	1888 ...	(b) 46,362	8,218	6,620	10,195	4,652	2,303	23,770	5,217	6,285	2,192	680	14,374	1888
Punjab	1887 ...	(c) 20,358	5,701	2,380	4,679	1,594	981	9,634	1,317	2,601	743	362	5,023	1887 Punjab.
	1888 ...	(d) 19,638	5,288	2,374	4,945	1,665	694	9,678	1,186	2,401	714	291	4,592	1888
Central Provinces	1887 ...	(e) 8,260	2,020	969	2,373	992	432	4,766	416	782	205	71	1,474	1887 Central Provinces.
	1888 ...	9,623	3,040	797	1,928	1,322	1,208	5,255	327	672	233	96	1,328	1888
Lower Burma	1887 ...	12,892	3,107	1,426	2,701	1,549	810	6,486	845	1,382	674	398	3,299	1887 Lower Burma.
	1888 ...	11,628	2,366	1,146	2,540	1,365	926	5,977	710	1,554	656	365	3,285	1888
Assam	1887 ...	3,236	513	823	599	270	86	1,778	415	342	128	60	945	1887 Assam.
	1888 ...	2,921	548	631	616	195	101	1,543	279	360	136	55	830	1888
Coorg	1887 ...	229	57	27	37	35	7	106	31	30	5	...	66	1887 Coorg.
	1888 ...	208	36	70	23	31	5	129	15	21	7	...	43	1888
Hyderabad Assigned Districts ...	1887 ...	(f) 1,960	278	216	626	317	192	1,351	85	154	68	24	331	1887 Hyderabad Assigned Districts.
	1888 ...	(g) 2,271	331	258	697	415	211	1,581	97	180	69	13	359	1888
Total ...	1887 ...	151,344	34,540	20,045	36,487	15,123	7,447	79,102	11,741	17,897	5,822	2,242	37,702	1887 Total.
	1888 ...	151,790	33,767	19,871	35,411	15,875	8,046	79,213	12,287	18,176	6,124	2,223	38,810	1888

(a) Exclusive of the weighment of 234 prisoners for whom details are not available.
(b) Ditto ditto 442 ditto ditto.
(c) Ditto ditto 252 ditto ditto.
(d) Ditto ditto 80 ditto ditto.
(e) Ditto ditto 2,524 ditto ditto.
(f) Ditto ditto 3 ditto ditto.
(g) Ditto ditto 10 ditto ditto.

No. 12.

STATEMENT SHOWING THE WORKING OF THE MARK SYSTEM IN THE JAILS AND SUBSIDIARY JAILS OF BRITISH INDIA DURING THE YEARS 1887 and 1888.

1		2	3										4										5										6	7	8	
Name of Province.		Number released during the year who come under the mark system, but failed to gain remission.	Number of convicts released during the year who gained remission under the mark system. Sentenced to										Maximum remission in days gained by any convict released during the year. Sentenced to										Average remission gained by the convicts entered in column 3. Sentenced to										Maximum gratuity earned by any convict released during the year.	Average gratuity gained by the convicts entered in column 3.	Name of Province.	
			Two years exactly.	Not exceeding three years.	Not exceeding four years.	Not exceeding five years.	Not exceeding six years.	Not exceeding seven years.	Not exceeding eight years.	Not exceeding nine years.	Not exceeding ten years.	Exceeding ten years.	Two years exactly.	Not exceeding three years.	Not exceeding four years.	Not exceeding five years.	Not exceeding six years.	Not exceeding seven years.	Not exceeding eight years.	Not exceeding nine years.	Not exceeding ten years.	Exceeding ten years.	Two years exactly.	Not exceeding three years.	Not exceeding four years.	Not exceeding five years.	Not exceeding six years.	Not exceeding seven years.	Not exceeding eight years.	Not exceeding nine years.	Not exceeding ten years.	Exceeding ten years.	Rs. A. P.	Rs. A. P.		
Madras ...	1887	5	161	100	61	57	34	29	6	4	21	9	64	100	144	194	251	317	180	176	430	1,303	46	64	81	109	107	161	99	117	186	700	9 1 10	1 5 4	1887	Madras.
	1888		241	140	119	104	34	39	2	1	17	9	68	97	165	239	262	354	171	310	355	912	38	65	96	107	128	149	97	310	165	429	20 0 0	2 4 7	1888	
Bombay ...	1887	2	219	139	32	36	14	43	10	6	20	8	70	142	151	184	280	285	155	213	471	401	37	55	78	95	124	137	117	124	259	316	...	...	1887	Bombay.
	1888	4	251	198	46	62	13	51	6	5	19	6	81	123	145	185	169	268	216	200	223	687	36	55	83	104	97	131	145	170	146	377	...	...	1888	
Bengal ...	1887	6	500	237	90	91	21	48	10	3	13	4	102	118	145	225	200	307	315	107	378	393	47	63	92	120	133	194	192	129	236	252	1 14 0	1 14 0	1887	Bengal.
	1888	5	608	311	118	141	49	56	16	7	36	10	87	127	146	284	187	325	320	288	420	306	56	58	106	130	135	220	167	153	259	189	...	...	1888	
North-Western Provinces and Oudh.	1887	...	1,038	409	163	213	67	93	15	2	51	9	79	109	134	166	199	272	347	120	486	733	45	62	75	91	108	130	169	117	325	450	15 0 0	2 4 3	1887	North-Western Provinces and Oudh.
	1888	...	1,256	546	187	196	73	95	16	5	41	19	93	115	154	198	221	257	246	468	501	603	47	68	93	111	118	135	165	198	211	299	20 0 0	1 14 2	1888	
Punjab ...	1887	3	922	487	138	134	42	117	28	19	30	18	126	131	219	251	242	344	372	360	348	339	35	41	51	71	119	101	188	202	166	120	30 0 0	2 12 0	1887	Punjab.
	1888	...	667	326	90	86	41	44	22	10	13	5	107	124	50	223	208	400	290	329	220	327	47	68	88	105	112	149	194	211	159	183	62 14 0	3 6 0	1888	
Central Provinces.	1887	2	80	41	22	40	15	22	5	...	9	3	90	142	221	240	240	295	265	...	738	639	51	78	109	129	123	142	162	...	390	501	8 7 9	0 3 4	1887	Central Provinces.
	1888	...	151	63	18	30	14	14	7	6	7	...	94	189	229	304	328	423	418	560	626	...	55	87	125	147	115	262	215	227	399	...	48 0 0	0 13 9	1888	
Lower Burma	1887	2	604	256	112	81	23	38	5	3	14	7	154	207	226	256	391	330	331	402	601	802	74	90	124	147	221	226	233	245	372	435	...	...	1887	Lower Burma.
	1888	...	637	289	90	86	24	22	5	1	13	10	137	170	206	260	345	351	256	215	640	2,097	71	103	121	173	192	218	189	215	380	1,061	...	...	1888	
Assam ...	1887	2	38	17	15	4	4	6	1	1	...	..	90	110	173	235	171	353	14	375	...	...	54	68	105	115	163	232	14	375	...	...	...	...	1887	Assam.
	1888	1	84	44	13	13	3	14	1	2	1	...	93	181	201	215	197	295	255	229	237	...	49	80	104	135	164	228	255	217	237	...	1 2 7	...	1888	
Coorg ...	1887	...	2	2	4	...	...	...	...	...	...	...	45	45	101	...	...	...	...	..	...	...	41	45	94	...	...	...	...	...	...	...	2 5 5	1 4 5	1887	Coorg.
	1888	...	1	2	1	...	...	1	...	...	...	...	55	68	85	...	...	153	...	...	...	...	55	58	85	...	...	153	...	...	...	...	2 2 3	0 13 10	1888	
Hyderabad Assigned Districts.	1887	...	69	58	5	11	5	27	3	...	1	...	74	144	110	210	118	250	109	...	146	...	40	51	69	81	69	79	72	...	146	...	...	...	1887	Hyderabad Assigned Districts.
	1888	...	77	47	5	6	2	5	...	1	2	...	115	148	95	186	95	154	...	257	185	...	47	72	73	116	84	116	...	257	184	...	...	...	1888	
Total ...	1887	22	3,633	1,746	642	667	225	423	83	38	159	58	154	207	226	256	391	367	372	402	738	1,303	47	61	87	106	125	159	138	187	260	395	30 0 0	1 9 10	1887	Total.
	1888	15	3,973	1,966	687	724	253	341	75	38	149	59	137	189	229	304	345	423	418	560	640	2,097	50	71	97	125	127	176	178	217	237	423	62 14 0	1 13 8	1888	

No. 13.

STATEMENT SHOWING the WHIPPINGS INFLICTED on the CONVICTS in the JAILS of BRITISH INDIA during the YEARS 1884 to 1888.

Name of Province.	Year.	Total number of male prisoners during the year.	Total number of punishments inflicted on males by jail officers for breaches of jail rules.	Total number of cases of corporal punishment.	Percentage of prisoners whipped to total number of male prisoners.	Proportion per cent. of corporal punishments to total jail punishments.	Name of Province.
1	2	3	4	5	6	7	8
Madras	1884	27,445	4,614	378	1·37	8·19	Madras.
	1885	29,500	4,241	271	0·91	6·39	
	1886	32,301	3,947	199	0·61	5·04	
	1887	32,779	3,939	133	0·40	3·37	
	1888	33,026	3,598	99	0·29	2·75	
Bombay	1884	23,138	4,354	73	0·31	1·67	Bombay.
	1885	22,224	2,827	61	0·27	2·15	
	1886	21,898	3,646	101	0·46	2·76	
	1887	21,039	2,940	71	0·33	2·41	
	1888	22,378	2,998	95	0·42	3·16	
Bengal	1884	59,202	54,850	345	0·58	0·62	Bengal.
	1885	60,140	47,477	347	0·57	0·73	
	1886	59,387	39,567	396	0·66	1·00	
	1887	52,615	35,230	266	0·46	0·75	
	1888	60,942	28,427	245	0·40	0·86	
North-Western Provinces and Oudh.	1884	56,713	6,158	1,054	1·85	*17·11	North-Western Provinces and Oudh.
	1885	56,132	6,348	1,000	1·78	15·75	
	1886	57,768	6,203	834	1·44	13·44	
	1887	63,172	5,978	629	0·99	10·52	
	1888	65,184	5,115	431	0·66	8·42	
Punjab	1884	30,596	1,492	450	1·47	30·16	Punjab.
	1885	31,057	6,449*	417	1·34	6·46	
	1886	32,530	14,667*	549†	1·68	3·74	
	1887	37,295	14,704*	438	1·17	2·97	
	1888	37,031	15,747	306	0·82	1·94	
Central Provinces	1884	9,360	2,142	354	3·78	16·05	Central Provinces.
	1885	9,399	2,289	300	3·19	13·10	
	1886	11,410	3,369	373	3·26	11·07	
	1887	12,863	3,393	359	2·79	10·58	
	1888	11,666	2,550	136	1·16	5·33	
Lower Burma	1884	18,485	8,450	609	3·29	7·20	Lower Burma.
	1885	21,263	6,725	488	2·29	7·2	
	1886	24,936	8,294	429	1·72	5·17	
	1887	22,232	8,284	405	1·82	4·88	
	1888	23,100	12,911	[illegible]	1·95	3·50	

* Inclusive of "formal warnings."
† Exclusive of 5 under-trial prisoners whipped.

No. 13.

STATEMENT SHOWING the WHIPPINGS INFLICTED on the CONVICTS in the JAILS of BRITISH INDIA during the YEARS 1884 to 1888.

Name of Province.	Year.	Total number of male prisoners during the year.	Total number of punishments inflicted on males by jail officers for breaches of jail rules.	Total number of cases of corporal punishment.	Percentage of prisoners whipped to total number of male prisoners.	Proportion per cent. of corporal punishments to total jail punishments.	Name of Province.
1	2	3	4	5	6	7	8
Assam	1884	5,696	1,086	196	3·44	18·04	Assam.
	1885	5,479	803	169	3·08	21·04	
	1886	5,675	755	183	3·22	24·23	
	1887	6,066	1,492	106	1·74	[illegible]·10	
	1888	5,750	1,576	112	1·94	7·10	
Coorg	1884	358	48	7	1·95	14·28	Coorg.
	1885	338	57	8	2·36	14·03	
	1886	357	47	9	2·52	19·14	
	1887	336	58	3	0·89	5·17	
	1888	302	72	6	1·94	8·33	
Hyderabad Assigned Districts.	1884	2,581	485	32	1·23	6·59	Hyderabad Assigned Districts.
	1885	2,904	326	14	0·48	4·29	
	1886	2,880	426	21	0·72	4·92	
	1887	2,796	564	20	0·71	3·54	
	1888	3,199	308	9	0·28	2·92	
Total ...	1884	233,574	83,679	3,498	1·49	4·18	Total.
	1885	238,436	77,542	3,075	1·28	3·96	
	1886	249,142	80,921	3,094	1·24	3·82	
	1887	256,193	76,582	2,430	0·94	3·17	
	1888	262,578	73,302	1,891	0·72	2·57	

No. 14.

STATEMENT SHOWING the STATE of the EDUCATION of the CONVICTS IMPRISONED in, and RELEASED from, the JAILS and SUBSIDIARY JAILS of BRITISH INDIA DURING the YEARS 1887 and 1888.

1		2	3			4	5	6	7			8			9	
Name of Province.		Number imprisoned during the year.	Of those in column 2 there were			Daily average number of convicts.	Daily average number under instruction.	Number released during the year who had been under instruction in Jail.	Of those in column 6 there were when they entered jail			Of those in column 6 there were when they left jail			Name of Province.	
			Unable to read or write.	Able to read or write a little.	Able to read and write well.				Unable to read and write.	Able to read and write a little.	Able to read and write well.	Unable to read and write.	Able to read and write a little.	Able to read and write well.		
Madras	1887	10,217	8,521	1,084	612	5,968·75	777·47	1,874	1,405	301	168	783	866	225	1887	Madras.
	1888	11,183	9,281	1,214	688	6,482·16	639·20	1,594	1,281	220	93	1,035	441	118	1888	
Bombay	1887	13,670	12,140	1,100	430	5,516	87	89	74	14	1	13	72	4	1887	Bombay.
	1888	15,275	13,452	1,309	514	6,145	139	34	28	6	...	5	24	5	1888	
Bengal	1887	29,942	26,025	2,892	1,025	10,908·29	...	...	...	...	...	...	...	...	1887	Bengal.
	1888	30,995	26,855	3,164	976	12,378·41	...	...	...	...	...	...	...	...	1888	
North-Western Provinces and Oudh.	1887	39,978	38,146	1,322	510	17,961·00	605·87	1,028	786	181	61	331	548	149	1887	North-Western Provinces and Oudh.
	1888	40,706	38,810	1,404	492	20,516·75	737·91	1,290	1,061	177	52	597	558	135	1888	
Punjab	1887	22,279	21,997	163	119	10,386	1,012	1,306	1,176	127	3	282	748	276	1887	Punjab.
	1888	21,197	20,921	136	140	11,969	1,150	1,263	1,049	129	85	227	724	312	1888	
Central Provinces	1887	9,002	8,576	261	165	3,531·45	5·97	4	4	...	...	...	4	...	1887	Central Provinces.
	1888	7,513	7,095	236	182	3,942·72	16·93	26	26	...	...	10	15	1	1888	
Lower Burma	1887	12,232	4,323	6,092	1,817	7,339	472	586	187	325	74	48	374	164	1887	Lower Burma.
	1888	12,057	5,348	5,520	1,189	8,353	652	747	256	441	50	137	501	109	1888	
Assam	1887	3,762	3,470	238	54	1,201·98	...	...	...	...	...	...	...	...	1887	Assam.
	1888	3,563	3,192	293	78	1,308·86	...	...	...	...	...	...	...	...	1888	
Coorg	1887	270	198	43	29	74·71	66·58	186	154	21	11	21	118	47	1887	Coorg.
	1888	234	168	43	23	85·25	73·75	188	158	23	7	36	109	43	1888	
Hyderabad Assigned Districts ...	1887	1,690	1,562	79	49	890·77	85·14	120	101	16	3	26	48	46	1887	Hyderabad Assigned Districts.
	1888	2,071	1,917	105	49	972·81	93·03	86	77	8	1	13	43	30	1888	
Total ...	1887	143,042	124,958	13,274	4,810	63,777·95	3,112·03	5,193	3,887	985	321	1,504	2,778	911	1887	Total.
	1888	144,794	127,039	13,424	4,331	72,153·96	3,501·82	5,228	3,936	1,004	288	2,060	2,415	753	1888	

* Exclusive of 11,963 convicts confined in the Madras Subsidiary Jails, for whom details are not available.

C. J. LYALL,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

TEXT-BOOK ON DOMESTIC ECONOMY AND SANITARY SCIENCE FOR THE USE OF THE SENIOR CLASSES OF ENGLISH AND ANGLO-VERNACULAR SCHOOLS IN INDIA.

No. 388—390.

Extract from the Proceedings of the Government of India in the Home Department (Education),—under date Simla, the 23rd August 1889.

Read again—

Home Department Notification No. 344, dated the 17th September 1888, offering a reward of Rs. 1,000 for the best text-book on Domestic Economy and Sanitary Science for the use of the Senior Classes of English and Anglo-Vernacular Schools in India.

RESOLUTION.

With reference to Home Department Notification cited in the preamble, offering a reward for a text-book on Domestic Economy and Sanitary Science, the Governor General in Council is pleased to appoint a Committee, consisting of the Principal, Medical College, Lahore, Surgeon-Major A. Stephen, Sanitary Commissioner, Punjab, and Honorary Surgeon Rahim Khan, Khan Bahadur, Lecturer on Materia Medica and Medicine, Lahore Medical College (the Senior Commissioned Officer acting as President), to examine and report on the works which are submitted by competitors.

2. The works submitted will be forwarded to the President immediately after 1st September 1889. After examining them the President will circulate them to each of the members for examination. When all the essays have thus been examined, the Committee will assemble at one place and after comparing their respective notes will finally decide as to which, if any, of the works is, in their opinion, entitled to the prize offered.

ORDER.—Ordered, that copies of this Resolution, together with copies of Home Department Notification No. 344, dated the 17th September 1888, be forwarded to the Punjab Government for communication to the Principal, Medical College, Lahore, and Drs. Stephen and Rahim Khan, Khan Bahadur, for information and guidance; and to the Surgeon-General with the Government of India for information.

Ordered also, that a copy of this Resolution be published in the Supplement to the *Gazette of India*.

(True Extract.)

C. J. LYALL,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, August 19th, 1889.

During the past week the Bay of Bengal monsoon has been much stronger than for some time past. In consequence constant and rather heavy rain has prevailed over Northern India. About the middle of the week a well marked storm was formed over the head of the Bay, and travelling west-north-westward, occasioned heavy falls of rain on the southern side of the Gangetic plain.

The Chart of the 13th showed the normal distribution of pressure and the ordinary circulation of the winds. In Upper India there were numerous calms, but all along the West Coast and over the Peninsula and the central parts of the country a fairly strong monsoon was blowing. Over the Bay the monsoon was still weak, and the direction of the winds was complicated by the presence of a small depression off the Orissa Coast. On the 14th similar conditions were reported, except that over the north and east of the Bay the winds were more regular and stronger than on the previous day. The observations of the 15th showed that the barometer had generally fallen in the north and risen in the south, hence gradients had become very steep over India. Large low pressure areas were shown—one over Sind and the Western Punjab, the other over Bengal and the North-Western Provinces,—and the barometric difference between Cochin and Rawalpindi and between Cochin and Saugor Island amounted to five-tenths and four-tenths of an inch respectively. Strongish monsoon winds were experienced almost everywhere, the velocity at Bombay being 20 miles per hour. The Chart of the 16th showed that a small depression had formed over Lower Bengal and the north of the Bay. The barometer had fallen in its neighbourhood and the gradient between that region and the south of the Peninsula had increased, but in North-Western India there had been a brisk increase of pressure, and the barometric difference between the Punjab and Malabar had decreased. The monsoon from the Arabian Sea however continued strong. In the north of the Bay there was a cyclonic circulation around the storm. By the morning of the 17th the storm had developed somewhat; gradients were very steep over the Bay and a strong monsoon was blowing. In Western and Central India there was no important change. The Chart of the 18th showed that the storm had passed inland on a west-north-west course and that the centre lay to the south of Benares. The storm maintained the same intensity that it had over Lower Bengal. Strong winds prevailed on both sides of India and over the central parts of the country, but in Upper India the force was low. On the 19th the storm, still maintaining the same intensity, had advanced to Jhansi. A well marked cyclonic circulation of the winds prevailed around the storm centre and strong monsoon winds elsewhere.

Temperature.—During the first three days of the week the mean temperature of the whole of India was above the average, but on the 16th a

more or less general decrease of temperature set in, and the weather generally continued to become cooler during the remainder of the week. The coolest day was the 19th, when the average mean temperature exhibited a deficiency of 4° in the Central Provinces, Central India and Guzerat, of 2° in the Punjab, and of over 1° in the North-Western Provinces. Though the final results for the whole of India exhibit a deficiency, certain Provinces exhibit a variation in the reverse direction; thus Sind, Rajputana, and Bombay had only one day and Madras, Bengal and Burma only two days on which the average mean temperature was below the normal. The results for the different Provinces show a slight excess in Sind, Rajputana, Bombay, Bengal and Burma, and a moderate deficiency in Guzerat, Central India, the Central Provinces, the Punjab and the North-Western Provinces. The maxima have been largely below the average in Upper and Central India throughout the week.

The following table shows the excess or defect of the mean average temperature of the different Provinces for the present and for the preceding week:

Provinces.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of present Week from Normal.
Burmah	+ 0·6°	+ 0·4°
Bengal	+ 1·2°	+ 0·6°
North-Western Provinces	+ 2·2°	— 0·3°
Punjab	+ 1·1°	— 1·4°
Bombay	+ 0·7°	+ 0·3°
Central Provinces and Berar	— 0·6°	— 1·9°
Guzerat and Central India	+ 0·5°	— 1·2°
Sind and Rajputana	+ 1·2°	+ 0·5°
Madras	— 0·1°	0

This table shows that, relatively to the average, the temperature of the present week has been considerably lower than that of last week in all Provinces, except Madras.

Rain.—The rainfall of Northern India has been on the whole more favourable than it was last week. Not only has the Bay monsoon been stronger than of late, but the travelling cyclone, which passed west-north-westward up the south of the Gangetic plain between the 17th and 19th, occasioned heavy falls of rain in its neighbourhood. The Arabian Sea monsoon has also exceeded the normal strength, and the regions influenced by this current have received steady constant rainfall.

The following is a brief description of the daily distribution of rain:

On the 13th there was no rain reported from the west of the Punjab, Lower Sind, the Circars Coast, or South Madras, but in all other parts of the Indian region moderate general rain had fallen, with some rather heavy amounts over and near the North-West Himalaya. On the 14th rain continued absent from the Western Punjab, from Sind, and from South-East Madras, but heavy rain had fallen in Ganjam and moderate general rain elsewhere. On the 15th and 16th this distribution continued unchanged. On the 17th rain had ceased in the Bombay Deccan, Khandeish, and Central India, while it had become much heavier over the north of the Bay. In other respects there was no change.

On the 18th and 19th heavy rain was reported from Arakan and fairly heavy rain from the neighbourhood of the depression which was travelling west-north-westward into Upper India.

The rainfall table at the close of the Summary shows that thirty-seven divisions received more than the average amount of rain during the week, and only thirteen less than the normal amount. Of these thirteen divisions, the majority exhibit a comparatively unimportant deficiency, such, for instance, as the deficiency of half an inch in Lower Burma, of a quarter of an inch in Chota Nagpur, the hill districts of the Punjab, Coorg, and Khandeish; but in some cases the deficiency of rain is more important. In Central Bengal only half the normal amount has fallen, in Mysore only 0·08 inch instead of 1·39 inch, and in Madras only 0·06 inch instead 0·51 inch. In Western Rajputana there has been no rain during the week. The divisions where the largest falls relatively to the average have been received are Tenasserim and Arakan, the North-Western Provinces and Oudh, Malabar, the Konkan, and the central parts of the country. Within these divisions the rainfall of the week has been from two to three times the average amount.

This generally large average fall does not appear to have been accompanied, as a general rule, by exceptionally heavy falls, but seems rather to have been the result of uniformly distributed moderate rainfall. In Tenasserim however the total rainfall varies between 15 and 20 inches and in Arakan between 16 and 19 inches, and Cherrapunji has received 18 inches. All over the plains of Bengal and the North-Western Provinces there is nothing remarkable in the maximum falls, but at some sub-divisional stations in the submontane divisions the amounts are large—thus Bhugutpur (Cooch Behar) received 11 inches; Kurseong (Jalpaiguri), 9 inches; Mirganj (Bareilly), 11 inches; Dehra Dun, 11 inches; and Naini Tal, 11 inches. In the Punjab the heaviest fall reported is 12¾ inches at Kangra, followed by 7¾ inches at Pathankote. In the South-West Coast districts the maximum falls vary between 7 and 10 inches, but in the Konkan and the Bombay Deccan the falls are larger, the maximum in the Ratnagiri district being 18 inches, in the Colaba and Kolhapur districts 17 inches, and in the Thana district 12 inches. In the Central parts of the country the principal maxima vary between 7 and 10 inches, but one station in Bhopal received 14½ inches. In Madras there were no heavy falls.

The final column of the table, which gives the state of the seasonal rainfall, shows a very satisfactory condition. The only divisions exhibiting a large deficiency (more than 10 per cent. of the normal rainfall) are the Burmese divisions, East Bengal, Deltaic Bengal, Punjab (Central), Mysore, Bombay Deccan, Khandeish, and Sind. In all the other divisions the rainfall nearly equals or exceeds the normal.

Province.	Division.	Rainfall Data for Week ending August 19th, 1889.			Rainfall Data from May 13th to August 19th, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to August 19th.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	16·94	9·66	+ 7·28	129·63	125·52	+ 3
	Lower Burmah	4·56	5·23	− 0·67	47·31	63·34	− 25
	Central Burmah	4·83	4·54	+ 0·29	36·81	51·14	− 28
	Upper Burmah	3·98	?	?	36·17	?	?
	Arakan	17·16	9·04	+ 8·12	120·73	138·10	− 13
Bengal and Assam	Eastern Bengal	4·85	3·92	+ 0·93	48·14	56·40	− 13
	Assam (Surma)	5·30	5·05	+ 0·25	84·30	66·45	+ 21
	Do. (Brahmaputra)	4·39	3·99	+ 0·40	55·53	48·34	+ 15
	Deltaic Bengal	2·67	3·42	− 0·75	31·05	34·86	− 11
	Central Bengal	1·87	3·82	− 1·95	32·48	33·14	− 7
	North Bengal	4·55	4·14	+ 0·41	73·16	63·96	+ 14
	Orissa	3·47	2·77	+ 1·70	31·46	31·04	+ 2
	Chota Nagpur	2·63	2·83	− 0·20	30·71	31·95	− 4
	Behar (South)	2·15	2·01	+ 0·14	26·57	25·89	+ 3
	Do. (North)	2·48	2·15	+ 0·33	33·76	29·97	+ 13
North-Western Provinces and Oudh.	North-Western Provinces (East).	4·13	1·97	+ 2·16	27·48	21·72	+ 27
	Oudh (South)	3·78	1·81	+ 1·97	28·18	22·31	+ 26
	Do. (North)	3·76	1·97	+ 1·79	28·15	24·54	+ 15
	North-Western Provinces (Central).	3·96	1·71	+ 2·25	19·37	19·63	− 1
	North-Western Provinces (West).	5·60	1·67	+ 3·93	18·07	18·06	0
	North-Western Provinces (Submontane).	5·61	2·34	+ 3·27	36·93	27·27	+ 35
Punjab	Punjab (South)	1·91	0·75	+ 1·16	9·30	9·19	+ 1
	Do. (Central)	3·44	1·23	+ 2·21	12·16	15·08	− 19
	Do. (Submontane)	1·92	1·42	+ 0·50	16·95	18·50	− 8
	Do. (Hill Districts)	5·76	6·03	− 0·27	52·45	58·47	− 10
	Do. (North-West)	2·02	1·31	+ 0·71	13·15	14·05	− 6
	Do. (West)	0·75	0·37	+ 0·38	5·58	5·25	+ 6
Bombay and Malabar Coast Districts (Madras).	Malabar	5·51	2·92	+ 2·59	79·35	81·75	− 3
	Madras (South Central)	1·23	0·09	+ 0·54	19·81	9·74	+ 103
	Coorg	5·46	5·81	− 0·35	69·70	72·20	− 3
	Mysore	0·08	1·39	− 1·31	8·43	12·57	− 33
	Konkan	8·25	3·93	+ 4·32	102·01	74·43	+ 37
	Bombay Deccan	1·64	1·25	+ 0·39	16·70	20·14	− 17
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·85	1·12	− 0·27	11·25	13·95	− 19
Central Provinces and Berar.	Berar	2·29	1·37	+ 0·92	25·14	20·84	+ 21
	Central Provinces (West)	1·83	1·76	+ 0·07	27·67	26·21	+ 6
	Ditto (Central)	5·28	2·58	+ 2·70	39·99	35·14	+ 14
	Ditto (East)	6·59	2·35	+ 4·24	40·67	33·99	+ 20
Bombay (North)	Guzerat	2·92	1·55	+ 1·37	28·70	25·33	+ 13
	Kattiawar	0·63	0·60	+ 0·03	22·70	19·00	+ 19
	Sind	0·25	0·20	+ 0·05	1·38	3·37	− 59
Rajputana and Central India.	Central India (East)	5·22	2·24	+ 2·98	29·47	24·44	+ 21
	Rajputana (East), Central India (West).	4·76	1·53	+ 3·23	23·03	16·69	+ 38
	Rajputana (West)	0	0·74	− 0·74	6·56	8·64	− 24
Madras	East Coast (North)	1·35	0·89	+ 0·46	20·34	15·28	+ 33
	East Coast (North) (a)	5·00	4·86	+ 0·14	21·66	23·09	− 9
	Hyderabad (South)	2·42	1·36	+ 1·06	14·15	13·25	+ 7
	Madras (Central)	0·64	1·33	− 0·69	10·93	10·43	+ 5
	East Coast (Central)	0·90	1·09	− 0·19	11·11	11·09	0
	Ditto (South)	0·35	0·95	− 0·60	10·95	8·40	+ 30
	Madras (South)	0·06	0·51	− 0·45	4·06	4·51	− 10

SIMLA, *22nd August, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 17th August.*—Rainfall general; good in Ganjam, Vizagapatam, Kistna, Kurnool, Nilgiris, South Canara, and Malabar. Crops generally good, but withering in parts of Chinglepùt, Coimbatore, and Tinnevelly, and damaged by worms or insects in parts of Salem and South Canara. Prices generally falling or stationary. Labourers employed on last day of week,—on Rushikulya works, 2,835; Gopalpore Canal, 1,146; Ghat Roads, 2,902; drinking-water tanks and wells, 1,844; minor irrigation and other works, 5,544. Number on village relief on 10th August, 66,285; fed in kitchens, 11,632; total, 77,917—of whom, 49,285 were children. Imports during week by sea and land, 956 tons. General prospects favourable and greatly improved in Ganjam.

Bombay.—*For week ending 21st August.*—Rain during week general; total fall insufficient throughout Nasik and in parts of Ahmedabad, Surat, Khandesh, Poona, Ahmednagar, Satara, Bijapur, Belgaum, and Dharwar. Young crops withering for want of moisture in parts of Nasik, Poona, Ahmednagar, and Satara; damaged by floods in parts of Karachi, and by breaches in canals in parts of Hyderabad; standing crops otherwise good, except in two talukas of Khandesh. Sowing and transplantation continue in several districts, but retarded in parts of Nasik, Poona, and Ahmednagar. Preparation for late crops progressing in Hyderabad. Fodder scarce in parts of Poona, Ahmednagar, Belgaum, and Dharwar. Drinking-water scarce in parts of Ahmednagar and Dharwar. Prices rising in one taluka of Nasik.

Bengal.—*For week ending 20th August.*—Rainfall during the week has been general, but rather too light in many districts. Transplanting of late rice is proceeding, but is backward for want of sufficient rain in places in Western Bengal, South Behar, Chota Nagpur, and the Balasore district. Early rice and jute harvests are progressing in the central, northern, and eastern districts. Jute is said to be a magnificent crop in Rungpore, nearly a full average crop in Mymensingh and Tipperah, and about ¾ of an average crop in Pubna and Dinagepore. In Rungpore the crops have been greatly destroyed by inundations on the Brahmaputra *churs*; some loss of crops by floods is also reported from Bogra and Pubna and from a few places in Eastern Bengal. In Behar the *bhadoi* crops are doing well, except on the inundated tracts. In Muzaffarpur the prospects of crops in the Sadr subdivision are uncertain owing to floods, and gratuitous relief is being given. In Chumparun advances are being made to the cultivators whose crops have been destroyed by floods. In this district 1,587 persons are daily receiving charitable relief, partly at Government and partly at private expense. 310 persons are employed on two relief works in the north of Bhagalpur. Food-stocks are sufficient throughout the affected area in the Patna and Bhagalpur divisions. Price of common rice at Madhubani and Motihari 10½ seers per rupee and at Sitamarhi 8¼ seers.

North-Western Provinces and Oudh.—*For week ending 21st August.*—Seasonable weather continues, and prospects are everywhere good. The earlier millets are being harvested in places, and ploughing for *rabi* sowings is in progress. Markets are well supplied. Prices are generally easier.

Punjab.—*For week ending 21st August.*—Rain in all districts, except Sialkot, Mooltan, and Peshawar. Prices almost stationary throughout the Province, except in Rawalpindi and Shahpur, where they are rising. Sowing

of *kharif* crops nearly over. Weeding commenced in some districts. Ploughing for *rabi* commenced. Crops are in need of rain in Umballa. Prospects of standing crops good. Stock cattle are reported healthy. Fodder sufficient throughout the Province.

Central Provinces.—*For week ending 21st August.*—Weather seasonable. Good rain in all districts, except northern portion of Jubbulpore. *Kharif* crops continue to thrive, and prospects very favourable. Fodder sufficient. Prices steady.

Burma.—*For week ending 17th August.*—The rainfall throughout Lower Burma was seasonable. The crop prospect is generally good, an improvement being specially noticed in Tharrawaddy and Prome. In Upper Burma heavy rain fell in Kathe and the Upper Chindwin districts, and moderate rain in Bhamo, Kyaukse, Minbu, Meiktila, Yamethin, and Pyinmana; in the other districts little or no rain fell; rain is still wanted in Myingyan, Minbu, Meiktila, and Yamethin. Ploughing and sowing are progressing favourably. Standing crops generally promise well, especially cotton in Myingyan and Meiktila; but paddy is suffering in the districts, where rain is most wanted, while the crop has been damaged by insects to a serious extent in Bhamo and in a less degree in Shwebo. The price of paddy has risen 8 per cent. in Tharrawaddy; 5 per cent. in Thongwa; 5 per cent. in Sagaing; 10 per cent. in Pakokku; and 5 per cent. in Magwe. The price of paddy has fallen 6 per cent. in Rangoon; elsewhere no marked fluctuations are noticeable.

Assam.—*For week ending 21st August.*—Weather warm. Rainfall varies from 0·55 in Khasi Hills to 6·88 in Goalpara. Reaping of early and transplanting of late rice continues. Tea blight prevalent in Cachar. Prospects of other crops good.

Mysore and Coorg.—*For week ending 21st August.*—Rainfall good in parts of Shimoga district of Mysore, and slight elsewhere. Standing crops generally good, but more rain needed in parts of the Kolar, Tumkur, and Shimoga districts. Paddy harvested in parts. Outturn fair. Prices fallen in the Mysore district.

Heavy rain in Coorg during the week. Prospects continue good. Prices stationary.

Berar and Hyderabad.—*For week ending 21st August.*—Average rainfall good. Weeding of *jowari* and cotton continues. Fodder sufficient. Agricultural stock in good condition. No change in the price of food-grains.

In Hyderabad the rainfall during week was 3·68 inches. Weeding of *kharif* crops continues. Tanks received water, but not sufficient for *abi* and *rabi* crops. No scarcity of fodder for cattle. Prices stationary.

Central India.—*For week ending 21st August.*—Condition in Central India much the same as during last week. Agricultural operations are completed in Gwalior. Prices of food-grains steady in Bundelkhand and low in Western Malwa. Crops damaged by excessive rain and high wind in the Goona Agency.

Rajputana.—*For week ending 21st August.*—Rainfall good throughout the Province. Agricultural operations and standing crops satisfactory. Agricultural stock good. Pasturage or fodder sufficient. Prices steady generally. Cotton crops doing well in Marwar and Jeypore.

Nepal.—*For week ending 15th August.*—Good rain. Weather fair. Winter rice progressing. Prospects of Indian corn generally good. Reaping commenced.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XVII. OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Week ending 28th July, 1888. Total mean length open.	Week ending 28th July, 1888. Receipts. Total.	Week ending 28th July, 1888. Receipts. Per mile open.	Week ending 27th July, 889. Total mean length open.	Week ending 27th July, 889. Receipts. Total.	Week ending 27th July, 889. Receipts. Per mile open.	Total Receipts from 1st April to 28th July, 1888. Total.	Total Receipts from 1st April to 28th July, 1888. Per mile open per week.	Total Receipts from 1st April to 27th July, 1889. Total.	Total Receipts from 1st April to 27th July, 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State Lines worked by Companies.												
[illegible] August, 1889	East Indian	1,514	6,62,335	438	1,514	7,31,534	483	1,46,54,564	569	1,49,87,563	583	3,32,999	...
10th ditto	Patna-Gya	57	7,181	126	57	8,589	150	1,40,331	144	1,44,934	149	4,603	...
10th ditto	Dildárnagar-Gházipur	12	681	57	12	766	64	18,485	90	16,434	81	...	2,051
.....	Sindia	75	6,400	85	...	(a)	...	1,35,691	166	(a)	...	...	1,35,691
3rd August, 1889	Rajputana-Malwa	1,664	2,16,458	130	1,664	2,85,000	171	63,15,758	223	71,55,006	255	8,39,248	...
3rd ditto	Bengal-Nágpur (b)	186	21,050	113	305	(c) 19,488	64	5,92,199	187	(c) 6,78,889	134	86,690	...
3rd ditto	Southern Mahratta (d)	850	69,285	82	857	68,793	80	13,41,957	93	14,69,715	102	1,27,758	...
3rd ditto	Do. Mysore Section	140	10,480	75	219	13,435	61	1,76,563	74	2,34,328	63	57,765	...
[illegible]rd ditto	Indian Midland	136	11,332	83	668	(e) 48,473	73	2,66,981	115	(e) 9,73,201	93	7,06,220	...
[illegible] ditto	Villupuram - Dharmaveram (Nellore Branch)	83	3,970	48	83	4,169	50	83,814	59	82,542	59	...	1,272
3rd ditto	Bareilly-Pilibhit	30	1,325	37	30	1,543	43	26,840	47	34,631	60	7,785	...
	TOTAL	4,753	10,10,497	213	5,415	11,81,790	218	2,37,53,189	294	2,57,77,243	285	20,24,054	...
	State Lines worked by Government.												
3rd August, 1889	North Western (f)	2,411	3,92,249	163	2,386	4,84,029	203	79,85,016	195	89,88,013	223	10,02,997	...
3rd ditto	Oudh and Rohilkhand	692	98,039	143	692	1,20,380	183	25,08,513	213	27,99,479	238	2,90,966	...
[illegible] ditto	Bengal Central	125	9,760	78	125	11,170	89	2,03,207	90	2,31,766	109	28,559	...
[illegible] ditto	Wardha Coal	45	13,118	291	45	9,447	210	2,47,318	323	2,80,214	369	32,896	...
[illegible]rd ditto	Eastern Bengal Railways	673	1,65,830	246	747	1,71,610	230	25,09,677	219	27,24,043	232	2,14,366	...
10th ditto	Nalháti	27	1,719	63	27	1,774	65	32,705	75	32,339	74	...	456
10th ditto	Tirhoot	259	24,588	95	273	28,519	104	6,02,246	145	6,49,858	149	47,612	...
3rd ditto	Lucknow-Sitapur-Sihrámau	105	3,930	37	105	5,544	53	89,598	50	1,18,037	66	28,439	...
3rd ditto	Jorhát	25	1,405	56	25	1,433	57	18,744	38	19,557	39	813	...
3rd ditto	Cherra-Companyganj	...	(g)	...	7	170	24	(h) 1,140	9	1,730	14	590	...
27th July, 1889	Burma	392	41,921	107	553	69,002	125	10,12,046	157	15,74,426	169	5,62,380	...
	TOTAL	4,754	7,53,165	158	4,985	9,09,078	182	1,52,10,300	188	1,74,19,462	209	22,09,162	...
	Lines worked by Guaranteed Companies.												
3rd August, 1889	Madras	840	1,66,163	198	840	1,92,651	229	27,96,138	196	31,01,927	219	3,05,789	...
3rd ditto	South Indian	654	1,02,365	157	654	1,03,550	158	18,59,954	167	19,67,873	178	1,07,919	...
3rd ditto	Great Indian Peninsula	1,497	(i) 5,00,029	378	1,440	(j) 3,83,714	207	1,57,77,086	618	1,22,75,913	504	...	35,01,173
3rd ditto	Bombay, Baroda and Central India (k)	461	1,32,430	287	461	1,63,000	354	45,07,319	575	(j) 47,04,993	605	1,97,674	...
	TOTAL	3,452	9,00,987	280	3,395	8,42,915	248	2,49,40,497	425	2,20,50,706	385	...	28,89,791
	GRAND TOTAL (GUARANTEED AND STATE)	12,959	27,30,649	211	13,795	29,33,783	213	6,39,03,986	290	6,52,47,411	283	13,43,425	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	3,25,90,307	148	3,31,17,111	144	5,26,804	...
	NET RECEIPTS	...	...	...	...	...	...	3,13,13,679	142	3,21,30,300	139	8,16,621	...
	Assisted Companies.												
10th August, 1889	Tárakeshwar	22	4,853	221	22	4,587	208	1,04,502	276	1,03,020	272	...	1,482
20th July, 1889	Dibru-Sadiya	...	...	...	...	(l)	...	(m) 1,35,921	109	(n) 1,54,500	124	18,579	...
10th August, 1889	Bengal and North-Western	376	30,210	80	376	34,280	91	9,09,013	142	9,55,631	151	46,618	...
[illegible]rd ditto	Rohilkhand-Kumaun	67	6,030	90	67	6,241	93	1,26,966	118	1,37,640	128	10,674	...
	TOTAL	465	41,093	88	465	45,108	97	12,76,402	138	13,50,791	148	74,389	...
	Native States.												
3rd August, 1889	His Highness the Nizam's Guaranteed Company	277	35,424	128	354	37,797	107	5,10,772	108	6,95,838	116	1,85,066	...
3rd ditto	His Highness the Gaekwar's	59	1,403	24	59	1,960	33	50,403	50	48,140	48	...	2,263
3rd ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	581	28	27	800	29	16,923	47	20,803	46	3,880	...
[illegible]rd ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	11,441	59	260	14,458	56	3,67,623	112	5,05,965	115	1,38,342	...
3rd ditto	Morvi	68	2,127	31	68	2,174	32	69,907	60	77,024	67	7,117	...
3rd ditto	Jodhpore	124	6,491	52	124	5,300	43	1,34,192	64	1,22,344	59	...	11,848
	TOTAL	742	57,467	77	892	62,489	70	11,49,820	91	14,79,114	98	3,20,294	...

(a) Included with the Indian Midland Railway.
(b) Includes the Katni-Umaria Branch.
(c) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(d) Includes the Bellary-Kistna State Railway.
(e) Includes the Sindia and Bhopal-Itarsi State Railways.
(f) Includes the Amritsar-Pathánkot and Rajpura-Bhatinda State Railways.
(g) Traffic stopped on account of breach of line.
(h) Total receipts from 1st April to 30th June, 1888.
(i) Includes the Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itarsi State Railways.
(j) Includes the Dhond-Manmád, Khámgaon, and Amráoti State Railways.
(k) Includes the Patri Branch.
(l) Return not received.
(m) Total receipts from 1st April to 21st July, 1888.
(n) Total receipts from 1st April to 20th July, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Under Secretary.

SIMLA, *22nd August, 1889.*

SUPPLEMENT TO

The Gazette of India.

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Governments of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 1st HALF OF JULY 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu. (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	9 14	10 4	10 14	10 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	11 11	14 9
Tavoy	...	...	...	...	11 4	11 3	13 4	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	24 2	24 2
Moulmein and Amherst	7 14	7 14	...	...	9 11	9 11	10 2	10 2	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	20 8	20 8
Pegu (deltaic)—																										
Pegu	...	...	...	...	9 7	9 7	11 3	11 5	...	...	...	...	...	...	...	...	11 3	11 3	20 8	20 8	...	...	134 0	140 0	17 10	17 10
Rangoon	11 2	11 2	...	...	12 6	12 6	13 2	13 2	...	...	...	...	...	...	...	...	15 2	15 2	...	...	...	...	250 0	250 0	14 9	14 9
Thongwa	...	...	...	...	10 11	10 11	12 10	12 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	18 12	18 12
Bassein	...	...	...	...	12 3	12 0	15 2	14 14	...	...	...	...	...	...	...	...	11 9	10 11	...	...	...	...	243 13	217 11	14 3	14 3
Pegu (inland)—																										
Shwaygyin	...	...	...	...	8 8	9 1	9 9	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharawadi	...	...	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	11 7	11 7	...	...	8 2	8 2	450 0	450 0	14 0	14 0
Henzada	...	...	...	...	10 4	10 4	15 10	15 10	...	...	...	...	...	...	...	...	7 9	7 9	...	...	...	...	183 8	183 8	17 11	16 2
Prome	12 2	10 6	...	...	10 5	10 5	13 1	13 1	...	...	...	...	...	...	...	...	10 6	10 6	...	...	...	...	167 9	167 9	14 0	14 0
Toungoo	...	...	...	...	9 2	9 2	12 13	12 13	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	200 0	200 0	14 1	14 1
Thayetmyo	11 3	11 3	...	...	10 12	10 0	12 9	11 8	...	...	...	...	...	...	...	...	12 12	12 12	22 8	22 8	...	...	326 11	392 0	11 3	11 3
Upper Burma—																										
Mandalay	10 11	11 0	...	...	11 5	10 7	12 9	11 0	...	...	...	...	...	...	...	...	9 6	9 2	19 3	16 11	7 0	6 8	70 0	70 0	17 12	17 12
Arakan—																										
Sandoway	...	...	...	...	11 10	10 8	12 11	11 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	10 9	11 7	11 6	12 6	...	...	...	...	...	...	...	...	5 0	5 0	...	...	...	...	320 0	340 0	36 0	30 0
Akyab	...	...	...	...	11 0	12 0	13 0	14 0	...	...	...	...	...	...	...	...	9 0	10 0	...	...	9 0	8 0	160 0	180 0	16 0	16 0
Assam—																										
Surma—																										
Sylhet	11 4	11 4	...	...	14 0	14 0	16 3	15 12	...	...	...	...	...	...	...	...	13 4	12 8	...	...	...	...	108 0	108 0	10 0	9 6
Cachar	7 12	8 0	...	...	10 0	10 0	15 4	15 4	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	80 0	80 0	9 8	9 8
Khási and Jaintiá Hills	...	...	...	...	6 0	6 8	7 12	8 6	...	...	...	...	...	...	...	...	8 8	8 11	15 0	15 0	...	...	100 0	100 0	7 0	7 0
Gáro Hills	...	...	...	...	6 0	6 0	13 0	14 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	16 0	16 0	...	...	8 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	20 0	20 0	80 0	80 0	9 8	9 8
Kámrup	10 0	10 0	...	...	8 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	160 0	160 0	9 0	9 0
Darrang	6 8	6 8	...	...	11 8	10 8	13 0	18 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	150 0	150 0	8 8	8 8
Nowgong	8 0	8 0	...	...	8 0	7 0	16 0	16 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	120 0	120 0	8 8	9 0
Sibsagar	...	...	...	...	6 0	6 0	13 0	16 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	...	...	100 0	160 0	7 0	7 8
Lakhimpur	8 0	8 0	...	...	6 8	6 8	11 0	11 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	9 6	9 6	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	8 0	8 0	13 0	14 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	...	4 0	4 8	7 8	10 0	...	...	...	...	...	...	...	...	4 8	4 8	...	...	...	...	60 0	60 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	11 0	11 0	12 0	12 0	...	...	...	...	...	...	...	...	14 8	14 12	...	...	...	...	120 0	120 0	10 0	10 0
Noakholly	...	...	...	...	12 0	12 0	14 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	9 0	8 0
Chittagong	10 0	11 0	...	*	10 0	10 0	11 10	12 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	100 0	100 0	10 0	10 0
Tipperah	12 0	12 0	...	...	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	...	...	9 0	9 0
Dacca	13 0	13 0	26 0	26 0	13 0	12 0	14 0	13 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	16 0	16 0	160 0	160 0	10 0	10 0
Mymensingh	10 0	10 0	...	...	11 0	13 0	13 0	14 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	13 0	16 0	...	...	9 12	9 12
Deltaic—																										
Koolna	...	...	...	...	11 0	10 8	13 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	160 0	160 0	9 0	9 0
24-Pergunnahs	14 0	13 0	16 0	16 0	7 0	7 0	13 0	13 0	...	...	...	...	...	...	12 0	12 0	16 0	16 0	...	...	17 0	16 0	100 0	100 0	10 8	10 8
Midnapore	12 0	12 0	...	...	12 8	12 0	15 8	15 0	...	...	...	...	...	...	...	...	14 8	15 0	...	...	12 0	12 0	160 0	160 0	10 4	10 4
Howrah	†	†	...	...	10 0	10 0	13 4	13 8	...	...	...	...	...	...	...	...	16 8	17 0	...	...	13 4	13 0	100 0	100 0	10 8	10 8
Calcutta	12 10	12 11	16 7	15 15	8 9	8 8	12 10	12 10	...	...	11 11	12 4	...	...	17 12	17 12	14 15	15 2	...	...	16 8	15 13	100 0	100 0	10 10	10 10
Hooghly	13 0	13 0	...	...	8 0	10 0	12 8	12 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	15 0	15 0	17 12	17 12	11 7	12 0	13 7	13 7	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	...	...	9 2	9 2
Jessore	13 4	13 4	...	...	11 0	11 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	160 0	160 0	9 2	9 2
Furreedpore	16 0	16 0	...	*	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	20 0	...	10 0	12 0	120 0	120 0	9 0	9 0
Central—																										
Bankoora	13 8	13 12	17 0	17 0	14 8	14 12	17 4	17 8	...	...	...	...	...	...	...	...	15 0	15 0	19 0	19 0	15 8	15 8	240 0	240 0	10 0	10 0
Burdwan	12 8	12 12	*	*	11 4	11 4	13 14	14 1	...	...	...	...	...	...	...	...	16 8	17 0	*	*	19 0	19 4	107 0	107 0	9 14⅜	9 14⅜
Beerbhoom	15 0	15 0	...	...	12 0	12 0	13 8	13 8	...	...	...	...	...	...	...	...	16 0	16 8	...	...	16 0	...	160 0	160 0	10 0	10 0
Moorshedabad	14 0	14 0	...	...	11 0	11 0	14 0	14 0	...	...	...	...	...	...	...	...	17 12	18 0	...	...	17 12	17 12	120 0	200 0	9 10	9 10
Sonthal Pergunnahs	12 8	12 8	...	...	12 8	12 0	14 8	14 0	...	...	...	...	...	...	...	...	15 0	16 0	16 0	16 0	19 0	19 0	200 0	200 0	9 0	9 0
Pubna	16 8	16 8	...	...	7 8	7 8	13 14	13 14	...	...	...	...	...	...	...	...	18 0	18 12	...	...	18 0	17 4	200 0	200 0	9 2½	9 2¾
Bogra	13 5	13 8	...	...	10 14	12 0	14 4	15 0	...	...	...	...	...	...	...	...	15 15	16 8	...	...	...	...	96 0	80 0	9 0	9 0
Rajshahye	15 0	15 12	26 4	18 12	11 4	10 8	12 12	12 12	...	...	...	...	...	...	...	...	19 8	18 12	...	...	18 8	18 12	240 0	240 0	9 0	9 0
Maldah	15 0	15 0	...	...	10 0	8 0	12 8	12 8	...	...	...	...	...	...	...	...	18 0	18 0	...	...	...	...	160 0	120 0	9 8	9 8
Northern—																										
Rungpore	14 8	14 8	...	...	10 5	10 5	14 8	14 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	12 4	12 4	120 0	120 0	9 6	9 6
Dinagepore	13 8	13 0	25 4	...	12 0	11 4	13 12	13 4	...	...	...	...	...	...	...	...	15 4	16 0	...	...	18 0	18 0	160 0	160 0	10 0	10 0
Jalpáiguri	11 0	10 0	16 0	16 0	8 0	8 0	12 10	14 0	...	...	...	...	...	...	...	...	13 0	16 0	...	...	10 0	11 0	128 0	128 0	9 0	9 0
Darjeeling	10 0	9 0	10 0	10 0	[illegible] 0	6 0	11 0	10 0	...	...	...	...	12 0	13 0	...	...	11 0	10 0	18 0	18 0	8 0	...	120 0	120 0	7 0	8 0
Orissa—																										
Pooree	9 5	8 5	...	...	11 13	11 3	14 7	14 7	...	...	...	...	...	...	...	...	15 12	15 12	...	...	14 7	14 7	80 0	80 0	9 13	9 13
Cuttack	10 8	9 13	...	...	10 8	10 8	13 2	13 2	...	...	...	...	...	...	...	...	19 11	19 11	...	...	13 2	13 2	80 0	80 0	8 0	8 0
Balasore	16 0	16 0	13 0	13 0	13 0	13 0	17 0	15 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	9 0	9 0
Chota-Nagpur—																										
Singbhoom	10 0	10 0	12 0	14 0	16 0	12 0	20 0	16 0	...	...	...	...	...	...	...	...	10 0	12 0	22 0	22 0	14 0	12 0	200 0	200 0	7 0	7 0
Manbhoom	12 0	12 0	...	...	12 0	12 8	17 0	17 0	...	...	...	...	...	...	...	...	13 8	14 8	...	...	14 0	14 0	200 0	200 0	8 0	9 0
Lohardugga	10 0	11 0	...	20 0	12 0	12 8	14 0	15 0	...	...	...	...	26 10	26 8	...	...	10 8	11 0	17 0	20 0	14 0	8 0 to 11 0	140 0	160 0	7 8	7 8
Hazáribágh	12 4	13 0	12 0	14 0	8 0	8 0	14 0	14 0	†	†	†	†	20 0	20 0	†	†	15 0	14 8	16 0	15 0	14 0	14 0	320 0	320 0	8 0	8 0

* Not sold. † Not procurable.

RETAIL PRICES FOR THE 1st HALF OF JULY 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Cholla, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or Thur, Cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	16 12	16 4	17 4	18 14	10 8	10 8	12 1	12 1	...	...	...	...	...	...	8 7	10 0	19 2	20 0	16 12	10 8	15 0	17 5	126 0	126 0	10 0	9 8
Gya	15 8	15 8	19 8	20 8	8 4	8 4	12 8	12 8	...	...	...	...	...	...	11 0	11 0	18 0	18 0	18 0	18 0	16 0	17 0	200 0	200 0	9 0	9 2
Patna	16 8	16 8	18 8	20 0	10 0	10 0	13 4	13 8	...	...	...	...	...	...	11 0	10 0	20 0	21 8	18 0	...	20 0	22 0	130 0	130 0	9 8	10 0
Shahabad	14 8	14 0	18 4	19 0	8 8	8 8	12 8	12 0	...	...	...	...	...	...	...	...	23 0	17 12	19 0	...	12 0	13 0	120 0	140 0	10 0	10 0
Behar, north—																										
Purneah	16 0	14 0	...	...	11 0	11 0	11 8	13 0	16 0	15 0	...	...	...	...	...	...	18 0	11 0	...	...	16 0	17 10	120 0	...	9 0	...
Bhágalpur	15 12	15 12	17 10	17 10	11 6	11 6	12 10	12 8	17 10	17 10	164 0	164 0	...	...	17 2	...	17 10	17 10	16 6	16 6	17 10	18 4	140 0	160 0	10 1	10 1
Durbhunga	13 4	14 13	17 4	18 4	9 2	10 4	12 8	11 6	...	...	...	...	...	...	17 2	...	17 2	18 4	17 2	14 13	19 0	18 4	140 0	160 0	10 8	11 1
Monghyr	13 0	13 0	16 0	19 0	9 0	9 0	12 8	12 0	...	...	...	...	...	...	...	...	16 0	18 0	16 0	16 0	17 0	18 0	160 0	160 0	10 0	10 0
Sarun	14 12	14 4	18 4	19 0	8 8	8 8	11 14	11 13	...	...	...	...	20 0	19 0	11 0	11 0	18 4	18 0	17 12	17 0	20 0	18 0	160 0	160 0	10 0	10 0
Champarun	14 0	13 0	17 8	17 0	8 0	8 0	11 0	11 8	...	...	...	...	...	...	16 0	16 0	16 0	16 0	15 0	15 0	16 0	16 8	160 0	160 0	9 8	9 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	17 0	17 0	7 0	7 0	11 0	12 0	15 0	15 0	90 0	90 0	15 0	14 0	12 0	11 0	17 0	17 0	16 8	17 0	19 0	19 0	120 0	120 0	10 0	10 6½
Benares	14 10	14 10	17 14	18 11	9 3	8 6	11 6	11 0	13 13	11 15	120 8	134 0	...	...	...	...	18 4	18 0	17 4	14 4	20 0	19 9	154 0	140 0	9 10	9 10
Ghazipur	15 7	15 7	18 10	18 10	6 7	6 7	11 0	11 0	15 7	15 7	134 0	140 0	...	...	...	...	18 4	18 0	17 12	17 0	20 0	18 0	140 0	140 0	8 8	8 8
Jaunpur	14 0	14 0	21 0	19 0	7 0	7 0	12 0	12 0	...	...	120 0	120 0	...	...	...	...	20 0	20 0	16 0	16 0	21 0	20 0	140 0	140 0	10 0	10 0
Allahabad	14 0	13 8	18 8	18 8	7 0	7 0	10 0	10 0	16 0	16 0	90 0	90 0	15 0	14 0	11 0	11 0	19 0	19 0	16 0	14 8	19 0	19 0	160 0	160 0	10 0	9 12
Central—																										
Banda	14 4	14 4	18 8	17 8	7 0	7 0	10 8	10 8	...	...	120 0	120 0	...	...	...	...	20 0	19 8	...	...	22 4	21 12	160 0	160 0	10 8	10 8
Fatehpur	14 4	14 0	19 0	18 8	10 4	10 12	11 4	10 4	...	...	134 0	140 0	...	...	...	...	18 0	18 0	14 0	14 0	23 0	23 8	140 0	140 0	10 5	10 4
Hamirpur	15 12	15 0	19 8	19 8	9 0	9 0	10 4	10 4	...	...	140 0	140 0	...	...	...	...	18 0	18 0	14 0	14 0	24 0	24 0	140 0	140 0	10 0	10 0
Jalaun	16 0	16 0	20 0	20 0	9 0	9 0	10 0	10 0	...	...	150 0	150 0	...	...	...	...	18 0	18 0	14 0	14 0	22 0	22 0	150 0	150 0	12 0	12 0
Cawnpore	15 12	15 12	22 0	21 8	8 8	8 8	12 0	12 0	...	...	100 0	100 0	...	...	...	...	23 0	23 0	19 0	19 0	26 0	23 4	150 0	150 0	10 8	10 8
Etawah	16 0	16 4	20 0	20 8	9 0	9 0	10 8	10 8	...	...	130 0	130 0	...	...	...	...	18 0	18 0	13 0	13 0	26 0	25 8	100 0	100 0	10 8	10 8
Farukhabad	14 12	14 4	21 0	20 8	4 8	4 8	11 8	12 4	...	...	160 0	160 0	...	...	...	...	...	...	...	...	25 8	23 0	130 0	130 0	11 2	10 4
Mainpuri	16 6	16 6	22 4	22 4	4 8	4 8	10 8	11 8	...	...	160 0	160 0	...	...	...	...	14 0	16 0	12 0	14 0	26 2	26 2	160 0	160 0	11 0	11 0
Etah	16 12	16 12	24 8	23 12	7 8	7 0	10 8	10 8	...	...	160 0	160 0	...	...	...	...	22 0	22 0	16 0	16 0	20 8	20 8	160 0	160 0	11 0	11 0
Western—																										
Lalitpur	14 6	14 0	20 0	21 0	9 0	9 0	10 0	10 0	17 0	18 0	160 0	160 0	18 0	17 0	16 0	16 0	18 0	18 0	17 0	18 0	12 0	12 0	160 0	160 0	10 0	10 0
Jhansi	15 7	16 0	21 15	22 21½	7 14	8 0	11 8	11 3	19 9	20 10	180 0	180 0	18 0	18 0	17 0	17 0	19 2	19 0	16 0	16 0	21 0	21 0	180 0	180 0	10 8	10 8
Agra	14 8	14 4	19 8	19 8	5 0	5 0	9 0	9 0	20 0	20 0	100 0	100 0	11 0	11 0	22 0	22 0	21 12	20 0	17 8	17 8	17 8	17 8	100 0	100 0	11 8	11 8
Mathra	14 8	14 8	21 0	21 0	7 0	7 0	10 0	10 0	18 0	18 0	120 0	120 0	11 4	11 4	24 0	24 0	23 0	23 0	20 0	20 0	27 8	27 8	120 0	120 0	11 8	11 8
Aligarh	16 0	16 12	22 8	24 4	8 8	8 8	10 6	10 4	20 0	20 0	140 0	140 0	11 0	11 0	28 0	28 0	24 8	28 8	18 0	18 0	28 0	28 0	140 0	140 0	11 8	11 8
Bulandshahr	17 0	17 0	25 8	25 0	7 0	7 0	10 8	10 8	20 0	20 0	100 0	100 0	11 0	11 0	26 0	26 0	22 0	22 0	16 0	16 0	24 0	24 0	160 0	160 0	11 0	11 0
Meerut	16 4	16 8	25 8	25 8	5 8	5 8	11 0	11 0	18 0	18 0	100 0	100 0	11 4	11 4	24 0	24 0	22 0	22 0	16 0	16 0	24 0	24 0	140 0	140 0	10 8	10 8
Sub-montane—																										
Delhi	14 4	14 2	18 0	19 5	9 0	8 4	13 3	13 4	...	...	155 0	155 0	...	...	...	...	19 4	20 10	...	...	19 6	19 5	155 0	155 0	10 6	10 4
Saharanpur	12 8	12 8	19 3	19 3	8 14	8 14	12 8	12 8	...	...	177 8	177 8	...	...	...	...	19 3	19 3	...	...	14 0	14 0	177 8	177 8	9 13	9 12
Dehra Dun	13 6	13 6	20 13	20 13	9 0	9 0	11 4	11 4	...	...	140 0	140 0	...	...	...	...	20 4	20 0	...	...	20 12	21 0	140 0	140 0	10 10½	10 6½
Kumaun	16 0	16 0	22 0	22 0	...	...	22 0	22 0	...	...	160 0	160 0	...	...	16 0	19 0	22 0	22 0	19 0	21 0	21 0	21 0	160 0	160 0	10 0	10 0
Garhwal	17 0	17 0	24 8	25 8	8 8	8 8	24 0	25 8	...	...	160 0	160 0	...	...	...	...	25 8	25 8	12 0	23 8	26 0	23 8	160 0	160 0	10 8	10 4
Kheri	17 4	17 8	25 0	25 0	11 4	11 4	11 9	11 12	...	...	150 0	150 0	...	...	...	...	21 4	21 4	25 0	25 0	25 0	23 0	150 0	150 0	10 8	10 8

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Cholla, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or Thur, Cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bareilly	16 4	17 8	30 0	26 2	8 0	8 0	11 0	11 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Moradabad	16 10	17 10	27 0	26 8	7 13	7 13	11 0	11 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tarai	16 10	16 10	28 10	27 8	7 8	7 8	11 4	11 4	17 10	17 10	26 13½	26 13½	15 0	15 0	17 10	17 10	18 0	18 0	16 0	16 0	18 0	18 0	160 0	160 0	10 0	10 0
Bijnor	17 10	17 10	26 13½	26 13½	9 0	9 0	11 0	11 0	18 0	18 0	11 2	11 2	17 8	17 8	26 13½	26 13½	18 0	18 0	16 0	16 0	18 0	18 0	160 0	160 0	11 0	11 0
Muzaffarnagar	17 12	18 4	26 8	27 0	7 8	7 8	11 8	11 8	18 0	18 0	13 0	13 0	15 0	15 0	17 13	17 13	18 0	18 0	16 0	16 0	18 0	18 0	160 0	160 0	10 8	10 8
Saharanpur	15 8	16 8	26 13½	27 0	10 0	10 0	11 0	11 0	16 0	16 0	17 0	17 0	17 0	17 0	18 0	18 0	16 0	16 0	16 0	16 0	18 0	18 0	160 0	160 0	8 0	7 8
Dehra Dun	14 0	14 0	16 0	17 0	10 0	10 0	11 0	11 0	18 0	18 0	8 8	8 8	15 0	15 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	180 0	180 0	7 8	7 8
Kumaun	19 0	19 0	22 8	22 8	7 12	7 12	10 12	10 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Garhwal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oudh—																										
Southern—																										
Partabgarh	15 0	15 0	20 0	20 0	11 0	10 8	12 0	11 8	19 0	19 0	18 0	18 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	18 0	18 0	160 0	160 0	10 0	10 0
Sultanpur	14 0	14 0	21 0	21 0	9 0	9 0	13 0	13 0	18 0	18 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	18 0	18 0	160 0	160 0	10 0	10 0
Rae-Bareli	15 0	15 0	20 0	20 0	7 0	7 0	12 8	12 8	20 0	20 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	18 0	18 0	160 0	160 0	10 12	10 12
Unao	15 0	16 0	21 0	21 0	8 0	8 0	11 0	11 0	18 0	18 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	18 0	18 0	160 0	160 0	10 0	10 0
Lucknow	15 0	15 4	22 8	22 8	6 0	6 0	11 0	11 0	17 0	17 0	11 6	11 6	17 0	17 0	17 0	17 0	17 0	17 0	17 0	17 0	18 0	18 0	160 0	160 0	10 8	10 8
Hardoi	16 4	17 8	23 8	26 0	7 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	24 0	24 0	140 0	140 0	10 8	10 8
Northern—																										
Fyzabad	14 2	14 0	20 0	20 4	10 0	10 0	12 0	12 0	14 8	14 8	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	16 0	21 0	21 0	160 0	160 0	10 0	10 0
Barabanki	15 0	15 0	20 0	21 0	10 0	10 0	11 8	11 8	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	160 0	160 0	10 8	10 8
Gonda	16 0	16 0	20 8	20 8	10 0	10 0	11 8	11 8	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	160 0	160 0	10 8	10 8
Bahraich	16 0	17 0	22 0	23 0	10 0	10 0	12 0	12 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	160 0	160 0	10 8	10 8
Sitapur	17 4	17 4	24 8	25 0	8 0	8 0	12 0	12 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	17 0	17 0	160 0	160 0	10 8	10 8
Kheri	17 8	17 4	26 0	26 0	8 0	8 0	13 0	13 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	140 0	140 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	15 0	14 6	...	16 4	6 4	6 4	7 8	7 8	15 0	15 0	15 10	15 10	17 8	17 8	28 12	28 12	28 12	28 12	28 12	28 12	28 12	28 12	200 0	200 0	10 10	10 10
Banswara	15 10	15 10	16 4	16 4	6 4	6 4	10 0	10 0	13 13	11 15	...	...	10 0	10 0	...	...	30 6	30 11	30 6	30 11	30 6	30 11	90 0	90 0	11 8	11 8
Meywar (Oodeypore)	10 8	10 11½	18 8	18 14½	7 0	7 0½	7 13	7 0	18 0	18 0	22 0	22 0	18 0	18 0	28 0	28 0	22 0	22 0	18 0	18 0	28 0	28 0	160 0	160 0	11 8	11 8
Sirohi	11 8	11 0	18 14	18 14	...	...	8 0	8 0	18 0	18 0	18 0	18 0	18 0	18 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	200 0	200 0	12 8	12 8
Erinpura	13 4	13 4	19 0	19 0	3 0	3 0	8 0	8 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	220 0	220 0	10 9	10 4
Ajmere	13 8	11 14	15 8	15 0	6 4	6 4	10 0	10 0	19 0	19 0	19 0	19 0	19 0	19 0	19 0	19 0	19 0	19 0	19 0	19 0	19 0	19 0	95 0	96 10½	12 4	12 4
Abu	15 4	15 4	20 0	19 12	9 0	9 0	7 0	7 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	260 0	260 0	11 0	11 0
Kishengarh	17 4	17 0	25 8	26 0	7 8	7 8	8 0	8 0	14 8	14 8	14 8	14 8	14 8	14 8	14 8	14 8	14 8	14 8	14 8	14 8	14 8	14 8	...	...	11 6	11 6
Boondee	17 0	17 0	20 0	20 0	6 8	7 8	7 1	7 8	13 13	13 13	13 13	13 13	13 13	13 13	13 13	13 13	13 13	13 13	13 13	13 13	13 13	13 13	160 0	160 0	12 0	12 0
Kotah	14 15½	14 13½	19 5	16 12	7 1	7 8	8 14	8 14	19 11	17 2½	15 7½	15 7½	15 7½	15 7½	15 7½	15 7½	15 7½	15 7½	15 7½	15 7½	15 7½	15 7½	140 0	140 0	10 7	10 7
Jhallawar	16 0	16 0	21 2	21 0	7 12	8 13	8 13	8 13	18 5	...	10 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tonk	15 8	15 8	21 8	21 8	4 12	7 4	7 8	7 8	16-0 to 16-4	16-0 to 18	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	24 0	160 0	160 0	10 8	10 8
Jeypore	15 8	15 8	21 8	21 8	4 12	7 4	7 8	7 8	20 12	20 0	20 8	20 8	20 8	20 8	20 8	20 8	20 8	20 8	20 8	20 8	20 8	20 8	200 0	200 0	10 8	10 8
Kerauli	15 5	15 5	20 9	20 0	10 0	10 0	11 4	11 4	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	90 0	90 0	10 10	10 10
Dholpur	14 3	14 9	20 11	20 3	9 9	9 9	10 11	10 11	17 5	17 5	17 5	17 5	17 5	17 5	17 5	17 5	17 5	17 5	17 5	17 5	17 5	17 5	160 0	160 0	11 8	11 8
Bhartpur	15 6	15 9	20 12	20 12	7 12	7 12	9 8	9 8	19 8	19 8	19 8	19 8	19 8	19 8	19 8	19 8	19 8	19 8	19 8	19 8	19 8	19 8	200 0	200 0	11 8	11 8
Alwar	16 9	16 9	21 15	22 1	4 0	4 0	8 0	8 0	21 8	21 8	21 8	21 8	21 8	21 8	21 8	21 8	21 8	21 8	21 8	21 8	21 8	21 8	200 0	200 0	12 8	12 8
Deoli Cantonment	16 5	15 5½	19 8	19 2	7 0	7 0	10 8	10 8	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	220 0	220 0	10 4	10 4
Nasirabad Cantonment	15 8	15 2	19 8	19 2	...	...	8 0	8 0	17 0	17 0	17 0	17 0	17 0	17 0	17 0	17 0	17 0	17 0	17 0	17 0	17 0	17 0	95 0	96 10½	12 4	12 4
Hilly Tracts of Meywar	12 0	12 8	13 8	13 0	...	5 0	7 8	7 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	260 0	260 0	11 6	11 6
Bálmer	9 12	10 4	...	17 0	6 4	7 8	8 0	8 0	14 8	14 8	14 8	14 8	14 8	14 8	14 8	14 8	14 8	14 8	14 8	14 8	10 0	10 0	...	...	14 0	14 0
Anádra	12 8	12 8	17 0	17 0	6 4	7 8	10 0	10 8	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	18 0	20 0	20 0	160 0	160 0	10 7	10 7
Shahpura	17 8	17 14	21 8	20 4	7 8	7 8	10 8	10 8	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	160 0	160 0	17 0	17 0
Western—																										
Jodhpur	13 7	13 7	18 7	17 8	6 4	7 8	7 8	7 8	13 2	13 2	13 2	13 2	13 2	13 2	13 2	13 2	13 2	13 2	13 2	13 2	13 2	13 2	...	...	12 8	13 2
Jaisulmer	10 8	10 6	...	...	7 12	9 4	9 6	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	...	...	...	...	21 0	21 0
Bickanir	12 8	12 8	...	...	2 14	6 4	6 12	...	12 8	12 8	12 8	12 8	12 8	12 8	12 8	12 8	12 8	12 8	12 8	12 8	12 8	12 8	100 0	100 0	12 8	12 8
Central India—																										
Indore	13 8	13 8	13 0	13 0	8 0	8 0	9 0	10 0	20 0	20 0	14 0	14 0	14 0	14 0	14 0	14 0	14 0	14 0	14 0	14 0	14 0	14 0	120 0	120 0	10 4	10 4
Nimach Cantonment	13 8	13 8	20 12	19 2	7 0	7 0	9 0	9 0	18 8	18 8	18 8	18 8	18 8	18 8	18 8	18 8	18 8	18 8	18 8	18 8	18 8	18 8	160 0	160 0	12 0	12 0
Bagheikhand (Satna)	16 4	16 4	21 0	21 0	8 0	8 0	12 0	12 0	17 8	17 8	17 8	17 8	17 8	17 8	17 8	17 8	17 8	17 8	17 8	17 8	20 0	20 0	160 0	160 0	10 8	10 8
Goona	17 0	17 4	15 0	15 0	8 0	8 0	8 0	8 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	22 0	20 0	20 0	200 0	200 0	10 2	10 2
Gwalior	12 13	13 1	18 10	19 15	6 6	6 6	7 4	7 4	14 8	14 1	22 11	22 14	...	...	...	...	...	...	...	...	...	...	145 0	145 0	10 4	10 2

§ Not sold.

‡ Six pies per bundle.

† For husked grain.

RETAIL PRICES FOR THE 1st HALF OF JULY 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Penicillaria typhoideum*). Present fortnight.	Bajra or cumbu (*Penicillaria typhoideum*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or karun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or karun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, cholá, adalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, cholá, adalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch	S. Ch	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	18 0	18 0	25 0	25 0	...	...	10 0	10 0	20 0	20 0	20 0	20 0	+	+	+	+	25 0	25 0	17 0	17 0	+	+	110 0	105 0	10 12	9 0
Ferozepore	19 0	20 0	30 0	33 0	...	...	9 0	9 0	16 0	16 0	+	*	+	+	16 0	16 0	28 0	28 0	23 0	23 0	11 0	10 0	100 0	100 0	13 4	13 0
Montgomery	18 0	19 0	23 0	23 0	...	...	9 0	9 0	16 0	16 0	15 0	15 0	+	+	28 0	28 0	24 0	23 0	16 0	16 0	12 0	12 0	200 0	200 0	11 0	11 0
Central—																										
Gurgaon	17 0	17 0	24 0	24 0	...	...	11 0	11 0	20 0	20 0	20 0	20 0	+	+	+	+	23 0	23 0	20 0	20 0	20 0	20 0	130 0	130 0	11 0	11 0
Delhi	17 0	17 0	23 0	23 0	...	...	10 0	10 0	21 0	21 0	20 0	20 0	+	+	12 0	12 0	23 0	23 0	19 0	19 0	25 0	25 0	80 0	80 0	11 0	11 0
Rohtak	17 0	18 0	27 0	27 0	...	...	10 0	11 0	24 0	25 0	20 0	20 0	+	+	16 0	16 0	26 0	26 0	16 0	16 0	20 0	20 0	120 0	120 0	10 0	10 0
Karnál	17 0	17 0	26 0	26 0	...	...	11 0	11 0	20 0	20 0	22 0	22 0	+	+	18 0	18 0	26 0	26 0	30 0	30 0	20 0	20 0	160 0	160 0	10 0	10 0
Lahore	18 0	18 0	30 0	32 0	...	...	9 0	9 0	24 0	24 0	16 0	16 0	+	+	20 0	20 0	27 0	27 0	24 0	24 0	12 0	12 0	95 0	95 0	12 0	12 0
Sub-montane—																										
Umballa	20 0	21 0	24 0	26 0	...	...	10 0	10 0	18 0	21 0	17 0	17 0	+	+	10 0	10 0	27 0	28 0	32 0	32 0	20 0	19 0	120 0	120 0	13 0	13 0
Ludhiána	21 0	21 0	32 0	32 0	...	...	10 0	10 0	27 0	27 0	23 0	23 0	+	+	21 0	21 0	29 0	29 0	32 0	32 0	20 0	14 0	110 0	110 0	12 8	13 0
Jullundur	20 0	22 0	30 0	34 0	...	...	8 0	8 0	27 0	27 0	18 0	18 0	+	+	18 0	18 0	26 0	26 0	32 0	32 0	25 0	25 0	90 0	90 0	12 8	12 8
Hoshiárpur	22 0	22 0	34 0	38 0	...	...	10 0	10 0	28 0	28 0	24 0	24 0	+	+	24 0	24 0	28 0	28 0	28 0	28 0	17 0	17 0	100 0	100 0	12 12	12 12
Gurdáspur	22 0	22 0	28 0	32 0	...	...	12 0	12 0	24 0	24 0	16 0	16 0	+	+	12 0	12 0	22 0	22 0	24 0	24 0	10 0	10 0	120 0	120 0	13 0	13 0
Amritsar	20 0	21 0	29 0	29 0	...	...	9 0	9 0	22 0	22 0	14 0	14 0	+	+	23 0	23 0	28 0	27 0	23 0	23 0	10 0	10 0	90 0	90 0	13 0	13 0
Hills—																										
Simla	13 0	14 0	19 0	19 0	...	...	8 0	9 0	15 0	16 0	11 0	11 0	+	+	8 0	8 0	15 0	18 0	19 0	20 0	9 0	9 0	60 0	60 0	8 0	8 0
Kángra	19 0	19 0	28 0	28 0	...	...	12 0	12 0	15 0	13 0	10 0	10 0	+	+	21 0	21 0	25 0	25 0	12 0	12 0	13 0	13 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkote	21 0	20 0	30 0	31 0	...	...	11 0	11 0	22 0	22 0	22 0	22 0	+	+	21 0	21 0	27 0	27 0	25 0	25 0	12 0	12 0	160 0	160 0	13 0	13 0
Gujránwála	19 0	18 0	35 0	32 0	...	...	11 0	11 0	20 0	22 0	16 0	16 0	+	+	16 0	16 0	26 0	26 0	20 0	20 0	11 0	11 0	100 0	100 0	13 0	13 0
Gujrát	22 0	22 0	33 0	34 0	...	...	10 0	10 0	22 0	22 0	20 0	20 0	+	+	18 0	18 0	26 0	26 0	23 0	23 0	10 0	10 0	120 0	120 0	13 8	13 8
Jhelum	22 0	23 0	32 0	32 0	...	...	9 0	9 0	23 0	23 0	16 0	16 0	+	+	16 0	16 0	24 0	24 0	21 0	21 0	10 0	10 0	160 0	160 0	14 0	14 0
Rawalpindi	20 0	20 0	35 0	34 0	...	...	11 0	11 0	22 0	22 0	20 0	20 0	+	+	20 0	20 0	24 0	20 0	20 0	20 0	9 0	9 0	90 0	90 0	13 8	13 8
Hazára	21 0	20 0	34 0	30 0	...	...	11 0	11 0	22 0	22 0	22 0	22 0	+	+	22 0	22 0	29 0	22 0	22 0	22 0	12 0	12 0	100 0	100 0	11 0	11 0
Peshawar	21 0	22 0	43 0	43 0	...	...	10 0	10 0	23 0	23 0	20 0	20 0	+	+	21 0	21 0	23 0	21 0	23 0	23 0	21 0	22 0	100 0	102 0	40 0	41 0
Kohát	24 0	24 0	45 0	42 0	...	...	11 0	11 0	20 0	20 0	20 0	20 0	+	+	20 0	20 0	23 0	23 0	20 0	20 0	14 0	11 0	125 0	125 0	56 0	60 0
Western—																										
Shahpur	24 0	24 0	35 0	36 0	...	...	9 0	10 0	22 0	22 0	24 0	24 0	+	+	24 0	24 0	30 0	30 0	24 0	24 0	*	*	240 0	240 0	13 0	13 0
Jhang	20 0	29 0	29 0	29 0	...	...	10 0	10 0	16 0	16 0	20 0	20 0	+	+	20 0	20 0	18 0	19 0	20 0	20 0	10 0	10 0	240 0	240 0	12 0	12 0
Mooltan	15 0	16 0	22 0	23 0	...	...	10 0	10 0	20 0	20 0	24 0	24 0	+	+	24 0	24 0	24 0	24 0	26 0	26 0	10 0	10 0	100 0	100 0	12 0	12 0
Bannu	29 0	32 0	37 0	33 0	...	...	11 0	11 0	20 0	20 0	24 0	24 0	+	+	24 0	24 0	31 0	32 0	32 0	32 0	13 0	12 0	60 0	60 0	40 0	40 0
D. I. Khán	21 0	21 0	36 0	37 0	...	...	7 0	7 0	15 0	16 0	14 0	14 0	+	+	26 0	26 0	16 0	17 0	17 0	17 0	14 0	11 0	40 0	40 0	40 0	44 0
Muzaffargarh	17 0	18 0	25 0	27 0	...	...	13 0	13 0	20 0	20 0	22 0	22 0	+	+	22 0	22 0	29 0	28 0	28 0	28 0	11 0	11 0	112 0	112 0	12 0	12 0
D. G. Khán	16 0	17 0	24 0	25 0	...	...	9 0	9 0	20 0	20 0	21 0	21 0	+	+	21 0	21 0	23 0	23 0	20 0	20 0	11 0	11 0	110 0	110 0	12 0	12 0
Sind and Baluchistan—																										
Karáchi	12 0	12 0	18 0	16 8	8 0	8 0	10 0	10 0	25 0	25 0	20 0	20 0	+	+	17 0	16 8	30 0	30 0	22 0	24 0	*	*	240 0	240 0	13 0	13 0
Hyderabad (Gidu Bandar)	12 8	12 0	15 8	15 8	6 0	6 8	9 8	9 8	17 8	17 8	14 8	14 8	+	+	14 8	18 0	19 0	19 0	20 0	20 0	10 0	10 0	240 0	240 0	12 0	12 0
Tatta and Parkar (Umarkot)	13 0	13 0	...	...	...	...	10 0	10 0	...	...	...	...	...	...	...	...	...	...	24 0	24 0	13 0	14 0	100 0	100 0	12 0	12 0
Sukkur	14 0	15 0	20 0	31 0	12 0	12 0	11 0	11 0	20 0	20 0	20 0	20 0	...	...	...	...	19 0	19 0	32 0	32 0	12 0	12 0	60 0	60 0	40 0	40 0
Shikárpur	12 8	13 0	19 8	19 8	9 0	9 8	9 8	9 8	18 0	18 0	10 8	10 8	...	...	...	...	18 0	18 0	17 0	17 0	11 0	11 0	110 0	110 0	40 0	44 0
Upper Sind Frontier	12 8	18 8	18 8	18 8	8 0	8 0	10 0	10 0	18 0	18 0	10 8	10 8	...	...	...	...	17 8	17 8	17 8	17 8	11 8	11 8	160 0	160 0	12 8	12 8
Quetta	12 8	15 12	16 8	5 0	5 0	7 14	7 12	17 0	16 0	16 0	19 0	19 0	...	...	...	...	19 0	19 0	19 0	19 0	11 0	11 0	160 0	160 0	11 0	11 0
Pishin	12 8	14 10	16 8	5 0	5 0	7 14	7 12	17 0	16 0	16 0	19 0	19 0	...	...	...	...	20 0	18 0	9 0	9 0	9 0	9 0	64 0	64 0	9 0	9 0
Bombay—																										
Konkan—																										
Karwar	10 8	10 8	...	...	...	...	6 8	6 8	6 8	6 8	13 0	13 0	21 0	21 0	...	...	12 0	12 0	11 0	11 0	...	...	213 3	213 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	...	...	8 8	8 8	9 14	9 14	13 8	13 8	16 7	16 7	...	...	11 4	11 4	11 12	11 12	9 9	9 9	135 0	135 0	11 8	11 8
Colába (Alibág)	9 13	9 13	...	...	...	...	...	...	9 5	9 5	...	...	...	...	...	...	...	...	14 7	14 7	6 15	6 15	85 0	85 0	12 0	12 0
Bombay	10 0	10 0	17 0	17 0	6 15	6 15	10 7	10 7	10 10	10 10	17 13	17 13	17 13	17 13	18 5	18 5	18 5	18 5	14 7	14 7	72 13	72 13	72 13	72 13	11 3	11 3
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 7	9 7	14 6	14 6	11 4	11 4	...	...	...	...	...	...	12 5	12 5	71 2	71 2	60 13	60 13	12 4	12 4
Deccan—																										
Dharwar (Hubli)	15 0	15 0	...	...	11 0	11 0	12 0	12 0	20 0	20 0	...	...	...	...	...	...	12 0	12 0	12 0	12 0	...	...	80 0	80 0	9 0	9 0
Belgaum	15 0	15 0	...	...	11 0	11 0	12 0	12 0	19 8	19 0	...	...	...	...	...	...	12 8	12 8	12 8	12 8	19 2	...	67 0	67 0	12 0	12 0
Satara	10 11	10 11	13 0	13 0	8 3	8 3	10 0	10 0	14 10	14 10	12 15	12 15	15 8	15 8	15 9	15 9	15 8	15 8	15 9	15 9	11 0	11 0	97 1	97 1	13 0	13 0
Sholápur	14 1	14 1	17 6	17 6	7 9	7 9	9 7	9 7	19 3	19 3	15 10	15 10	15 10	15 10	15 1	15 1	15 1	15 1	11 15	11 15	8 0	8 0	80 0	80 0	11 8	11 8
Bijápur	13 8	13 8	10 5	10 5	7 3	7 3	9 2	9 2	19 0	19 0	15 4	15 4	15 4	15 4	10 10	10 10	10 10	10 10	10 10	10 10	6 15	6 15	60 13	60 13	10 8	10 8
Poona (City)	11 8	11 8	13 10	13 10	8 13	8 13	9 3	9 3	15 4	15 4	14 6	14 6	14 6	14 6	11 0	11 0	11 0	11 0	11 15	11 15	9 12	9 12	71 2	71 2	12 4	12 4
Khándesh—																										
Ahmednagar	12 8	12 11	...	...	7 6	7 5	8 3	8 3	14 8	14 6	12 8	12 8	11 6	11 6	14 2	13 11	20 0	20 0	20 0	20 0	9 14	9 14	120 0	120 0	10 13	10 13
Násik	14 1	14 1	...	...	9 0	9 0	10 8	12 0	19 8	...	17 0	17 0	13 0	13 0	10 1	10 1	13 0	13 0	13 0	13 0	10 11	10 8	160 0	160 0	10 0	10 0
Khandesh (Dhulia)	11 2	11 2	...	...	7 8	7 8	9 6	9 6	15 7	14 9	13 0	13 0	13 0	13 0	...	...	10 4	10 4	8 0	8 0	9 11	9 11	320 0	320 0	7 9	7 9
Guserat—																										
Surat	10 0	10 0	...	...	6 0	6 0	8 0	8 0	15 0	15 0	17 0	17 0	17 0	17 0	14 0	13 0	13 0	13 0	13 0	13 0	13 0	13 0	100 0	100 0	13 0	13 0
Broach	10 8	10 8	12 0	12 0	7 8	7 8	10 0	10 0	17 0	17 0	14 8	14 8	14 8	14 8	13 4	13 4	90 0	90 0	12 12	12 12	12 12	12 12	90 0	90 0	12 12	12 12
Kaira	13 5	13 5	18 13	18 13	7 7	7 7	9 11	9 11	14 14	14 14	15 6	15 6	13 11	13 11	...	9 2	8 0	8 0	10 13	10 13	9 2	9 2	90 0	90 0	9 2	9 2
Baroda Camp (Sadar Bazar)	9 2	9 2	12 9	12 9	6 4½	6 4½	6 15	6 15	16 0	16 0	13 8	13 8	13 11	13 11	9 4	9 2	10 4½	10 4½	9 0	9 0	9 0	9 0	80 0	80 0	9 0	9 0
Ahmedabad (Daskrohi)	11 8	11 8	20 0	20 0	6 0	6 0	8 0	8 0	16 0	16 0	14 8	14 8	14 8	14 8	...	...	16 0	16 0	16 0	16 0	9 2	9 2	80 0	80 0	9 2	9 2
Panch Mahals (Godhra)	10 0	10 0	...	...	7 2	7 2	10 0	10 0	16 0	16 0	14 4	14 4	14 4	14 4	15 10	15 10	15 10	15 10	15 10	15 10	11 0	11 0	160 0	160 0	11 0	11 0
Deesa Cantonment	13 13	14 0	14 8	14 0	7 6	7 8	8 0	8 0	14 8	14 8	13 4	13 4	13 4	13 4	16 4	17 8	17 8	17 8	12 8	12 8	11 4	11 4	190 0	190 0	9 2	9 2
Kathiawar—																										
Rájkot	12 2	12 6	...	...	6 0	6 4	8 0	8 0	13 10	13 12	12 2	12 2	13 8	13 8	15 0	15 0	15 0	15 0	12 15	12 15	13 0	13 0	615 0	615 0	9 5	9 5
Central Provinces—																										
Western—																										
Nimár	13 8	13 8	...	...	7 8	7 8	10 9	10 9	19 1	19 1	...	...	...	...	14 10	13 8	13 8	13 8	14 11	14 11	4 4	4 4	96 0	96 0	9 0	9 1
Khandwa-Asirgarh Cant.	12 8	12 11	...	...	7 0	7 0	10 0	10 0	17 6	17 6	16 13	16 13	...	...	13 0	13 0	13 0	13 0	13 0	13 0	13 0	13 0	64 0	64 0	8 0	8 0
Hoshangabad	14 8	15 0	...	...	6 8	6 8	7 8	7 8	...	...	...	...	...	...	16 0	16 0	16 0	16 0	16 0	16 0	14 0	14 0	160 0	160 0	8 12	8 12
Betul	15 0	15 0	...	...	...	...	10 0	10 0	17 7	...	...	...	...	...	16 4	16 4	16 4	16 4	17 4	17 4	13 0	13 0	§	§		
Chhindwára	16 14	14 0	...	...	8 0	8 0	10 0	10 0	18 0	18 0	17 7	17 7	17 7	17 7	17 0	17 0	17 0	17 0	17 0	17 0	17 0	17 0				
Nágpur	16 4	16 4	...	...	8 2	8 2	11 4	11 4	18 12	18 12	18 0	18 0	18 0	18 0	11 4	11 4	11 4	11 4	11 4	11 4	11 0	11 0				
Wardha	16 0	16 0	...	...	7 4	8 0	10 0	10 0	20 0	20 0	18 7	18 7	20 0	20 0	13 2	13 2	13 2	13 2	13 2	13 2	10 11	10 11	124 0	124 0	10 11	10 11
Central—																										
Narsinghpúr	13 8	13 8	...	...	9 3	9 3	10 6	10 6	...	...	...	...	...	...	12 10	12 10	12 10	12 10	12 10	12 10	14 11	14 11	200 0	200 0	9 2	9 2
Saugor	14 9	15 15	...	...	8 4	8 4	9 4	9 4	...	...	...	...	...	...	11 7	11 7	11 7	11 7	11 7	11 7	14 0	14 0	140 0	140 0	9 1	8 6
Damoh	14 2	14 2	...	...	10 15	10 15	11 7	11 7	...	...	...	...	...	...	10 11	10 11	10 11	10 11	10 11	10 11	18 7	18 7	200 0	200 0	9 2	9 2
Jubbulpore	15 0	15 0	...	...	8 0	8 0	9 8	9 12	16 4	16 8	...	...	...	...	12 0	12 0	12 0	12 0	12 0	12 0	16 7	16 7	120 0	120 0	9 0	9 0
Mandla	16 0	16 0	...	...	8 0	8 0	10 0	10 0	...	...	...	...	...	...	11 0	11 0	11 0	11 0	11 0	11 0	19 0	19 0	256 0	256 0	9 0	9 0
Seoni	16 9	16 9	...	...	9 5	9 5	12 2	12 2	...	...	...	...	...	...	10 15	10 15	10 15	10 15	10 15	10 15	19 8	19 8	190 0	190 0	9 2	9 2
Balághát	15 12	15 12	...	...	10 8	10 8	14 0	11 4	...	...	...	...	...	...	11 4	11 4	11 4	11 4	11 4	11 4	19 0	19 0	192 0	192 0	9 2	9 2
Bhandára	15 0	16 4	...	...	...	...	11 12	14 12	...	...	...	...	...	...	12 8	12 8	12 8	12 8	12 8	12 8	19 3	19 3	190 0	190 0	9 2	9 2
Chánda	15 0	15 0	...	...	...	...	12 13	12 13	20 0	20 0	...	...	...	...	12 15	12 15	12 15	12 15	12 15	12 15	19 3	19 3	615 0	615 0	9 5	9 5
Eastern—																										
Bilaspur	...	17 12	...	...	10 2	10 2	13 8	13 8	...	...	...	...	...	...	14 10	14 10	14 10	14 10	14 10	14 10	14 4	14 4	96 0	96 0	9 0	9 1
Raipur	19 11	19 11	...	...	10 12	10 12	14 12	14 12	...	...	...	...	...	...	15 0	15 0	15 0	15 0	15 0	15 0	13 0	13 0	64 0	64 0	8 0	8 0
Sambalpur	11 6	12 4	...	...	11 6	12 4	14 0	14 0	...	...	...	...	...	...	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	160 0	160 0	8 5	8 12
Berar—																										
Buldána	15 0	15 0	...	...	8 0	8 0	10 0	10 0	18 0	17 0	16 0	16 0	16 0	16 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	10 0	§	§		
Basim	17 1	16 5	...	...	8 6	8 6	10 13	10 5	22 10	23 4	24 0	24 0	24 0	24 0	13 8	13 8	13 8	13 8	13 8	13 8	16 0	16 0				
Akola	14 0	14 0	...	...	6 8	6 8	8 8	8 8	16 0	16 0	13 0	13 0	13 0	13 0	17 0	17 0	17 0	17 0	17 0	17 0	16 0	16 0				
Ellichpur	14 0	14 0	...	...	7 0	7 0	8 6	8 0	16 0	16 0	12 12	13 12	12 12	12 12	11 4	11 4	11 4	11 4	11 4	11 4	16 13	16 13				
Amráoti	13 15	13 12	...	...	7 6	7 6	10 3	8 0	18 0	17 6	21 0	21 0	21 0	21 0	20 0	20 0	20 0	20 0	20 0	20 0	21 0	21 0				
Wún	14 0	14 8	...	...	8 0	8 0	11 0	10 13	21 0	21 0	9 0	9 0	9 0	9 0	18 13	18 13	18 13	18 13	18 13	18 13	...	...	115 0	120 0	9 0	9 0
Nizam's Territories—																							116 14	116 14	9 0	9 0
Secunderabad	11 11	11 15	...	...	6 10	6 10	9 7	9 13	17 12	16 12	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	9 8	9 8
Bolárum	12 14	12 14	...	...	7 5	7 4	8 4	8 5	19 15	19 15	19 15	19 15	19 15	19 15	13 8	14 0	14 0	14 0	14 0	14 0						
Chadarghat	10 0	10 8	...	...	7 0	7 0	9 0	9 0	19 0	19 0	19 0	19 0	19 0	19 0												

* Not sold. † Not produced. ‡ Not procurable.

§ Firewood is sold by head-loads, cart-loads, and bullock-loads.

RETAIL PRICES FOR THE 1st HALF OF JULY 1889—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum. Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu. Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi. Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar, or thúr, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	11 5	11 5	12 3	12 3	*	*	*	*	20 6	20 6	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	8 2	8 2	...	...	10 10	10 10	11 5	12 0	*	*	*	*	21 13	21 13	...	...	...	...	...	...	...	...	128 13	128 13	13 5	13 5
South, central—																										
Coimbatore	11 8	11 8	...	...	12 10	12 10	13 10	13 10	21 11	21 11	25 6	25 6	26 3	28 0	...	...	...	...	...	...	...	...	133 10	133 10	12 11	12 11
Nílgiris	10 11	9 14	...	...	9 10	9 10	10 6	10 6	20 0	20 0	16 13	16 13	20 3	20 3	...	...	...	...	...	...	...	...	161 13	161 13	10 2	10 2
Salem	10 13	10 13	...	...	11 3	11 3	13 3	13 3	25 14	25 14	23 0	21 5	29 2	29 2	...	...	...	...	...	...	...	...	186 10	186 10	13 8	13 8
Central—																										
Bellary	13 6	13 11	...	...	11 13	11 13	13 5	13 5	28 2	28 5	21 10	21 10	34 0	34 0	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Anantapur	11 8	11 8	...	...	12 13	12 13	14 0	14 0	30 14	30 14	25 6	25 6	31 0	31 0	...	...	...	...	...	...	...	...	194 6	194 6	10 11	10 11
Cuddapah	12 8	12 8	...	...	11 10	11 10	13 5	12 0	21 5	22 8	*	23 10	30 0	30 0	...	...	...	...	...	...	...	...	140 0	140 0	12 2	12 2
Kurnool	11 6	11 6	...	...	10 11	10 11	11 6	11 6	23 10	23 10	18 13	18 13	*	*	...	...	...	...	...	...	...	...	142 14	142 14	11 5	11 5
East Coast, north—																										
Ganjam	8 0	8 14	...	...	9 8	10 0	10 8	11 0	*	*	*	*	15 8	16 6	...	...	...	...	...	...	...	...	264 6	264 6	12 5	12 13
Vizagapatam	12 0	12 0	...	...	9 0	9 0	10 3	10 3	17 5	18 6	15 13	15 13	18 3	18 3	...	...	...	...	...	...	...	...	116 10	116 10	11 11	11 11
Godávari	10 13	10 13	...	...	13 6	12 14	14 8	14 0	23 0	24 0	21 2	21 2	21 13	21 13	...	...	...	...	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	11 8	11 8	12 2	12 2	20 0	20 8	*	*	23 13	23 13	...	...	...	...	...	...	...	...	170 2	170 2	13 3	13 3
Nellore	10 10	10 10	...	...	12 3	12 3	13 3	13 3	22 11	22 11	23 8	23 8	27 13	27 13	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	10 13	10 13	...	...	11 6	11 6	12 14	13 2	*	*	*	*	25 10	27 2	...	...	...	...	...	...	...	...	92 6	92 6	12 5	12 5
Chingleput	*	*	...	...	12 0	12 6	12 13	13 10	*	*	17 3	17 3	24 11	22 10	...	...	...	...	...	...	...	...	122 8	122 8	12 6	12 6
N. Arcot	9 6	9 6	...	...	12 3	12 3	13 3	13 3	*	*	*	*	29 14	31 10	...	...	...	...	...	...	...	...	194 6	194 6	11 5	11 5
S. Arcot	8 10	8 10	...	...	13 2	13 8	14 0	14 0	20 3	20 3	21 10	21 10	22 5	22 5	...	...	...	...	...	...	...	...	209 0	209 0	11 11	11 11
Tanjore	8 13	8 13	...	...	13 6	13 6	*	*	*	...	23 3	23 3	26 6	26 6	...	...	...	...	...	...	...	...	166 3	166 3	12 6	12 6
Trichinopoly	8 14	8 14	...	...	11 14	11 14	12 5	12 5	19 10	...	20 5	20 5	24 14	24 14	...	...	...	...	...	...	...	...	143 6	143 6	12 3	12 3
Southern—																										
Tinnevelly	9 14	9 14	...	...	11 2	11 2	11 10	11 10	*	*	*	*	*	*	...	...	...	...	...	...	...	...	53 5	53 5	14 6	14 6
Madura	9 6	9 6	...	...	12 10	12 10	13 8	13 2	25 14	26 11	*	*	26 5	26 5	...	...	...	...	...	...	...	...	140 14	145 13	13 5	13 2
Mysore—																										
Mysore	9 8	9 0	10 0	10 0	9 0	9 8	10 0	10 8	27 0	27 8	17 8	17 8	29 8	31 0	...	...	10 8	11 0	...	...	10 8	11 0	84 0	84 0	9 0	9 0
Bangalore	10 8	10 8	11 0	11 0	8 8	8 8	9 8	9 8	23 0	26 0	...	...	31 0	32 0	...	...	11 8	11 8	...	...	13 8	13 8	84 0	96 0	9 4	9 4
Kolar	...	...	10 8	[illegible] 0	10 0	10 0	12 8	12 0	...	...	...	...	37 0	38 0	...	...	10 8	10 0	...	...	11 8	12 0	144 0	144 0	8 8	8 8
Túmkur	11 0	11 0	11 0	11 0	11 0	11 0	12 0	13 0	...	...	...	...	40 0	48 0	...	...	12 0	12 0	...	...	13 0	15 0	340 0	340 0	9 0	8 0
Hassan	...	...	11 0	11 0	11 0	11 0	13 0	12 0	...	...	...	...	38 0	38 0	...	...	12 0	12 0	...	...	13 0	13 0	96 0	96 0	8 0	8 0
Kadur	10 0	10 0	11 0	11 0	12 0	12 0	16 0	16 0	...	...	...	...	40 0	40 0	...	...	14 0	15 0	...	...	8 0	8 0	240 0	240 0	8 0	9 0
Shimoga	11 9	11 9	12 10	12 10	11 9	11 9	14 11	14 11	31 8	31 8	...	...	44 2	51 7	...	...	13 11	13 10	...	...	...	...	480 0	480 0	8 6	8 6
Chitaldrug	12 0	12 0	14 0	14 0	11 0	11 0	13 0	12 0	40 0	40 0	32 0	32 0	55 0	55 0	70 0	70 0	12 0	14 0	...	...	16 0	16 0	320 0	320 0	8 0	8 0
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	10 0	11 0	12 8	13 0	...	...	...	...	35 0	33 8	...	...	19 0	19 0	...	...	...	...	110 0	110 0	8 8	9 0
Salem	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

E. J. SINKINSON,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Civil Works—Irrigation.

STATEMENTS OF IRRIGATION OPERATIONS IN THE NORTH-WESTERN PROVINCES FOR THE RABI SEASON OF 1888-89, AND FOR THE WHOLE YEAR.

PUBLIC WORKS DEPARTMENT, N.-W. PROVINCES AND OUDH.

IRRIGATION OPERATIONS OF FASL RABI, 1888-89.

No. A23.—RABI STATEMENT.

Comparative Statement of Irrigation and Rainfall in Canal Districts of the North-Western Provinces.

District.	Area in Acres.	Culturable area in acres.	Areas irrigated. Rabi 1887-88.	Areas irrigated. Rabi 1888-89.	1888-89 as compared with 1887-88. Increase.	1888-89 as compared with 1887-88. Decrease.	Rainfall for six months October to March, 1888-89. October. 1887.	October. 1888.	November. 1887.	November. 1888.	December. 1887	December. 1888.	January. 1888.	January. 1889.	February. 1888.	February. 1889.	March. 1888.	March. 1889.	Total. 1887-88.	Total. 1888-89.
			Acres.	Acres.	Acres.	Acres.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.
Saháranpur	14,25,920	10,93,101	39,279	27,907	...	11,372	...	...	...	1·3	0·1	...	1·3	1·45	0·8	3·6	0·2	...	2·4	6·35
Muzaffarnagur	10,72,000	9,08,497	83,976	74,839	...	9,137	...	...	...	0·5	0·3	...	0·6	1·5	0·4	2·9	1·1	...	2·4	4·9
Meerut	15,07,840	13,34,209	1,18,388	1,22,491	4,103	...	...	0·1	...	0·48	0·4	...	0·9	1·72	1·4	2·83	0·6	4·68	3·3	9·81
Bulandshahr	12,14,080	10,84,407	65,219	83,254	18,035	...	...	0·4	...	...	1·2	...	0·5	1·22	1·6	2·46	0·1	3·77	3·4	7·85
Aligarh	12,51,392	10,41,512	76,757	80,569	3,812	...	...	0·16	...	...	...	...	1·4	1·3	0·6	1·64	...	3·23	2·0	6·35
Mattra	9,32,480	8,62,096	23,663	30,395	6,732	...	...	0·25	...	0·15	...	...	0·5	0·86	0·7	0·69	0·1	...	1·3	1·95
Agra	11,87,844	9,58,205	18,310	16,934	...	1,376	...	0·04	...	...	...	...	1·1	0·32	0·1	1·49	0·2	...	1·4	1·85
Etah	11,12,960	8,94,829	43,232	41,785	...	1,447	...	...	...	0·27	...	...	1·2	0·37	...	1·22	...	...	1·2	1·86
Mainpuri	10,86,080	7,64,575	70,993	71,978	985	...	...	0·65	...	...	...	...	0·8	0·59	0·7	2·19	...	2·94	1·5	6·37
Farukhabad	11,00,160	8,64,792	29,811	32,725	2,914	...	...	...	...	0·11	...	...	1·1	0·31	0·2	1·32	0·1	...	1·4	1·74
Etáwah	10,84,160	7,95,233	1,09,884	1,18,536	8,652	...	...	0·1	...	...	...	...	1·4	0·7	0·5	2·5	0·3	3·4	2·2	6·7
Cawnpore	15,14,368	11,03,465	1,15,117	1,32,588	17,471	...	...	...	...	...	...	...	1·6	1·63	0·2	1·83	0·3	...	2·1	3·46
Delhi	8,05,120	5,25,440	23	50	27	...	...	8·2	...	0·1	0·2	...	0·7	2·1	0·8	2·0	0·8	0·4	2·5	12·8
Gurgaon	12,40,320	9,93,280	25,521	30,397	4,876	...	...	0·5	...	...	0·4	...	0·4	0·7	0·7	1·8	0·7	0·4	2·2	3·4
Dehra Dún	7,64,544	3,85,285	9,098	8,356	...	742	0·4	0·42	...	1·55	0·3	...	4·1	3·79	0·3	4·13	0·4	0·14	5·5	10·03
Bijnor	11,95,520	10,24,539	4,143	3,405	...	738	...	...	...	...	0·2	...	1·5	2·23	0·9	1·71	0·7	...	3·3	3·94
Tarai	5,90,720	5,60,856	11,329	9,676	...	1,653	0·6	...	...	0·1	...	...	2·2	2·2	0·5	2·0	0·6	...	3·9	4·3
Pilibhít	8,78,720	7,09,334	8,184	7,041	...	1,143	0·9	...	...	0·34	...	...	2·3	1·37	0·7	3·16	0·3	...	4·2	4·87
Bareilly	10,18,240	9,11,243	36,060	31,223	...	4,837	0·2	...	...	0·5	...	...	0·9	0·6	0·1	1·7	0·7	...	1·9	2·8
Jhánsi	10,02,752	7,24,553	538	1,519	981	...	...	...	0·3	...	0·2	...	0·7	...	1·7	0·55	...	...	2·9	0·55
Hamirpur	14,64,704	12,30,803	1,142	2,534	1,392	...	2·6	...	...	0·16	...	...	1·6	0·72	0·8	1·37	0·1	...	5·1	2·25
Jalaun	9,95,200	7,77,868	21,721	28,072	6,351	...	...	...	...	...	...	...	1·2	0·4	0·1	1·2	...	...	1·3	1·6
Kumaun Bhabar	Not known		58,938	57,183	...	1,755	0·3	...	...	0·25	0·3	...	2·8	5·7	0·8	3·9	2·8	...	7·0	9·85
Baoni State			...	145	145	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bairi State			...	21	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	2,44,45,124	1,95,48,302	9,71,326	10,13,623	76,497	34,200	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			NET INCREASE		42,297	...														

ALLAHABAD,
The 18th July 1889.

J. CAMERON,
Offg. Registrar, N.-W. P. and Oudh, P. W. D., I. B.

PUBLIC WORKS DEPARTMENT, N.-W. PROVINCES AND OUDH.

No. B 23.—Rabi Statement.

IRRIGATION OPERATIONS OF FASL RABI, 1888-89.

Statement in Acres of Crops irrigated in Canal Districts.

Nature of Crops.	Sahárnpur.	Muzaffarnagar.	Meerut.	Bulandshahr.	Aligarh.	Muttra.	Agra.	Etah.	Mainpuri.	Farukhabad.	Etawáh.	Cawnpore.	Delhi.	Gurgaon.	Dehra Dún.	Bijnor.	Tarai.	Pilibhit.	Bareilly.	Jhánsi.	Hamírpur.	Jalaun.	Kamaun, Bhabar.	Bauni State.	Bairi State.	Total.
Gardens and Orchards	676	476	873	764	564	76	96	139	55	11	179	203	...	67	501	2	6	6	63	2	24	2,695	286	5	...	7,769
Sugarcane	8	48	113	33	4	...	...	...	...	...	2	2	...	...	...	...	...	...	2	..	...	6	126	...	...	341
Cereals — Wheat	24,493	69,610	102,181	61,630	44,454	6,364	8,103	22,258	35,866	15,869	48,511	56,917	9	6,185	5,878	1,738	7,347	3,686	17,891	517	601	9,682	25,298	2	4	575,694
Cereals — Barley	836	1,029	9,257	4,630	6,152	2,296	1,008	3,847	7,296	12,025	3,033	34,877	...	1,454	471	282	281	635	2,225	...	572	...	5,356	...	...	97,562
Cereals — Oats	283	1,440	533	31	25	...	...	...	...	...	...	...	...	...	529	...	...	...	...	...	...	...	...	...	...	2,841
Cereals — Chana	...	...	4	125	348	2	64	281	304	53	118	21	...	...	...	...	...	...	...	15	...	...	9,603	...	...	10,938
Other grains	89	94	3,882	11,538	26,997	11,579	5,090	14,016	23,076	431	56,251	33,578	40	15,2,6	...	906	1,247	1,960	6,682	549	390	1,978	...	13	13	215,645
Pulses — Gram	158	422	1,114	904	832	9,890	1,963	498	1,278	508	3,150	1,787	1	7,296	69	217	159	267	905	406	185	258	805	2	...	33,074
Pulses — Peas	28	613	2,629	2,601	86	...	322	41	648	769	1,672	2,047	...	...	193	49	423	49	860	...	3	...	159	...	..	13,192
Pulses — Arhar	...	...	...	23	22	1	2	1	6	2	4	4	...	...	...	...	2	13	21	...	1	75	...	...	...	177
Pulses — Masur	138	421	194	43	...	...	...	...	...	...	...	...	...	...	155	105	52	166	731	25	...	...	1,537	...	...	3,567
Fodder crops	613	207	350	256	303	...	32	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,764
Fibres—Cotton, &c.	...	2	149	15	...	...	...	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	186
Dyes—Indigo, &c.	...	6	5	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	18
Drugs—Opium, &c.	20	...	1	62	168	14	54	251	2,455	2,462	3,431	460	...	44	308	...	7	7	155	...	...	1	589	...		10,489
Oilseeds	246	70	3	252	1	...	...	11	72	...	...	...	...	...	252	104	135	198	1,217	...	6	28	12,978	...	..	15,573
Miscellaneous	319	401	1,203	341	613	173	200	419	922	595	2,185	2,692	...	105	...	2	17	54	471	5	751	13,349	449	123	4	25,393
Total Rabi, 1888-89	27,907	74,839	122,491	83,254	80,569	38,395	16,934	41,785	71,978	32,725	118,536	132,588	50	30,397	8,356	3,405	9,676	7,041	31,223	1,519	2,534	28,072	57,183	145	21	1,013,623
Total Rabi, 1887-88	39,279	83,976	118,388	65,219	76,757	23,663	18,310	43,232	70,993	29,811	109,884	115,117	23	25,521	9,098	4,143	11,329	8,184	36,060	538	1,142	21,721	58,938	...	...	971,326

ALLAHABAD,
The 18th July 1889.

J. CAMERON,
Offg. Registrar, N.-W. P. and Oudh, P. W. D., I. B.

PUBLIC WORKS DEPARTMENT, N.-W. PROVINCES AND OUDH.

No. C 23.—Rabi Statement.

IRRIGATION OPERATIONS OF FASL RABI, 1888-89.

Statement in Acres of Crops irrigated by Canals in Canal Divisions.

Nature of Crops.	Upper Ganges Canal.						Lower Ganges Canal.						Eastern Jumna Canal.	Agra Canal.	Betwa Canal.	Rohilkhand Canals.	Bijnor Canals.	Dún Canals.	Tarai Canals.	Bhabar Canals.	Bundelkhand Irrigation Works.		Grand Total.
	Northern.	Anúpshahr.	Meerut.	Bulandshahr.	Aligarh.	Total.	Narora.	Mainpuri.	Cawnpore.	Etáwah.	Bhognipur.	Total.									Jhánsi Lakes.	Hamírpur Lakes.	
Gardens and orchards	473	432	483	621	864	2,873	4	14	212	143	54	427	670	209	2,723	.75	2	501	...	286	2	1	7,769
Sugarcane	6	25	118	41	...	190	...	...	...	3	1	4	16	...	6	2	...	...	...	123	...	...	341
Cereals — Wheat	33,081	44,111	57,373	50,263	61,828	246,656	9,708	11,992	40,143	69,932	31,446	1,63,241	72,927	19,626	9,736	23,865	7,738	5,878	5,059	25,298	505	565	5,75,694
Cereals — Barley	415	3,363	7,265	3,025	10,942	25,010	308	5,781	49,911	...	698	56,698	1,297	4,735	...	3,074	282	471	67	5,356	...	572	97,562
Cereals — Oats	1,723	...	532	54	3	2,312	...	...	...	...	...	...	...	...	...	...	...	529	...	...	...	...	2,841
Cereals — Chana	...	...	4	...	885	889	...	80	81	189	15	365	...	66	...	...	...	...	...	9,603	15	...	10,938
Other grains	18	3,842	1,403	6,216	48,960	60,439	698	495	107	75,307	32,698	1,09,305	1,007	31,156	2,053	9,889	906	...	...	...	549	341	2,15,645
Pulses — Gram	103	436	233	1,034	1,091	2,897	78	336	1,357	1,864	3,142	6,777	1,030	19,097	284	1,331	217	69	...	805	406	161	33,074
Pulses — Peas	...	1,188	...	3,442	...	4,630	...	401	2,539	717	1,507	5,164	1,340	322	...	1,332	49	193	...	159	...	3	13,192
Pulses — Arhar	...	8	...	14	24	46	...	...	5	3	8	16	...	3	76	36	...	...	...	...	...	...	177
Pulses — Masur	181	11	118	53	...	363	...	...	...	...	...	...	433	...	...	949	105	155	...	1,537	25	...	3,567
Fodder crops	48	69	15	161	416	709	...	...	...	...	...	...	1,023	32	...	...	...	...	...	...	...	...	1,764
Fibres—Cotton, &c.	...	...	85	17	20	122	...	...	...	...	...	...	64	...	...	...	...	...	...	...	...	...	186
Dyes—Indigo, &c.	...	1	10	6	...	17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	18
Drugs—Opium, &c.	...	1	...	29	313	343	118	1,100	3,195	4,483	62	8,958	20	101	1	169	...	308	...	589	...	...	10,489
Oilseeds	53	253	...	...	...	306	...	83	..	...	...	83	266	...	31	1,550	104	252	...	12,978	...	3	15,573
Miscellaneous	220	198	601	234	1,172	2,425	55	284	2,146	2,290	1,528	6,303	991	449	14,221	542	2	...	...	449	...	11	25,393
Total Rabi, 1888-89	36,321	53,938	68,240	65,210	126,518	350,227	10,969	20,566	99,696	154,931	71,179	3,57,341	81,084	75,796	29,131	42,814	3,405	8,356	5,126	57,183	1,502	1,658	10,13,623
Total Rabi, 1887-88	49,927	55,417	66,313	44,344	125,911	341,912	12,416	19,479	89,636	133,414	72,219	3,27,164	85,489	65,608	21,845	48,037	4,143	9,098	7,536	58,938	522	1,034	9,71,326

ALLAHABAD,
The 18th July 1889.

J. CAMERON,
Offg. Registrar, N.-W. P. and Oudh, P. W. D., I. B.

PUBLIC WORKS DEPARTMENT, N.-W. PROVINCES AND OUDH.

No. A 23.—ANNUAL STATEMENT.

IRRIGATION OPERATIONS OF THE YEAR 1888-89.

Comparative Statement of Irrigation and Rainfall for the years 1887-88 and 1888-89 in Canal Districts of the North-Western Provinces.

District.	Area in acres.	Culturable area in acres.	Area irrigated. Kharif, 1888-89. Total area.	Kharif, 1888-89. In comparison with Kharif, 1887-88. Increase.	Kharif, 1888-89. Decrease.	Rabi, 1888-89. Total area.	Rabi, 1888-89. In comparison with Rabi, 1887-88. Increase.	Rabi, 1888-89. Decrease.	Whole year, 1888-89. Total area.	Whole year, 1888-89. In comparison with 1887-88. Increase.	Whole year, 1888-89. Decrease.	Whole year, 1888-89. Percentage of increase or decrease.	Rainfall. 1887-88.	Rainfall. 1888-89.	Rainfall. Percentage of increase or decrease.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
			Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.		Inches.	Inches.	
Saháranpur	1,425,920	1,093,101	53,105	5,739	...	27,901	...	11,372	81,012	...	5,633	−6·5	53·2	53·72	+0·98
Muzaffarnagar	1,072,000	908,497	86,208	8,606	...	74,839	...	9,137	161,047	...	531	−0·3	28·5	43·65	+53·15
Meerut	1,507,840	1,334,209	125,459	10,950	...	122,491	4,103	...	247,950	15,053	...	+6·5	27·5	43·62	+58·62
Bulandshahr	1,214,080	1,084,407	60,109	5,589	...	83,254	18,035	...	143,363	23,624	...	+19·7	34·5	36·67	+6·29
Aligarh	1,251,392	1,041,512	39,689	328	...	80,569	3,812	...	120,258	4,140	...	+3·6	42·3	31·58	−25·34
Muttra	932,480	862,096	23,687	...	5,611	30,395	6,732	...	53,482	1,121	...	+2·1	37·5	26·11	−30·37
Agra	1,187,844	958,205	8,843	...	2,775	16,934	...	1,376	25,777	...	4,151	−13·9	41·0	31·04	−24·29
Etah	1,112,960	894,829	22,534	...	18	41,785	...	1,447	64,319	...	1,465	−2·2	40·3	33·32	−17·32
Mainpuri	1,086,080	764,575	26,444	...	58	71,978	985	...	98,422	927	...	+0·9	32·6	54·36	+66·75
Farukhbabad	1,100,160	864,792	15,771	2,507	...	32,725	2,914	...	48,496	5,421	...	+12·6	35·2	49·40	+40·34
Etáwah	1,084,160	795,233	53,572	5,296	...	118,536	8,652	...	172,108	13,048	...	+8·8	44·4	41·00	−7·66
Cawnpore	1,514,368	1,103,465	59,806	10,138	...	132,588	17,471	...	192,394	27,609	...	+16·8	41·2	56·02	+35·97
Delhi	805,120	525,440	18	...	19	50	27	...	68	8	...	+13·3	35·5	46·6	+31·27
Gurgaon	1,240,320	993,280	17,653	...	1,847	30,397	4,876	...	48,050	3,029	...	+0·7	30·1	28·2	−6·31
Dehra Dún	764,544	385,285	6,781	481	...	8,356	...	742	15,137	...	261	−1·7	79·7	87·27	+9·50
Bijnor	1,195,520	1,024,539	4,238	...	129	3,405	...	738	7,643	...	867	−10·2	32·9	48·90	+48·63
Tarái	590,720	560,856	26,012	8,149	...	9,676	...	1,653	35,688	6,496	...	+22·3	47·4	59·80	+26·16
Pilibhít	878,720	709,334	5,989	...	1,823	7,041	...	1,143	13,030	...	2,966	−18·5	44·2	67·29	+48·87
Bareilly	1,018,240	911,423	35,183	2,201	...	31,223	...	4,837	66,406	...	2,636	−3·8	36·0	40·80	+13·33
Jhánsi	2,002,752	724,553	65	...	2	1,519	981	...	1,584	979	...	+161·8	54·2	38·22	−29·48
Hamírpur	1,464,704	1,230,803	203	...	79	2,534	1,392	...	2,737	1,313	...	+92·2	27·8	50·64	+82·15
Jalaun	995,200	777,868	3,478	1,188	...	28,072	6,351	...	31,550	7,539	...	+31·4	44·7	40·30	−9·84
Kumaun Bhábar	(Not known.)	(Not known.)	28,712	3,551	...	57,183	...	1,755	85,895	1,796	...	+2·1	71·0	86·65	+22·04
Baoni State			...	...	...	145	145	...	145	145	...	...	...	...	...
Bairi State			...	...	...	21	21	...	21	21	...	...	...	...	...
TOTAL	24,445,124	19,548,302	702,959	64,723	12,361	1,013,623	76,497	34,200	1,716,582	113,169	18,510	+5·8	...	...	...
			NET INCREASE	52,362		NET INCREASE	42,297		NET INCREASE	94,659					

ALLAHABAD,
The 18th July, 1889.

J. CAMERON,
Offg. Registrar, N.-W. P. and Oudh, P. W. D., I. B.

PUBLIC WORKS DEPARTMENT, N.-W. PROVINCES AND OUDH.

No. B 23.—ANNUAL STATEMENT.

IRRIGATION OPERATIONS OF THE YEAR 1888-89.

Statement in Acres of Crops irrigated in Canal Districts.

Nature of crops.	Saháranpur.	Muzaffarnagar.	Meerut.	Bulandshahr.	Aligarh.	Muttra.	Agra.	Etah.	Mainpuri.	Farukabad.	Etáwah.	Cawnpore.	Delhi.	Gurgaon.	Dehra Dún.	Bijnor.	Tarái.	Pilibhít.	Bareilly.	Jhánsi.	Hamírpur.	Jalaun.	Kumaun Bhabar.	Baoni State.	Bairi State.	Total.
Gardens and orchards	1,529	1,086	2,233	1,544	1,151	162	240	313	169	22	349	414	...	132	808	4	14	16	122	4	24	2,715	498	5	...	13,554
Sugarcane	19,437	52,325	83,830	17,021	2,617	675	1,028	3,274	3,859	3,836	7,048	5,542	...	2,648	1,320	3,405	1,528	2,485	10,746	39	156	2,330	472	...	...	225,621
Cereals — Rice	28,898	24,530	11,046	679	746	...	14	216	459	53	1,071	3,980	...	...	4,965	810	19,889	2,701	18,746	7	22	29	22,991	...	...	141,852
Cereals — Bajra	...	4	...	3	...	33	...	11	...	...	114	4	...	28	...	...	...	...	...	...	...	3	...	...	...	200
Cereals — Juar	...	...	210	869	600	107	272	298	243	45	334	94	1	604	...	...	...	...	...	...	...	40	...	...	...	3,717
Cereals — Maize	223	938	3,336	1,929	2,644	55	118	748	1,388	254	564	162	...	14	23	...	4,538	774	5,187	...	...	...	886	...	...	23,781
Cereals — Wheat	24,493	69,610	102,181	61,630	44,454	6,364	8,103	22,258	35,866	15,869	48,511	56,917	9	6,185	5,878	1,738	7,347	3,686	17,891	517	601	9,682	25,298	2	4	575,094
Cereals — Barley	836	1,029	9,257	4,630	6,152	2,296	1,008	3,847	7,296	12,025	3,033	34,877	...	1,454	471	282	281	635	2,225	...	572	...	5,356	...	...	97,562
Cereals — Oats	283	1,440	533	31	25	...	...	...	...	...	...	...	...	...	529	...	...	...	...	...	...	...	...	...	...	2,841
Cereals — Chana	...	...	4	125	348	2	64	281	304	53	118	21	...	...	...	...	...	...	...	15	...	...	9,603	...	...	10,938
Other grains	226	551	4,091	11,818	27,181	11,585	5,129	14,391	24,530	797	57,696	33,689	40	15,253	2	906	1,247	1,960	6,698	552	390	2,275	2,653	13	13	223,686
Pulses (kharif)	18	162	274	19	3	100	3	2	1	...	...	...	...	26	...	...	...	...	...	3	9	...	893	...	...	1,513
Pulses (rabi) — Gram	158	422	1,114	904	832	9,890	1,963	498	1,278	508	3,150	1,787	1	7,296	69	217	159	267	905	406	185	258	805	2	...	33,074
Pulses (rabi) — Peas	28	613	2,629	2,601	86	...	322	41	648	769	1,672	2,047	...	...	193	49	423	49	860	...	3	...	159	..	...	13,192
Pulses (rabi) — Arhar	...	...	...	23	22	1	2	1	6	2	4	4	...	...	...	...	2	13	21	...	1	75	...	...	...	177
Pulses (rabi) — Masur	138	421	194	43	...	...	...	...	...	...	...	...	...	...	155	105	52	166	731	25	...	...	1,537	...	...	3,567
Fodder crops	972	1,368	3,989	1,187	692	420	65	14	1	...	7	...	...	5	...	...	...	...	6	...	...	3	1	...	...	8,730
Fibres—Cotton, &c.	492	1,847	3,923	6,931	4,981	6,365	1,367	1,316	1,022	5	613	41	10	7,410	1	1	...	...	...	1	...	46	240	...	...	36,612
Dyes—Indigo, &c.	1,329	3,173	16,262	30,161	26,090	14,585	5,146	15,315	15,075	9,755	37,459	44,011	2	6,508	...	...	...	...	147	...	1	607	...	...	...	225,626
Drugs—Opium, &c.	156	32	40	112	178	24	115	261	2,507	2,542	3,484	475	..	54	471	...	12	7	195	...	...	3	591	...	...	11,259
Oilseeds	246	70	3	260	1	...	...	19	149	...	...	...	....	...	252	104	135	198	1,217	...	6	28	12,979	...	...	15,666
Miscellaneous	1,550	1,426	2,801	843	1,455	818	818	1,215	3,621	1,961	6,881	8,329	5	433	...	22	61	73	709	15	767	13,456	934	123	4	48,320
TOTAL YEAR, 1888-89	81,012	161,047	247,950	143,363	120,258	53,482	25,777	64,319	98,422	48,496	172,108	192,394	68	48,050	15,137	7,643	35,688	13,030	66,406	1,584	2,737	31,550	85,895	145	21	1,716,582
TOTAL YEAR, 1887-88	86,645	161,578	232,897	119,739	116,118	52,361	29,928	65,784	97,495	43,075	158,160	164,785	60	45,021	15,398	8,510	29,192	15,996	69,042	605	1,424	24,011	84,099	..	...	1,621,923

ALLAHABAD,
The 18th July, 1889.

J. CAMERON,
Offg. Registrar, N.-W. P. and Oudh, P. W. D., I. B.

No. C23.—ANNUAL STATEMENT.

PUBLIC WORKS DEPARTMENT, N.-W. PROVINCES AND OUDH.
IRRIGATION OPERATIONS OF THE YEAR 1888-89.
Statement in Acres of Crops irrigated by Canals in Canal Divisions.

Nature of Crops.	Upper Ganges Canal.						Lower Ganges Canal.						Eastern Jamna Canal.	Agra Canal.	Betwa Canal.	Rohilkhand Canals.	Bijnor Canals.	Dún Canals.	Tarái Canals.	Bhabar Canals.	Bundelkhand Irrigation Works.		Grand Total.
	Northern.	Anúpshahr.	Meerut.	Bulandshahr.	Aligarh.	Total.	Narora.	Mainpuri.	Cawnpore.	Etáwah.	Bhognipur.	Total.									Jhánsi Lakes.	Hamírpur Lakes.	
Gardens and Orchards	1,002	789	1,378	1,347	1,802	6,318	8	20	420	319	121	888	1,668	470	3,743	152	4	808	...	498	4	1	13,554
Sugarcane	30,488	32,077	42,795	14,807	5,100	125,267	1,636	1,435	7,470	8,113	2,561	21,215	52,354	4,304	2,330	13,855	3,405	1,320	904	472	39	156	225,621
Cereals — Rice	19,986	1,523	7,078	1,162	1,007	30,756	10	139	238	4,348	820	5,555	35,348	3	29	21,447	810	4,965	19,889	22,991	7	22	141,852
Cereals — Bajra	4	...	...	...	14	18	...	...	1	117	...	118	...	61	3	...	...	...	...	...	...	...	200
Cereals — Juar	...	32	...	1,110	916	2,058	7	60	97	466	33	663	...	956	40	...	...	...	...	...	...	...	3,717
Cereals — Maize	...	342	172	2,073	3,568	6,155	7	482	421	1,213	88	2,211	3,850	157	...	10,499	...	23	...	886	...	...	23,781
Cereals — Wheat	33,081	44,111	57,373	50,263	61,828	246,656	9,708	11,992	40,143	96,932	31,466	163,241	72,927	19,626	9,736	23,865	1,738	5,878	5,059	25,298	505	565	575,094
Cereals — Barley	415	3,363	7,265	3,025	10,942	25,010	308	5,781	49,911	...	698	56,698	1,297	4,735	...	3,074	282	471	67	5,356	...	572	97,562
Cereals — Oats	1,723	...	532	54	3	2,312	...	...	...	...	...	...	...	...	...	...	...	529	...	...	...	...	2,841
Cereals — Chena	...	...	4	...	885	889	...	80	81	189	15	365	...	66	...	...	...	...	...	9,603	15	...	10,938
Other grains	340	4,080	1,592	6,253	49,458	61,723	932	1,009	653	77,429	32,753	112,776	1,275	31,203	2,350	9,905	906	2	...	2,653	552	341	223,686
Pulses (Kharif)	79	86	70	...	9	244	...	...	...	...	...	...	238	126	...	...	...	...	...	893	3	9	1,513
Pulses (rabi) — Gram	103	436	233	1,034	1,091	2,897	78	336	1,357	1,864	1,342	6,777	1,030	19,097	284	1,331	217	69	...	805	406	161	33,074
Pulses (rabi) — Peas	...	1,188	...	3,442	...	4,630	...	401	2,539	717	1,507	5,164	1,340	322	...	1,332	49	193	...	159	...	3	13,192
Pulses (rabi) — Arhar	...	8	...	14	24	46	...	...	5	3	8	16	...	3	76	36	...	...	...	...	...	...	177
Pulses (rabi) — Masur	181	11	118	53	...	363	...	...	...	...	...	...	433	...	...	949	105	155	...	1,537	25	...	3,567
Fodder crops	497	1,286	2,006	730	962	5,481	...	...	...	...	7	7	2,745	487	3	6	...	...	...	1	...	...	8,730
Fibres—Cotton, &c.	588	1,040	1,551	5,952	7,765	16,896	48	213	24	967	335	1,587	2,777	15,063	46	...	1	1	...	240	1	...	36,612
Dyes—Indigo, &c.	1,049	15,038	8,374	23,350	35,969	83,780	8,382	4,081	32,659	39,761	26,781	111,664	3,884	25,543	607	147	...	...	...	...	...	1	225,626
Drugs—Opium, &c.	...	12	19	83	327	441	125	1,144	3,295	4,539	62	9,165	192	182	3	214	...	471	...	591	...	...	11,259
Oilseeds	53	261	...	...	...	314	...	168	...	...	...	168	266	...	31	1,550	104	252	...	12,978	...	3	15,666
Miscellaneous	626	1,421	1,171	335	2,457	6,010	167	1,105	5,808	6,985	6,679	20,744	3,372	2,030	14,328	831	22	...	12	934	10	27	48,320
Total, 1888-89	90,215	107,104	131,731	115,087	184,127	628,264	21,416	28,446	145,122	216,962	107,076	519,022	185,026	124,434	32,609	89,193	7,643	15,137	25,931	85,895	1,567	1,861	1,716,582
Total, 1887-88	100,031	103,572	124,525	90,619	183,157	601,904	23,255	26,678	129,038	189,646	102,325	470,492	176,243	124,557	24,135	93,694	8,510	15,398	20,536	84,099	589	1,316	1,621,923

ALLAHABAD,
The 18th July 1889.

J. CAMERON,
Offg. Registrar, N.-W. P. and Oudh, P. W. D., I. B.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

WEATHER SUMMARY FOR JULY 1889.

General Weather conditions of the month.—The south-west monsoon current is usually fully established before the end of the month of June, and generally prevails with great steadiness during the whole of July. It is hence a month of frequent, and in some districts of almost constant, rainfall and of comparative uniformity of temperature and great humidity over the greater part of the country. The only area in which the rainfall is small in amount and hot weather conditions continue to prevail are Sind, North-West Rajputana, and the West Punjab.

The distribution of rainfall during the month depends largely upon the relative strengths of the two branches of the monsoon current. The Bombay branch advances usually in an easterly direction across the Peninsula, and in a north-easterly direction across Central India and Rajputana towards the Punjab. The Bay of Bengal branch of the current, which is at the head of the Bay of less volume and extent than the Bombay branch when it enters India, is deflected westwards up the Gangetic Valley and is strongest near the hills. Between the two areas in which these currents exclusively prevail is a long trough-like belt of country which forms a kind of debatable ground in which there is much interaction between the currents. This is one of the most conspicuous features of the meteorology of the month. In this belt pressure is somewhat lower than it is either to north or south, so that it forms a trough of low pressure which usually stretches from Upper Sind to Chutia Nagpur or Orissa. In it winds are, as might be expected, very variable, and the small cyclonic storms of the month which form in the Bay almost invariably advance along this trough. The position of the trough will evidently depend upon the relative strengths of the two branches of the monsoon current. When the Bombay current is strong and the Bengal current weak (as has been the case during the past month), it will evidently be (as it were) thrust further north and occupy a position much nearer the hills than usual. The average position of the trough of low pressure is hence important as an indicator of the relative strengths of the two branches of the monsoon current.

Another very important feature of the meteorology of the month is the small cyclonic storms which form either in the Bay of Bengal or Bengal at brief intervals during the month. They usually advance in a west-north-west or west direction along the trough of low pressure. As they draw away the aqueous vapour from other districts and discharge it as rain over the districts they traverse, they tend to make the rainfall distribution of the month more irregular than it would otherwise be in Northern India. On the other hand, the general indraught causes a strong advance of humid winds for some days across the Bengal Coast. Hence they are always followed by more or less general rain over a large part of Northern India.

Barometric depressions and cyclonic storms of the month.—These were on the whole feebler and less frequent than is usual in July. There were in all three important depressions—the first land-formed, and the remaining two generated near the head of the Bay.

(1) *Land-formed storm of the 1st to 6th July.*—This was formed in Central Bengal on the evening of the 1st, and covered the Sonthal Pergunnahs and neighbouring districts on the morning of the 2nd. It marched westwards across Chutia Nagpur on the 3rd, the northern districts of the Central Provinces on the 4th, and through South Rajputana and Central India on the 5th, and filled up during the day. It gave a moderately heavy burst of rain to the districts through which it passed. For example, Hazaribagh received 3·74 inches on the 3rd and Jubbulpore 7·45 inches on the 4th.

(2) *Depression and cyclonic storm of 13th to 22nd July.*—A small depression began to form in the north-west angle of the Bay on the 12th. It remained almost unchanged in position and without developing further until the 17th. The barometer began to rise on the evening of the 17th, and the depression appeared to be filling up and moving westward on the 18th, on which day a very shallow depression extended from the Orissa Coast across the Central Provinces to Jubbulpore and Saugor. On the evening of the 18th the barometer fell rather rapidly in the north-west angle of the Bay, and a small but deepish depression lay between False Point and Saugor Island on the morning of the 19th. The storm centre crossed the coast early on the morning of the 20th between Saugor Island and Balasore, and passed rapidly across Chutia Nagpur during the day. The depression covered South Behar and the eastern districts of the North-Western Provinces on the 21st. It advanced very slowly to the north-west during the day, and filled up on the 22nd in the eastern districts of the North-Western Provinces. This storm gave a heavy burst of rain to Bengal, Chutia Nagpur, Behar, and the eastern districts of the North-Western Provinces. 9·55 inches were registered at Motihari on the 26th for the preceding twenty-four hours, and 9 inches at Pupri in the Muzaffarpur district on the 25th, and falls of 5 inches and upwards were registered at a large number of stations during the storm.

Depression of the 27th to the 30th July.—This was a very shallow depression, which apparently formed at the head of the Bay on the 26th and drifted slowly across Chutia Nagpur and the north-eastern districts of the Central Provinces on the 28th and 29th. On the morning of the 30th it was in the eastern districts of the North-Western Provinces, and was then a diffused disturbance of slight importance. It filled up during the next twenty-four hours. This storm gave a moderate burst of rain to Orissa, Chutia Nagpur, and South Behar, and was immediately followed by very heavy rain in North Bengal on the 29th and 30th.

Pressure.—The chief barometric movements of the month occurred in connection with the storms described above. The following table gives the chief oscillations of the range of pressure or barometric differences between Southern and Upper India during the month, which are related to fluctuations in the general strength of the monsoon current blowing into India at this time:

Date.	Highest Pressure in Southern India or Ceylon.	Lowest Pressure in Upper India.	Range of Pressure or Total Gradient over India.
2nd	29·85	29·40	·45
4th	29·84	29·55	·29
7th	29·82	29·36	·46
12th	29·83	29·54	·29
19th	29·81	29·28	·53
22nd	29·81	29·43	·38
24th	29·83	29·24	·59
29th	29·80	29·50	·30

These figures show that the variations in the total gradient are almost entirely due to the oscillatory pressure changes in Upper India.

The mean pressure of the month for the whole of India was almost identical with the normal, differing only by +·004".

The following table gives the barometric anomalies or local pressure variations in different parts of the country and those of the month of June for comparison:

Provinces.	Barometric Anomaly.	
	Month of June 1889.	Month of July 1889.
Burmah	+·011	+·004
Bengal	+·008	+·017
Assam	+·019	+·019
Behar and Chutia Nagpur	+·006	+·019
North-West Provinces	+·003	+·015
Punjab	—·016	—·004
Sind and Rajputana	—·013	+·005
Central India	—·001	+·012
Central Provinces	—·004	+·005
Bombay	—·001	—·025
Madras	—·002	—·026

This table shows that the same general relation held in July between the anomalies in Northern and Southern India as in the preceding month. The most important change is the large increase in the negative anomalies of Bombay and Madras, directly related to the heavy rain in the Carnatic.

Temperature.—The temperature conditions were, as usual in July, mainly determined by the distribution of rainfall. The hottest parts of India were Upper Sind and the West Punjab and the southern districts of Madras, including Madura, Trichinopoly, and Tinnevelly. The fourth week of the month was the hottest in both these areas. The following gives the highest temperatures recorded during the month at stations in these areas:

Jacobabad	116·1°	on the 24th.
Multan	112·3°	" 6th.
Dera Ismail Khan	112·5°	" 16th.
Madura	103·5°	" 22nd.
Trichinopoly	102·1°	" 10th and 22nd.

The variation of the mean temperature from the normal from week to week and for the whole month is shown for different districts in the different divisions:

Province.	Difference of Mean Temperature from Normal for Week ending July				Difference of Mean Temperature from the Normal for the Month.
	8th	15th	22nd	29th	
Burmah	+1·2	+2·9	+1·6	+0·7	+1·6
Bengal	—0·2	+1·5	+2·1	—0·1	+0·8
North-Western Provinces	—0·8	—0·2	+1·8	+0·3	+0·4
Punjab	—0·5	—3·6	+0·7	+3·1	—0·1
Bombay	+1·0	+0·1	—0·1	+1·3	+0·6
Central Provinces and Berar	+1·4	+2·1	+1·5	+2·2	+1·9
Guzerat and Central India	—0·7	+0·6	+2·3	+1·4	+1·0
Sind and Rajputana	—1·1	+1·7	+3·4	+1·9	+1·6
Madras	+0·1	—0·4	—0·6	—0·1	—0·2

This table shows that the mean temperature of the month was considerably above the average in the Central Provinces and Berar (1·9°), Sind, Rajputana, and

Burma (1·6°), in which districts the rainfall was below the normal. The variations in other districts were small.

Rain.—The month has been characterised by a smaller number of storms than usual and by the prevalence of a steady and strong monsoon, more especially on the West Coast. Hence the rainfall of the past month was more uniformly distributed than usual. During the first week of the month the rainfall was scattered in North-Western India and Madras, but was general in all other districts, and occurred almost daily in all districts. In the second week rain fell very steadily in Western and Central India due to the Bombay current. It also fell generally in Northern India until the 11th, when it was confined to Bengal and the North-Western Provinces. On the 14th it ceased almost entirely in Northern India and a partial break followed until the 20th, when a storm which had formed in the north-west angle of the Bay crossed the Coast and carried heavy general rain with it over Northern India.

During the last week of the month heavy rain fell over the whole of Northern India, except the Punjab. It was especially heavy in Bengal. On the other hand, the Bombay current fell off in strength and the rainfall diminished greatly in amount in Rajputana, Central India, the Central Provinces, as well as Western India and the Deccan. The rainfall of this period was unusually heavy in the hill districts, and more especially at Mussoorie and Naini Tal.

In consequence of the favourable conditions, the rainfall of the month was above the average over the greater part of India. The excess was generally moderate in amount. It was above the average over the whole of Northern India, including the Punjab, North-Western Provinces, Behar, North Bengal, Assam, and Orissa. The only area in which the excess was large was North Bengal, and this was chiefly due to the heavy rainfall of the fourth week of the month. There was a moderate deficiency in Lower Bengal, averaging 25 per cent. of the normal.

The Western Coast districts and the Deccan and Carnatic have received normal or abundant rainfall. Mysore, Bellary, and the Carnatic obtained more than double the normal amount. There was a moderate excess in the Konkan and a large excess of nearly 30 per cent. in Guzerat.

The rainfall of the month was in moderate deficiency in Sind, Cutch, Berar, and Khandeish, and largely in defect in the southern districts of the Central Provinces and in Rajputana and Central India. In these areas the deficiency ranged from 30 to 40 per cent. It was also about 20 per cent. below the average in Lower Burmah.

Some heavy rainfalls were received during the storms described above, but as a rule excessive rainfalls have been quite the exception and have occurred much less frequently than is usual in July. In this respect the monsoon has had the same character as in the preceding month.

Strength of the monsoon currents.—So far as this can be judged by the strength of the winds at the coast stations, it would appear that both currents were above their normal strength. This is shown for the Bengal current by the following data:

Branch of Current.	Coast Stations.	Actual Average Daily Velocity, July 1889.	Normal Daily Velocity, July.	Variation in Wind Velocity, July 1889, from Normal.	Variations expressed as a percentage.
		Miles per day.	Miles per day.	Miles per day.	
Bay of Bengal	Akyab	120	105	+15	14 per cent. excess.
	Chittagong	132	162	—30	19 per cent. defect.
	Saugor Island	408	406	+2	·5 per cent. excess.
	False Point	303	280	+23	8 per cent. excess.
	Gopalpore	348	300	+48	16 per cent. excess.

The following table gives complete data, and shows the actual average rainfall and the normal rainfall of the month of the twenty-one districts into which the country is divided, so far as it is indicated by the telegraphic reports of a few stations in each district:

Districts.	Number of Stations.	Normal Average Rainfall in June.	Actual Average Rainfall in June 1889.	Difference from the Average in June 1889.
Punjab, West	7	5·32	7·96	+ 2·64
" East	4	10·45	12·02	+ 1·57
North-Western Provinces, Trans-Gangetic	7	14·83	18·68	+ 3·85
" " Cis-Gangetic	3	12·36	13·54	+ 1·18
Behar	2	5·86	9·80	+ 3·94
North Bengal	3	17·90	29·80	+ 11·90
Assam—Cachar	3	14·40	17·17	+ 2·77
Lower Bengal and Chutia Nagpur	8	13·07	10·38	— 2·69
Orissa—North Circars	5	8·84	9·60	+ 0·76
Central Provinces, South	7	18·35	13·15	— 5·20
Berar—Khandeish	2	10·94	9·13	— 1·81
Rajputana, Central India, Saugor, and Nerbudda.	9	12·71	7·59	— 5·12
Sind—Cutch	3	2·68	1·03	— 1·65
Guzerat	3	13·75	17·91	+ 4·16
Konkan	4	24·99	30·14	+ 5·15
Deccan—Hyderabad	5	7·81	7·49	— 0·32
Malabar	5	33·90	29·90	— 4·00
Mysore—Bellary	4	3·30	6·38	+ 3·08
Carnatic	6	2·00	5·48	+ 3·48
Lower Burmah	7	28·21	21·47	— 6·74
Ceylon	1	6·40	7·36	+ 0·96

SIMLA, *26th August, 1889.*

JOHN ELIOT,
Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, August 26th, 1889.

The weather over the Peninsula during the past week has been of the normal monsoon character; but Northern and Central India have been under the influence of two slowly travelling vortices, and the weather there has varied between very wet during the presence of the depressions to fair and showery when the disturbances were filling up. The depression in the early days of the week was the same as that noticed at the conclusion of the previous summary. This disturbance filled up on the 21st, and on the 22nd a new one was shown over Bengal. The second disturbance, which during its whole existence was very slight, drifted slowly westward, and on the 26th the centre was near Saugor. The Bay monsoon has been much interrupted during the week and on several days has been largely deflected from its normal direction.

The Chart of the 20th showed that the storm, which during the preceding week had advanced west-north-westward from the Bay, had its centre near Jhansi, where there was an abnormal depression of the barometer of nearly $\frac{1}{6}$ of an inch. A well marked cyclonic circulation existed around the storm centre, and the winds were rather strong and squally. In Bengal the winds were variable, with a cyclonic tendency, while elsewhere the normal monsoon circulation prevailed. On the 21st the storm near Jhansi had almost filled up, while the tendency towards the formation of a depression over Bengal had increased. The winds were westerly at the head of the Bay, and light and variable in Bengal. The cyclonic circulation near Jhansi had almost disappeared, and the directions generally were fairly normal. On the 22nd a distinct but very feeble disturbance overlay Bengal, and there were still slight signs of a depression over Rajputana. Gradients were moderately steep, and a strong monsoon from the Arabian Sea was blowing across the West Coasts and passing over the Peninsula and into the central parts of the country. In Bengal and up the north side of the Gangetic plain the wind was easterly. The Chart of the 23rd showed that the depression over Bengal had enlarged and moved slightly westward or west-south-westward. Readings were uniform over Northern India, but over the Peninsula and the central parts of the country moderate gradients still existed, and the monsoon winds on the West Coast and across the Peninsula were strong. On the morning of the 24th a moderate to brisk rise of the barometer was reported from the foot of the hills in Bengal and the North-Western Provinces, and the Bengal depression had moved southward and lay over Orissa and the east of the Central Provinces. Gradients were rather steep on its southern and western sides, and a well marked cyclonic circulation existed around the depression. The winds were light in the northern quadrants and rather strong in the southern. The monsoon had fallen a little lighter on the Western Coast, but was still above the normal strength. In the Punjab calms and variable airs prevailed. On the 25th there was very little change. Uniform pressures with light easterly winds prevailed over Northern India; the depression with its cyclonic circulation of winds over Orissa and the west of the Central Provinces; and fairly steep gradients and a

strongish monsoon over the West Coast. The Chart of the 26th showed that the depression had suddenly advanced westward, and the centre at 8 A.M. lay near Saugor. The circulation around the depression was feeble and irregular and was complicated by the presence of a very small independent disturbance over the north-west corner of the Bay. The wind was northerly at Saugor Island and Balasore, but with this exception the regular monsoon circulation prevailed throughout India. On the West Coast the force of the wind had still further decreased.

Temperature.—The net result for the week of the daily variations of temperature from the normal exhibits very small departures in all Provinces. Bengal, the North-Western Provinces, the Punjab, and Bombay show an excess of about $\frac{1}{2}°$ each, while the other Provinces show a deficiency ranging from 1·1° in the Central Provinces to only 0·2° in Madras. In Bombay the weather was warmer than usual practically throughout the week, and in the Central Provinces, Central India, Guzerat, Sind, and Rajputana it was, on the contrary, colder than usual throughout. In the other Provinces the temperature was on the whole low during the first three and high during the remaining four days. The maxima—more particularly over the central parts of the country and the Punjab—have been remarkably low during the week, the deficiency on some days ranging from 7° to 10°. The night temperatures, on the contrary, have been on the whole higher than usual—a sign of great general cloudiness of the sky.

The following table shows the excess or defect of the mean average temperature of the different Provinces for the present and for the preceding week:

PROVINCES.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of present Week from Normal.
Burmah	+ 0·4°	— 0·8°
Bengal	+ 0·6°	+ 0·5°
North-Western Provinces	— 0·3°	+ 0·3°
Punjab	— 1·4°	+ 0·6°
Bombay	+ 0·3°	+ 0·6°
Central Provinces and Berar	— 1·9°	— 1·1°
Guzerat and Central India	— 1·2°	— 0·9°
Sind and Rajputana	+ 0·5°	— 0·9°
Madras	0	— 0·2°

This table shows that, beyond an increase of temperature in the Punjab, there has been very little change relatively to the average.

Rain.—As noted above, the Bay monsoon has again been much interrupted and deflected, and as a consequence the heavy rainfall of last week over Northern India has not been maintained, notwithstanding the influence of the two depressions noticed earlier in this summary. The Arabian Sea monsoon has continued to exceed the normal strength, and the regions under the influence of this current, including the greater part of the Punjab, have received ample rain.

The following is a brief description of the daily distribution of rain:

On the 20th rain was falling in all parts of the Indian region, except the Bombay Deccan, Guzerat, the western desert, and the east of the North-Western Provinces. The amounts were not large, except in Arakan and in the immediate neighbourhood of the depression. On the 21st the Central Provinces

were also without rain. On the 22nd the Deccan, Guzerat, and the Western desert were the only dry regions. A few large falls were reported, but as a rule the rainfall had been moderate and of uniform amount. On the 23rd rain ceased over the greater part of the Punjab and the west of the North-Western Provinces, but there was no other change. On the 24th the weather was fair over by far the greater part of Northern India, the only rain reported there being a few showers over and near the hills. Elsewhere rain was general. Similar conditions prevailed on the 25th, but on the 26th rain suddenly extended north-westward and ran up the foot of the hills as far as Peshawar.

The rainfall table at the close of the summary shows that twenty-eight divisions have received more than the average amount and that twenty-two have received less. Burma has received excessive rain, more particularly in Tenasserim and Arakan, where the week's fall is between two and three times the average. In Bengal and Assam on the contrary, with the exception of Orissa and Chota Nagpur, the week's rainfall has been deficient—largely so in Bengal North and rather largely so generally. The North-Western Provinces and Oudh, with the single exception of the western district, has participated in this deficiency; but the Punjab, where the influence of the Arabian Sea current is felt, has had slightly excessive rain in all places, except the hill districts. The West Coast districts have received considerably more than the average amount; but inland in Mysore, the Deccan, and Khandeish the rainfall has been defective. The Central Provinces and Berar have had more than usual; but in Guzerat, Kathiawar, and Sind the rainfall has been largely deficient. Central India and Rajputana, like the Central Provinces, have had ample rain; and in Madras, with the exception of the extreme north and extreme south, the rainfall has also slightly exceeded the normal.

The maximum falls in Burma have been large. In Tenasserim all the stations record between 15 and 16 inches; in Deltaic Burma falls between 13 and 15 inches are reported, and at Kyaukpyu in Upper Burma 19¾ inches has been received. In Arakan the amounts are equally large, Maungdaw (Akyab) having received 16 inches and Sandaway 24¾ inches during the week. Entering Bengal the falls instantly decrease, and at Cherrapunji (Assam, Surma) the total amount during the week was only 7 inches. In the North-Western Provinces the heaviest amount was 9½ inches at Dehra Dun; and in the Punjab 9¾ inches at Kangra. In the West Coast districts the falls were in no way remarkable, but in the central parts of the country some large amounts were registered. Jubbulpore received 9½ inches, Mungeli (Bilaspur) 10½ inches, Kurwai (Bhopal) 19½ inches, and Kerowli 10 inches. In Madras there were several falls of over 3 inches.

The concluding column of the table giving the state of the seasonal rainfall shows that no practical change has occurred during the past week, notwithstanding the shortness of the fall in Bengal and the North-Western Provinces, &c.

Province.	Division.	Rainfall Data for Week ending August 26th, 1889.			Rainfall Data from May 13th to August 26th, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to August 26th.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	16·05	8·01	+ 8·04	145·68	133·53	+ 9
	Lower Burmah	6·47	4·08	+ 2·39	53·77	67·42	— 20
	Central Burmah	4·59	3·56	+ 1·03	41·39	54·70	— 24
	Upper Burmah	2·59	?	?	34·56	?	?
	Arakan	18·06	6·68	+ 11·38	138·79	144·78	— 4
Bengal and Assam	Eastern Bengal	2·86	3·53	— 0·67	51·00	59·93	— 15
	Assam (Surma)	3·66	4·33	— 0·67	87·95	70·66	+ 24
	Do. (Brahmaputra)	2·17	3·55	— 1·38	57·70	51·72	+ 11
	Deltaic Bengal	2·67	2·74	— 0·07	33·73	37·60	— 10
	Central Bengal	1·68	2·92	— 1·24	34·17	36·06	— 5
	North Bengal	1·05	5·12	— 4·07	74·26	68·08	+ 9
	Orissa	3·48	2·40	+ 1·08	34·94	33·43	+ 5
	Chota Nagpur	3·13	2·98	+ 0·15	33·84	34·92	— 3
	Behar (South)	1·78	2·90	— 1·12	28·35	28·79	— 2
	Do. (North)	1·22	2·45	— 1·23	34·71	31·77	+ 9
North-Western Provinces and Oudh.	North-Western Provinces (East).	1·72	2·42	— 0·70	29·20	24·14	+ 21
	Oudh (South)	0·91	2·08	— 1·17	29·09	24·39	+ 19
	Do. (North)	0·79	2·38	— 1·59	29·19	27·21	+ 7
	North-Western Provinces (Central).	0·66	1·73	— 1·07	20·04	21·36	— 6
	North-Western Provinces (West).	1·74	1·65	+ 0·09	19·81	19·71	+ 1
	North-Western Provinces (Submontane).	1·96	2·43	— 0·47	40·28	30·33	+ 33
Punjab	Punjab (South)	1·22	0·82	+ 0·40	10·53	10·01	+ 5
	Do. (Central)	1·80	1·19	+ 0·61	13·96	16·28	— 14
	Do. (Submontane)	1·79	1·25	+ 0·54	18·73	19·75	— 5
	Do. (Hill Districts)	3·71	5·66	— 1·95	56·16	64·13	— 12
	Do. (North-West)	1·23	1·11	+ 0·12	14·38	15·16	— 5
	Do. (West)	0·29	0·28	+ 0·01	5·86	5·54	+ 6
Bombay and Malabar Coast Districts (Madras).	Malabar	6·14	3·48	+ 2·66	85·49	85·23	0
	Madras (South Central)	2·30	0·87	+ 1·43	22·11	10·61	+ 108
	Coorg	6·70	4·95	+ 1·75	76·46	77·15	— 1
	Mysore	0·87	1·18	— 0·31	9·30	13·75	— 32
	Konkan	4·91	3·68	+ 1·23	106·91	78·11	+ 37
	Bombay Deccan	0·89	1·00	— 0·11	17·66	21·14	— 16
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·44	1·33	— 0·89	11·69	15·28	— 23
Central Provinces and Berar.	Berar	2·59	1·76	+ 0·83	27·72	22·60	+ 23
	Central Provinces (West)	2·01	1·84	+ 0·17	28·37	28·29	0
	Ditto (Central)	3·02	2·61	+ 0·41	43·74	38·30	+ 14
	Ditto (East)	4·02	3·37	+ 0·65	41·87	34·82	+ 20
Bombay (North)	Guzerat	0·86	1·83	— 0·97	29·36	27·16	+ 9
	Kattiawar	0·32	1·15	— 0·83	23·02	20·15	+ 14
	Sind	0·10	0·27	— 0·17	1·48	3·64	— 59
Rajputana and Central India.	Central India (East)	3·58	1·98	+ 1·60	33·05	26·42	+ 25
	Rajputana (East), Central India (West).	3·67	1·99	+ 1·68	26·70	18·68	+ 43
	Rajputana (West)	1·80	0·64	+ 1·16	8·36	9·28	— 10
Madras	East Coast (North)	0·86	1·39	— 0·53	21·20	16·68	+ 27
	East Coast (North) (a)	2·55	1·73	+ 0·82	24·15	25·42	— 5
	Hyderabad (South)	1·42	1·33	+ 0·09	15·56	14·58	+ 7
	Madras (Central)	0·90	0·73	+ 0·17	11·83	11·16	+ 6
	East Coast (Central)	1·24	1·22	+ 0·02	12·34	12·31	0
	Ditto (South)	1·71	1·08	+ 0·63	12·03	9·48	+ 33
	Madras (South)	0·27	0·53	— 0·26	4·33	5·03	— 14

SIMLA, *29th August, 1889.*

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E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 24th August.*—Rainfall general; good in most districts. Crops generally good, but withering in parts of Anantapur, Coimbatore, and Nilgiris, and suffering from want of rain or water in parts of Bellary, Trichinopoly, and Tinnevelly. Prices generally falling or stationary. Labourers employed on last day of week,—on Rushikulya works, 3,796; Gopalpore Canal, 677; Ghat Roads, 3,380; other minor works, 2,734. Number on village relief on 17th August, 54,947, including 33,859 children; fed in kitchens, 10,498, including 7,093 children. Imports during week by sea and land, 586 tons. General prospects favourable and continue to improve in Ganjam.

Bombay.—*For week ending 28th August.*—Rain during week general; more rain needed throughout Nasik and in parts of Surat, Khandesh, Poona, Ahmednagar, Sholapur, Satara, Bijapur, Belgaum, and Dharwar. Young crops damaged by floods in parts of Karachi; by wind, rain, and breaches in canals in parts of Hyderabad; and by grasshoppers in parts of Ahmedabad; also suffering for want of rain in parts of Poona, Ahmednagar, Bijapur, Belgaum, and Dharwar. Standing crops otherwise good, except in two talukas of Khandesh. *Rabi* sowing retarded for want of sufficient rain in parts of Poona, Bijapur, and Dharwar. Preparations for late crops progressing in parts of Hyderabad, Sholapur, and Kathiawar. Fodder scarce in parts of Nasik, Poona, Ahmednagar, Satara, Belgaum, and Dharwar. Drinking-water scarce in parts of Ahmednagar and Dharwar. Prices rising in one taluka of Nasik.

Bengal.—*For week ending 27th August.*—Good and general rain during the week, except in parts of Behar and North Bengal, where very light and local showers are reported. Transplanting of winter rice is being proceeded with, but more rain is still wanted in places in Western Bengal and Behar. In Balasore the rainfall is still very deficient in the Sadr sub-division, where the prospects of the crops are said to be unsatisfactory. Early rice and jute harvests are progressing. These crops have suffered from floods in Rajshahye, Rungpore, Bogra, Pubna, Dacca, and Fureedpore. In Behar the *bhadoi* crops are promising, except in the inundated places. Prospects of both *bhadoi* and rice crops in the distressed tracts in the Durbhanga and Muzaffarpur districts are good. Much distress prevails owing to floods in the Sadr sub-division of the Muzaffarpur district, and relief is being given there in the shape of charity and loans. In Chumparun advances are being made to the cultivators whose crops have been destroyed by floods. In this district the number of persons daily receiving gratuitous relief at both Government and private expense averages over 1,500. In the north of Bhagalpur 341 persons are employed on two relief works. Foodstocks are sufficient, and prices are almost stationary throughout the affected area in the Patna division.

North-Western Provinces and Oudh.—*For week ending 28th August.*—The weather continues favourable, and the *kharif* crops are doing well. Some damage caused to crops on low-lying land by floods in Benares and Ballia. Ploughing for the *rabi* has commenced. Markets are well supplied and prices generally are steady, but a fall is reported from several districts.

Punjab.—*For week ending 28th August.*—Rain in all districts, except Peshawar and Sialkot. Prices stationary, except in Rawalpindi and Shahpur where they are rising, and in Delhi where they are falling. *Kharif* sowings nearly over. Weeding commenced in Jullundur. Crops in good condition and improved by recent rain. Prospects also good. Stock cattle are reported healthy. Fodder sufficient throughout the Province.

Central Provinces.—*For week ending 28th August.*—Agricultural operations retarded in Saugor by excessive rain. The rainfall continues deficient in the northern portion of Jubbulpore, but elsewhere a break would be beneficial. The rice crops are suffering to some extent from insects in the Raipur and Bilaspur districts. Crops are thriving, and prospects generally are very favourable. Prices steady.

Burma.—*For week ending 24th August.*—Heavy rainfall throughout Lower Burma, and the crops, though backward in places, promise well generally. There has been a considerable improvement in Tounghoo and Prome. In Bassein, owing to the embankment having burst, the greater part of the crop in one circle has been destroyed, and in Tharrawaddy also some damage has resulted from floods. In Upper Burma there was a fair rainfall in Bhamo, Kathe, Ruby Mines, Shwebo, Yeu, Upper Chindwin, Myingyan, Yamethin, and Pyinmana districts; elsewhere the rainfall was light or there was none at all. Agricultural operations generally are progressing favourably, but more rain is wanted in Sagaing, Myingyan, Minbu, Meiktila, and Yamethin districts. Except in these districts and in Bhamo, where damage has been caused by insects, the crop prospect is fair. Fluctuations in the prices of foodgrains are slight.

Assam.—*For week ending 29th August.*—Heavy rain in Nowgong; elsewhere the fall has been scanty. Harvesting of summer and transplanting of winter rice continues. Tea blight still continues in Cachar and in Lakhimpur. The weather has been cold and damp for tea.

Mysore and Coorg.—*For week ending 28th August.*—Rainfall good in the Bangalore and Shimoga districts of Mysore and fair elsewhere. Standing crops good all round, excepting parts of Hissar, where rain is needed. No material change in prices.

Good rain in Coorg. Season favourable. Crops doing well.

Berar and Hyderabad.—*For week ending 28th August.*—Average rainfall fair. Cotton and *jowari* in good condition. Weeding continues. Agricultural stock good. Prices of foodgrains stationary. Fodder sufficient, except in Chikhli and Mehkar talukas, Buldana district.

Rainfall during week at Hyderabad, 1·45; total since 1st January, 20·36. Weeding of *kharif* and *rabi* crops continues. Water in tanks and wells still insufficient. Prices stationary.

Central India.—*For week ending 28th August.*—Rain throughout Central India during the week. A break would be beneficial in Western Malwa, Bhopawar, Goona, and Neemuch, where crops are being damaged from excessive rain. Condition of crops and pasturage improved in Bundelkhand. No other changes of importance.

Rajputana.—*For week ending 28th August.*—Heavy rain in Abu, Kotah, Harowti, and Kerowlee; slight in Sirohi, Kherwara, and Meywar; moderate elsewhere. Agricultural operations and standing crops satisfactory. Agricultural stock good. Pasturage or fodder sufficient. Prices steady generally.

Nepal.—*For week ending 22nd August.*—Seasonable rain. Autumn rice in ear; will ripen shortly. Prospects good.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XVIII. OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Week ending 4th August, 1888.			Week ending 3rd August, 1889.			Total Receipts from 1st April to 4th August, 1888.		Total Receipts from 1st April to 3rd August, 1889.		Total increase in 1889-90.	Total decrease in 1889-90.
		Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Total.	Per mile open per week.	Total.	Per mile open per week.		
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State Lines worked by Companies.												
17th August, 1889	East Indian	1,514	6,53,167	431	1,514	6,84,252	452	1,53,07,731	562	1,56,71,815	575	3,64,084	...
17th ditto	Patna-Gya	57	7,826	137	57	9,379	164	1,48,157	144	1,54,313	150	6,156	...
17th ditto	Dildárnagar-Gházipur	12	589	49	12	695	58	19,074	88	17,129	79	...	1,945
.....	Sindia	75	5,139	68	...	(a)	...	1,40,830	105	(a)	...	...	1,40,830
10th August, 1889	Rajputana-Malwa	1,664	2,08,230	125	1,664	2,91,000	175	65,23,988	218	74,13,678	250	8,89,690	...
10th ditto	Bengal-Nágpur (b)	180	17,278	93	305	(c) 17,897	59	6,09,477	182	(c) 6,95,909	131	86,432	...
10th ditto	Southern Mahratta (d)	850	78,305	92	857	62,936	73	14,[illegible]0,322	93	15,31,519	99	1,11,197	...
10th ditto	Do. Mysore Section	140	8,887	63	219	13,980	64	1,85,450	74	2,48,545	63	63,095	...
10th ditto	Indian Midland	130	12,093	89	701	(e) 46,043	67	2,79,074	114	(e) 10,19,087	91	7,40,013	...
10th ditto	Villupuram-Dharmaveram (Nellore Branch)	83	4,326	52	83	4,477	54	88,140	59	86,781	59	...	1,339
10th ditto	Bareilly-Pilibhit	30	1,329	37	30	1,082	30	28,175	46	35,797	58	7,622	...
	TOTAL	4,753	9,97,229	209	5,448	11,32,341	208	2,47,50,418	289	2,68,74,573	281	21,24,155	...
	State Lines worked by Government.												
10th August, 1889	North Western (f)	2,411	3,81,332	158	2,386	5,57,530	234	83,66,348	193	95,45,543	224	11,79,195	...
10th ditto	Oudh and Rohilkhand	692	86,995	126	692	1,06,801	153	25,95,508	208	29,16,192	234	3,20,684	...
10th ditto	Bengal Central	125	9,586	77	125	12,480	100	2,12,793	95	2,44,474	109	31,681	...
10th ditto	Wardha Coal	45	12,040	268	45	10,048	223	2,59,358	320	2,89,554	300	30,196	...
10th ditto	Eastern Bengal Railways	673	1,89,179	281	747	2,00,000	268	26,98,856	223	29,22,844	234	2,23,988	...
17th ditto	Nalháti	27	1,042	60	27	1,412	52	34,437	74	34,001	73	...	436
17th ditto	Tirhoot	259	21,206	82	273	29,156	109	6,23,452	142	6,80,080	147	56,628	...
10th ditto	Lucknow-Sitapur-Sihrámau	105	3,849	37	105	4,580	44	93,447	49	1,22,607	65	29,160	...
10th ditto	Jorhát	25	1,070	43	25	1,250	50	19,821	30	20,807	40	986	...
3rd ditto	Cherra-Companyganj	7	34	5	7	182	26	1,174	9	1,912	14	738	...
3rd ditto	Burma	392	50,442	129	553	60,402	120	10,62,488	156	16,42,257	160	5,79,769	...
	TOTAL	4,761	7,57,381	159	4,985	9,91,961	199	1,59,67,682	186	1,84,20,271	209	24,52,589	...
	Lines worked by Guaranteed Companies.												
10th August, 1889	Madras	840	1,61,916	193	840	1,75,474	209	29,58,054	196	32,65,563	218	3,07,509	...
10th ditto	South Indian	654	1,00,053	153	654	98,086	154	19,60,007	166	20,66,265	177	1,06,258	...
17th ditto	Great Indian Peninsula	1,497	(g) 5,80,069	388	1,440	(h) 3,74,204	260	1,63,57,755 (g)	606	1,26,53,371 (h)	491	...	37,04,384
10th ditto	Bombay, Baroda and Central India (i)	461	1,44,619	314	461	1,89,000	410	46,51,938	561	49,35,267	600	2,83,329	...
	TOTAL	3,452	9,87,257	286	3,395	8,37,364	247	2,59,27,754	417	2,29,20,466	378	...	30,07,288
GRAND TOTAL (GUARANTEED AND STATE)		12,966	27,41,867	211	13,828	29,61,066	214	6,66,45,854	286	6,82,15,310	279	15,69,456	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	3,43,18,036	147	3,49,91,127	143	6,73,091	...
NET RECEIPTS		...	...	...	...	...	...	3,23,27,818	139	3,32,24,183	136	8,96,365	...
	Assisted Companies.												
17th August, 1889	Tárakeshwar	22	3,565	162	22	4,456	203	1,08,067	270	1,07,476	268	...	591
27th July, 1889	Dibru-Sadiya	...	...	...	...	(j)	...	(k) 1,45,509	110	(l) 1,04,409	124	18,900	...
17th August, 1889	Bengal and North-Western	376	32,613	87	376	35,310	94	9,41,626	139	9,90,941	148	49,315	...
10th ditto	Rohilkhand-Kumaun	67	9,570	143	67	5,795	86	1,30,536	120	1,43,726	126	7,190	...
	TOTAL	465	45,748	98	465	45,561	98	13,31,738	136	14,06,552	145	74,814	...
	Native States.												
10th August, 1889	His Highness the Nizam's Guaranteed Company	277	37,044	134	354	40,407	114	5,47,816	110	7,36,245	116	1,88,429	...
10th ditto	His Highness the Gaekwar's	59	1,399	24	59	1,220	21	51,803	49	49,639	47	...	2,164
10th ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	756	36	27	800	29	17,679	47	21,557	45	3,878	...
10th ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	13,258	69	260	17,421	67	3,80,881	110	5,25,644	113	1,44,763	...
10th ditto	Morvi	68	2,795	41	68	2,924	43	72,702	59	80,315	60	7,613	...
10th ditto	Jodhpore	124	5,923	48	124	5,300	43	1,40,115	63	1,27,291	57	...	12,824
	TOTAL	742	61,175	82	892	68,072	76	12,10,996	91	15,40,691	97	3,29,695	...

(a) Included with the Indian Midland Railway.
(b) Includes the Katni-Umaria Branch.
(c) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(d) Includes the Bellary-Kistna State Railway.
(e) Includes the Sindia and Bhopal-Itarsi State Railways.
(f) Includes the Amritsar-Pathankot and Rájpura-Bhatinda State Railways.
(g) Includes the Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itarsi State Railways.
(h) Includes the Dhond-Manmád, Khámgaon, and Amráoti State Railways.
(i) Includes the Patri Branch.
(j) Return not received.
(k) Total receipts from 1st April to 28th July, 1888.
(l) Total receipts from 1st April to 27th July, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Under Secretary.

SIMLA, *29th August, 1889.*

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRESS, *Simla.*

SUPPLEMENT TO

The Gazette of India.

No. 36.} CALCUTTA, SATURDAY, SEPTEMBER 7, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Civil Works—Irrigation.

STATEMENTS OF IRRIGATION OPERATIONS ON PERENNIAL CANALS IN THE PUNJAB FOR THE RABI CROP OF 1888-89, AND COMPARATIVE STATEMENT OF IRRIGATION AND RAIN-FALL ON THOSE CANALS FOR THE YEARS 1887-88 AND 1888-89.

STATEMENT No. I.

IRRIGATION OPERATIONS OF THE RABI CROP OF 1888-89 ON PERENNIAL CANALS.

Comparative Abstract of Irrigation and Rainfall in Canal Districts of the Punjab.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Districts.	Area in acres.	Cultivated area in acres.	Area Irrigated.		Comparison with last Crop.		Rainfall in Rabi months.													
							October.		November.		December.		January.		February.		March.		Total.	
			Rabi 1888-89.	Rabi 1887-88.	Increase.	Decrease.	1888.	1887.	1888.	1887.	1888.	1887.	1889.	1888.	1889.	1888.	1889.	1888.	1888-89.	1887-88.
Peshawar	1,602,560	905,600	73,995	56,693	17,302	...	...	1·7	1·5	...	0·2	0·4	2·8	1·0	3·7	1·4	0·6	2·3	8·8	6·8
Total Swat River Canal	1,602,560	905,600	73,995	56,693	17,303	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...
Umbala	1,644,849	951,890	166	226	...	60	...	0·40	1·60	...	...	...	3·30	1·60	2·60	0·90	...	0·20	7·50	3·10
Karnal	1,533,990	630,319	20,493	13,565	6,928	...	0·70	0·47	0·80	...	...	...	1·50	0·60	1·80	0·66	...	0·37	4·80	2·10
Rohtak	1,159,350	906,022	31,394	7,181	24,213	...	0·60	...	...	...	...	0·35	0·60	0·35	2·00	0·45	0·20	0·35	3·40	1·50
Delhi	804,933	525,676	13,947	4,855	9,092	...	0·20	...	...	...	...	...	1·60	0·70	1·80	0·80	0·40	0·80	4·00	2·30
Hissar	2,265,428	1,161,761	35,409	17,345	18,064	...	0·20	...	0·70	...	...	0·10	0·20	0·10	1·90	1·10	0·10	1·10	3·10	1·40
Jind State	...	...	(1)30,000	14,199	15,801	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Biakner State	...	...	797	194	603	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kalsia State	...	...	122	134	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total W. J. Canal	7,408,550	4,225,668	132,328	57,699	74,701	72	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gurdáspur	1,168,314	856,230	7,603	9,221	...	1,618	0·1	...	0·1	...	...	0·1	4·6	1·6	6·2	0·3	...	0·3	11·0	2·3
Amritsar	1,006,798	766,773	109,847	97,493	12,354	...	0·3	...	0·2	...	0·1	...	2·1	0·9	4·6	1·0	0·4	0·1	7·7	2·0
Lahore	2,334,552	1,164,921	177,738	159,896	17,842	...	...	...	...	...	...	...	1·3	0·5	2·9	0·9	0·1	0·5	4·3	1·9
Total Bari Doab Canal	4,509,664	2,787,924	295,188	266,610	30,196	1,618	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ludhiána	882,167	729,009	25,911	20,305	5,606	...	...	0·2	0·4	...	...	...	1·8	0·5	3·05	1·0	...	0·2	5·25	1·9
Ferozepore	1,761,280	1,344,000	203,868	163,497	40,371	...	...	...	0·2	...	...	...	1·6	0·1	1·6	1·10	0·7	0·5	4·1	1·7
Hissar	shown	above.	4,429	...	4,429	...	...	...	...	...	...	...	shown	above.	...	...	...	...	...	...
Faridkot State	...	...	54,155	50,255	3,900	...	...	...	...	...	...	...	1·4	0·5	2·0	0·1	...	0·2	3·4	0·8
Nábha do.	...	...	13,911	12,287	1,624	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Patiála do.	...	...	34,207	26,259	7,948	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jind do.	...	...	595	148	447	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kalsia do.	...	...	1,534	2,154	...	620	...	...	...	...	..	...	...	...	...	...	...	...	...	...
Total Sirhind Canal	2,643,447	2,073,009	338,610	274,905	64,325	620	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand Total	16,164,221	9,992,201	840,121	655,907	186,524	2,310	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(1) This is the area for which Jind will pay R63,500 under the agreement, since the distributaries have been handed over to the State.

Area irrigated in Rabi 1888-89	.	840,121 acres.
Ditto ditto 1887-88	.	655,907 ,,
Net increase	.	184,214 ,,

LAHORE,
The 4th August 1889.

J. W. OTTLEY, *Major, R.E.,*
Offg. Joint Secy. to Govt., Punjab, P. W. Dept.,
Irrigation Branch.

STATEMENT No. II.

IRRIGATION OPERATIONS OF THE RABI CROP OF 1888-89 ON PERENNIAL CANALS.

Statement in Acres of Crops irrigated in Canal Districts.

Description of Crops.	Peshawar.	Umballa.	Karnál.	Rohtak.	Delhi.	Hisaar.	Jínd State W. J. Canal.	Bíkaner State.	Kalsia State.	Gurdáspur.	Amritsar.	Lahore.	Ludhiána.	Ferozepore.	Faríd-kot State.	Nábha State.	Patiála State.	Jínd Sirhind Canal	Total.
Wheat	34,222	81	17,552	27,644	13,005	25,220		94	818	5,099	78,761	139,324	12,112	132,451	33,752	8,165	17,744	420	546,464
Barley	29,858	7	206	86	50	2,120		375	19	381	1,538	2,464	369	12,726	3,252	327	2,466	7	56,251
							30,000												30,000
Mixed grain	9,154	...	730	1,958	434	264		232	260	92	365	990	6,831	3,760	195	1,463	3,134	78	29,940
Others	761	78	2,005	1,706	458	12,234		96	559	2,031	29,183	34,960	6,599	54,931	16,956	3,956	10,863	90	177,464
Total Rabi 1888-89	73,995	166	20,493	31,394	13,947	39,838	30,000	797	1,656	7,603	109,847	177,738	25,911	203,868	54,155	13,911	34,207	595	840,121
Total Rabi 1887-88	56,693	226	13,565	7,181	4,855	17,345	14,199	194	2,288	9,221	97,493	159,896	20,305	163,497	50,255	12,287	26,259	148	655,907

LAHORE,
The 4th August 1889.

J. W. OTTLEY, *Major, R.E.*,
Offg. Joint Secy. to Govt., Punjab, P. W. Dept., Irrigation Branch.

STATEMENT No. III.

IRRIGATION OPERATIONS OF THE RABI CROP OF 1888-89 ON PERENNIAL CANALS.

Statement in Acres of Crops irrigated in Canals Divisions.

Description of Crops.	Swat River Canal Division.	Western Jumna Canal.			Jhind State, Western Jumna Canal.	Bari Doab Canal.			Sirhind Canal.			Total.
		Karnal Division.	Delhi Division.	Total.		1st Division.	2nd Division.	Total.	Ludhiana Division.	Ferozepore Division.	Total.	
Wheat	34,222	40,413	40,214	80,627		53,026	170,158	223,184	44,579	163,852	208,431	546,464
Barley	29,858	2,088	120	2,208	30,000	498	3,885	4,383	1,400	18,402	19,802	56,251
												30,000
Mixed grain	9,154	975	2,643	3,618		492	955	1,447	15,721	...	15,721	29,940
Others	761	14,287	1,588	15,875		15,767	50,407	66,174	28,574	66,082	94,656	177,466
Total Rabi 1888-89	73,995	57,763	44,565	102,328	30,000	69,783	225,405	295,188	90,274	248,336	338,610	840,121
Total Rabi 1887-88	56,693	31,461	12,039	(2)43,500	14,199	59,341	207,269	266,610	73,293	201,612	274,905	655,907

(1) Includes the Hansi Division, which was amalgamated with it on the 1st April 1888.
(2) This is exclusive of the Jind irrigation, which is shown separately.

LAHORE,
The 4th August 1889.

J. W. OTTLEY, *Major, R.E.*,
Offg. Joint Secy. to Govt., Punjab, P. W. D., Irrigation Branch.

IRRIGATION OPERATIONS, 1888-89.

Comparative Statement of Irrigation and Rainfall for the years 1887-88 and 1888-89 in the Districts of the Punjab, irrigated by Perennial Canals.

Districts.	Population.	Area in acres.	Cultivated area in acres.	AREA IRRIGATED. Kharif, 1888-89. Total area in acres.	Kharif, 1888-89. In comparison with 1887-88. Increase.	Kharif, 1888-89. In comparison with 1887-88. Decrease.	Rabi, 1888-89. Total area in acres.	Rabi, 1888-89. In comparison with 1887-88. Increase.	Rabi, 1888-89. In comparison with 1887-88. Decrease.	Whole year 1888-89. Total area in acres.	Whole year 1888-89. In comparison with 1887-88. Increase.	Whole year 1888-89. In comparison with 1887-88. Decrease.	Percentage of increase or decrease in 1888-89.	RAINFALL. 1887-88.	RAINFALL. 1888-89.	RAINFALL. Percentage of increase or decrease in 1888-89.
Swat River Canal.																
Peshawar	592,674	1,602,560	905,600	33,915	...	6,078	73,995	17,302	...	107,910	11,224	...	+ 11·61	14·2	13·1	− 7·75
Western Jumna Canal.																
Umballa	1,067,263	1,644,849	951,890	(1) 2,101	...	16	166	...	60	2,267	...	76	− 3·24	53·47	35·20	−34·17
Karnal	622,621	1,533,990	680,319	(2) 34,327	...	760	20,493	6,928	...	54,820	6,168	...	+ 12·68	38·73	32·25	−16·73
Rohtak	553,609	1,159,350	906,022	(3) 31,556	...	3,678	31,394	24,213	...	62,950	20,535	..	+ 48·41	24·75	20·40	− 17·58
Delhi	643,515	804,933	525,676	(4) 27,770	...	2,439	13,947	9,092	...	41,717	6,653	...	+ 18·97	34·60	32·50	− 6·07
Hissar	504,183	2,265,428	1,161,761	(5) 41,278	...	2,340	35,409	18,064	...	76,687	15,724	...	+ 25·79	24·86	11·44	−53·98
Bikaner State	...	...	...	311	73	...	797	603	...	1,108	676	...	+ 156·48	...	...	...
Kalsia State	...	...	...	1,179	120	...	122	...	12	1,301	108	...	+ 9·05	...	...	...
Jind State	...	...	...	20,000	...	12,560	30,000	15,801	...	(6) 50,000	3,241	...	+ 6·93	...	...	...
Total Western Jumna Canal	3,391,191	7,408,550	4,225,668	158,522	193	21,793	132,328	74,701	72	290,850	53,105	76	+ 22·30	...	...	...
Bári Doáb Canal.																
Gurdáspur	823,695	1,168,314	856,230	23,250	2,466	...	7,603	...	1,618	30,853	848	...	+2·83	28·4	33·1	+16·55
Amritsar	893 266	1,006,798	766,773	80,988	4,551	...	109,847	12,354	...	190,835	16,905	...	+9·72	17·7	26·8	+51·41
Lahore	924,106	2,334,552	1,164,921	(7) 119,800	10,166	...	177,738	17,842	...	297,538	28,008	...	+10·39	14·9	19·2	+28·86
Total Bári Doáb Canal	2,641,067	4,509,664	2,787,924	224,038	17,183	...	295,188	30,196	1,618	519,226	45,761	...	+9·67	...	...	...
Sirhind Canal.																
Ludhiána	618,835	882,167	729,009	11,019	1,392	...	25,911	5,606	...	36,930	6,998	...	+23·4	27·1	25·75	−4·98
Ferozepore	650,519	1,761,280	1,344,000	89,070	14,492	...	203,868	40,371	...	292,938	54,863	...	+23·0	11·0	24·5	+122·73
Hissar	Given	above	...	456	456	...	4 429	4,429	...	4,885	4,885	...	...	...	...	...
Faridkot State	...	...	...	19,387	1,213	...	54 155	3,900	...	73,542	5,113	...	+7·5	...	...	...
Patiála	...	...	...	11,619	3,403	...	34,207	7,948	...	45,826	11,351	...	+32·9	...	...	...
Nábha	...	...	...	5,569	1,149	...	13,911	1,624	...	19,480	2,773	...	+16·6	...	...	...
Jínd	...	...	...	83	47	...	595	447	...	678	494	...	+268·5	...	...	...
Kalsia	...	...	...	837	...	172	1,534	...	620	2,371	...	792	−25·0	...	...	...
Total Sirhind Canal	1,269,354	2,643,447	2,073,009	138,040	22,152	172	338,610	64,325	620	476,650	86,477	792	+21·92	...	...	...
Total Perennial Canals	7,894,286	16,164,221	9,992,201	554,515	39,528	21,965	840,121	186,524	2,310	1,394,636	196,567	868	+ 16·32	...	...	...

(1) (2) (3) (4) (5) The difference of 2 acres in Umballa, 31 acres in Karnál, 6 acres in Rohtak, 5 acres in Delhi and 5 acres in Hissar Districts between the figures for Kharif 1888, shown in this Statement and in half-yearly return for that crop, is due to additions subsequently made after submission of the half-yearly return.

(6) This is the area for which Jind will pay annually Rs.05,500 under the agreement, since the distributaries have been handed over to the State.

(7) The difference of 2,192 acres between the area shown in the half-yearly statement for Kharif 1888 and that shown in this statement is due to the fact that in the former the area of Chánga Mánga Plantation was shown approximately and now the actual area as reported by the Forest Department is shown—

	Acres.
Area irrigated, 1887-88	1,198,937
" " 1888-89	1,394,636
Net increase	195,699

LAHORE,
The 4th August 1889.

J. W. OTTLEY, *Major, R.E.,*
Offg. Joint Secy. to Govt., Punjab,
P. W. D., Irrigation Branch.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF JULY, 1889.

No. I.—As to Age and Sex.

	Demerara.				Trinidad.				Total.		Grand Total.
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	
Under 2 years	26	22	48	47·93 women to every 100 men.	35	30	65	41·49 Women to every 100 men.	61	52	113
From 2 to 10 years	106	91	197		105	69	174		211	160	371
„ 10 „ 20 „	77	32	109		48	23	71		125	55	180
„ 20 „ 30 „	472	231	703		451	192	643		923	423	1,346
„ 30 „ 40 „	103	48	151		129	43	172		232	91	323
„ 40 „ 50 „	1	2	3		1	3	4		2	5	7
Above 50 years	...	...	...		...	...	...		...	...	...
GRAND TOTAL	785	426	1,211		769	360	1,129		1,554	786	2,340

No. II.—As to places whence Emigrants came to Calcutta for embarkation.

	Demerara.			Trinidad.			Total.		Grand Total.
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	
Orissa	...	...	...	1	...	1	1	...	1
Western Bengal	1	1	2	1	2	3	2	3	5
Central ditto	...	...	...	2	3	5	2	3	5
Eastern ditto	...	...	...	...	...	...	...	...	...
Behar	129	81	210	232	115	347	361	196	557
North-Western Provinces	433	260	693	401	189	590	834	449	1,283
Oudh	206	77	283	121	47	168	327	124	451
Central India	10	6	16	5	2	7	15	8	23
Punjab	3	1	4	4	...	4	7	1	8
Nepal and Native States	2	...	2	2	...	2	4	...	4
Mixed, Bombay and Madras	1	...	1	...	2	2	1	2	3
GRAND TOTAL	785	426	1,211	769	360	1,129	1,554	786	2,340

No. III.—As to Caste and Religion.

Brahmins and high castes	94	40	134	88	30	118	182	70	252
Agriculturists	245	97	342	261	85	346	506	182	688
Artisans	49	27	76	62	29	91	111	56	167
Low castes	339	225	564	309	188	497	648	413	1,061
Musulmans	58	37	95	49	28	77	107	65	172
Christians	...	...	...	...	...	...	...	...	...
GRAND TOTAL	785	426	1,211	769	360	1,129	1,554	786	2,340

Memo.

	Male.	Female.	Total.
1. Hindus	1,447	721	2,168
2. Musulmans	107	65	172
3. Christians	...	...	...
TOTAL	1,554	786	2,340

E. C. BUCK,

Secretary to the Government of India.

A

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, September 2nd, 1889.

The most important changes which have occurred over India during the past week are the gradual but steady fall in the force and extent of the Arabian Sea monsoon and the disappearance of the steepish barometric gradient between Southern and Northern India, which has hitherto been a prominent feature in the pressure distribution. The Bay of Bengal monsoon has to a certain extent followed the same course as that of the Arabian Sea, but the change to weaker force did not occur till quite the close of the week, and hence, while the region influenced by the Arabian Sea current has had almost everywhere deficient rain, that part of India which derives its rainfall from the Bengal side has had exceptionally wet weather.

The Chart of the 27th showed that the depression which at the close of the previous week was moving westward across the country had contracted considerably in size, and that the centre lay between Raipur and Sutna. Gradients without being steep were favourable to the full extension of the monsoon currents, and the normal monsoon circulation, of winds of about the average strength, prevailed throughout the greater part of India, though there were feeble cyclonic movements around the centre of depression. By the morning of the 28th the depression had to a large extent filled up, but the relative distribution of pressure had changed very little. There were however already signs of an approach to great uniformity of pressure over the Peninsula, and the winds over Western India were falling lighter. The distribution of pressure, as shown by the Chart of the 29th, was peculiar and abnormal. A well marked depression lay over the Western Punjab and relatively low readings over the Gangetic plain. To the southward, but in the immediate neighbourhood, of these low pressure areas gradients were steep or moderately so and a fresh westerly current of wind prevailed, but still further to the southward, over the Peninsula, pressure was becoming very uniform and the Bombay monsoon was falling off. Over the Bay a strong monsoon current was blowing. The Chart of the 30th exhibited no important change, except that the winds in the west and centre of the Peninsula were drawing towards north. The Bay monsoon continued strong and steady. On the 31st the pressure distribution was still more abnormal. The low pressure areas over the Western Punjab and Upper Sind and over the Gangetic plain were rather better defined than on the 30th and the gradients on their southern borders were steeper. At the same time a slight anti-cyclone or high pressure area had been developed over the west of the Peninsula and readings were very uniform over Western, Central, and Southern India. The wind had become strongly north-westerly along the West Coast and over the Deccan. A fresh south-westerly and westerly current prevailed within the region covered by the steep gradients noticed above and a moderately strong monsoon was blowing over the head of the Bay, but in Upper India the wind was variable and light. On the 1st a small local depression was shown in the neighbourhood of Allahabad and the barometer was falling over the whole of Northern India. The area of high and uniform pressures over the Peninsula was less strongly

marked than on the 1st and moderate gradients appeared to be spreading southward again. The wind however remained north-westerly and light over the west and centre of the Peninsula. A cyclonic circulation was shown around the depression near Allahabad, and elsewhere the directions were fairly normal. On the 2nd there was no important change, but the Allahabad depression had almost disappeared and the monsoon over the Bay had fallen lighter.

Temperature.—The net result for the week of the daily variations of temperature from the normal again exhibits small departures in most Provinces. In Guzerat and Central India the weekly variation is *nil* and in Burma, Bengal, the Central Provinces, Sind, Rajputana, and Madras does not exceed ½°. The largest variations are reported from Bombay and the Punjab, the former having been warmer, the latter cooler, than usual. In Bombay every day of the week was warmer than the normal and in the Punjab every day was cooler, but in the other Provinces the variations were less regular: thus—

No. of days below Normal.	Province.	No. of days above Normal.
0	Bombay	7
2	Sind and Rajputana	5
2	Madras	5
4	Bengal	3
5	Guzerat and Central India	2
5	North-Western Provinces	2
6	Central Provinces	1
6	Burmah	1
7	Punjab	0
37		26

This shows that on the whole the weather has been cooler than usual over India; and the following table shows the amount of the excess or defect of the mean average temperature of the different Provinces for the present and for the preceding week:

Provinces.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of present Week from Normal.
Burmah	— 0·8°	— 0·6°
Bengal	+ 0·5°	— 0·1°
North-Western Provinces	+ 0·3°	— 0·7°
Punjab	+ 0·6°	— 1·4°
Bombay	+ 0·6°	+ 1·2°
Central Provinces and Berar	— 1·1°	— 0·3°
Guzerat and Central India	— 0·9°	0
Sind and Rajputana	— 0·9°	+ 0·2°
Madras	— 0·2°	+ 0·5°

Briefly, this shows that, compared with the average, the temperature has risen in the Bombay Presidency, Rajputana, the central parts of the country, and Madras, and fallen in Northern India.

Rain.—The conditions affecting rainfall over India have been nearly the reverse of those prevailing last week, the Bay of Bengal monsoon current having been the stronger and the Arabian Sea current the weaker during the past seven days. Hence the distribution of rainfall has also been reversed, Northern India reporting excessive and Southern and Central India deficient rains. In the North-Western Provinces another cause, in addition to that produced by the strength of the Bay monsoon, of heavy rainfall was the small depression which appeared near Allahabad on the 1st and which was accompanied by some heavy falls of rain in its neighbourhood.

The following is a brief description of the daily distribution of rainfall:

On the 27th rain was shown to have fallen in all parts of India except Sind, the Bombay Deccan, and the extreme south-east of the Peninsula. The amounts were generally moderate, the largest being 2 inches at Ranikhet. On the 28th the only region that was wholly without rain was Sind and the Southern Punjab, and the amounts were somewhat larger than on the previous day. On the 29th rain ceased again in the Deccan, but otherwise there was no change; and on the 30th no rain was reported from the north-west of the Punjab. The Chart of the 31st showed that rain had ceased over the greater part of the Peninsula and of North-Western India. The break continued in the north-west on the 1st, but rain had recommenced over the Peninsula. On the 2nd a break in the rains was reported from nearly the whole of Western, Central, and North-Western India.

The concluding table shows that, as was the case last week, twenty-eight divisions have received more than the average amount of rain and twenty-two have received less. As pointed out above however, the respective distribution of these divisions of heavy and light rainfall is to a large extent the reverse of that prevailing last week. Burma, with the exception of Lower Burma, where there is a slight deficiency, has received ample rain, and the whole of Bengal, with the exception of Orissa, has received more than the normal amount. The North-Western Provinces record heavy rain except in the western division, where it is short. In the east and in Oudh the excess has been very large. In the Punjab the hill and submontane districts have again received slightly deficient rainfall, but the other districts received more. The inland districts in the south of the Peninsula report excessive rain, but the coast districts all along the West Coast, as well as nearly all the central districts, report a deficiency. In Madras four districts have received less and three more than the normal.

The maximum falls in Burma have been by no means so large as those reported last week, while in Bengal and Assam, on the contrary, they are larger. Cherrapunji has received 39 inches; Rajmahal (Sonthal Pergunnahs), 10¼ inches; Cooch Behar, 13½ inches; and Alipore (Jalpaiguri), 14 inches. In Behar the heaviest fall was 10¼ inches at Bahera in Durbhanga, while in Oudh the heaviest falls were 12½ inches at Pertabgarh and 13 inches in Fyzabad. Large falls were reported throughout the North-Western Provinces, the largest being 15¼ inches at Akbarpur (Cawnpore); but in the Punjab the only fall of importance was 9½ inches at Panipat. All over the Peninsula and the central parts of the country, the maximum falls call for no remark, the only one of importance being 14 inches at Shugalpore in Bhopal.

The concluding column of the table shows that the seasonal rains are appreciably short only in the following places:—Lower and Central Burma, East Bengal, Punjab hill districts, Mysore, the Bombay Deccan, Khandeish, Sind, and Rajputana West. In all other parts of the Indian region the seasonal rainfall equals or nearly equals the normal average.

PROVINCE.	DIVISION.	Rainfall Data for Week ending September 2nd, 1889.			Rainfall Data from May 13th to September 2nd, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to September 2nd.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	9·50	8·36	+ 1·14	155·18	141·89	+ 9
	Lower Burmah	4·07	4·43	— 0·36	57·84	71·84	— 19
	Central Burmah	4·32	3·71	+ 0·61	45·71	58·41	— 22
	Upper Burmah	2·12	?	?	43·72	?	?
	Arakan	8·18	5·73	+ 2·45	146·97	150·51	— 2
Bengal and Assam	Eastern Bengal	4·26	3·53	+ 0·73	55·26	63·46	— 13
	Assam (Surma)	8·47	3·82	+ 4·65	96·42	74·48	+ 29
	Do. (Brahmaputra)	5·68	3·02	+ 2·66	63·83	54·65	+ 17
	Deltaic Bengal	2·45	2·18	+ 0·27	36·18	39·78	— 9
	Central Bengal	3·05	2·29	+ 0·76	37·22	38·72	— 4
	North Bengal	7·87	4·57	+ 3·30	82·09	72·65	+ 12
	Orissa	1·86	1·98	— 0·12	36·80	35·41	+ 4
	Chota Nagpur	2·99	2·11	+ 0·88	36·14	36·19	0
	Behar (South)	4·32	1·87	+ 2·45	32·67	30·66	+ 7
	Do. (North)	3·71	2·76	+ 0·95	38·41	34·54	+ 11
North-Western Provinces and Oudh.	North-Western Provinces (East).	6·96	1·88	+ 5·08	36·16	26·02	+ 39
	Oudh (South)	6·90	1·87	+ 5·03	35·99	26·26	+ 38
	Do. (North)	6·78	1·90	+ 4·88	37·43	28·77	+ 30
	North-Western Provinces (Central).	4·30	1·59	+ 2·71	24·33	22·95	+ 5
	North-Western Provinces (West).	1·30	1·72	— 0·42	21·10	21·42	— 1
	North-Western Provinces (Submontane).	4·73	2·45	+ 2·28	45·22	32·93	+ 37
Punjab	Punjab (South)	0·76	0·69	+ 0·07	11·29	10·70	+ 6
	Do. (Central)	2·62	1·36	+ 1·26	16·58	17·64	— 6
	Do. (Submontane)	1·27	1·32	— 0·05	20·00	21·07	— 5
	Do. (Hill Districts)	1·72	4·64	— 2·92	57·87	68·77	— 16
	Do. (North-West)	1·28	0·81	+ 0·47	15·66	15·96	— 2
	Do. (West)	0·78	0·21	+ 0·57	6·65	5·75	+ 16
Bombay and Malabar Coast Districts (Madras).	Malabar	1·68	3·06	— 1·38	87·17	88·32	— 1
	Madras (South Central)	2·21	0·88	+ 1·33	24·33	11·49	+ 112
	Coorg	4·27	4·22	+ 0·05	80·73	81·37	— 1
	Mysore	2·43	1·11	+ 1·32	11·73	14·86	— 21
	Konkan	2·17	4·44	— 2·27	109·08	82·55	+ 32
	Bombay Deccan	0·39	1·54	— 1·15	18·04	22·69	— 20
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·48	1·36	— 0·88	12·17	16·64	— 27
Central Provinces and Berar.	Berar	1·21	2·50	— 1·29	28·93	25·10	+ 15
	Central Provinces (West)	1·54	2·24	— 0·70	29·91	30·53	— 2
	Ditto (Central)	2·25	2·66	— 0·41	45·56	40·40	+ 13
	Ditto (East)	1·24	2·09	— 0·85	43·10	36·91	+ 17
Bombay (North)	Guzerat	2·50	3·08	— 0·58	32·06	30·24	+ 6
	Kattiawar	0·36	1·82	— 1·46	23·38	21·97	+ 6
	Sind	0	0·25	— 0·25	1·48	3·89	— 62
Rajputana and Central India.	Central India (East)	2·19	2·10	+ 0·09	35·24	28·52	+ 24
	Rajputana (East), Central India (West).	1·66	2·25	— 0·59	28·36	20·93	+ 36
	Rajputana (West)	0·03	1·02	— 0·99	8·39	10·30	— 19
Madras	East Coast (North)	2·05	1·52	+ 0·53	23·26	18·20	+ 28
	East Coast (North) (a)	1·00	1·73	— 0·73	25·15	27·15	— 7
	Hyderabad (South)	1·30	1·58	— 0·28	16·86	16·10	+ 4
	Madras (Central)	1·31	1·10	+ 0·21	13·13	12·26	+ 7
	East Coast (Central)	0·92	1·13	— 0·21	13·26	13·44	— 1
	Ditto (South)	1·06	1·13	— 0·07	13·69	10·61	+ 29
	Madras (South)	1·54	0·80	+ 0·74	5·87	5·83	+ 1

SIMLA, *5th September, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 30th August.*—Rainfall general and good in most districts. Crops generally good, but withering in parts of Bellary, Anantapur, South Arcot, and Coimbatore. More rain wanted in parts of these districts and Cuddapah, Trichinopoly, and Tinnevelly. Crops damaged by insects in Anantapur, Tinnevelly, and Salem. Prices rising in ten districts, falling in seven, and stationary in the rest. Labourers employed on last day of week,—on Rushikulya works, 4,174; Gopalpur Canal, 1,330; Ghat Roads, 3,942; other minor works, 2,017. Number on village relief on 24th August, 52,559, including 31,057 children; fed in kitchens, 11,023, including 7,726 children. Imports during week by sea and land, 655 tons. General prospects favourable everywhere. Season very favourable in Ganjam.

Bombay.—*For week ending 4th September.*—Rain during week general; total fall insufficient in parts of Surat, Khandesh, Nasik, Poona, Ahmednagar, Sholapur, Satara, Bijapur, Belgaum, and Dharwar. Young crops damaged by floods in parts of Karachi, by blight in parts of Upper Sind Frontier, by grasshoppers in parts of Ahmedabad, and by excessive rain in parts of Kaira; also withering for want of moisture in parts of Nasik, Poona, Ahmednagar, Satara, Belgaum, and Dharwar. Standing crops otherwise good, except in two talukas of Khandesh. Sowing retarded for want of sufficient rain in parts of Poona, Bijapur, and Belgaum. Preparations for late crops progressing in Karachi and Hyderabad. Fodder scarce in parts of Nasik, Poona, Ahmednagar, Satara, Belgaum, and Dharwar. Drinking-water scarce in parts of Upper Sind Frontier, Nasik, Ahmednagar, and Dharwar. Prices rising in two talukas of Nasik.

Bengal.—*For week ending 3rd September.*—Ordinary monsoon weather has been prevalent throughout the week, and there has been general rain over the whole Province. The rain was rather heavy in parts of North and East Bengal and Behar. Transplanting of winter rice is being rapidly completed, but more rain is still wanted in places in Western Bengal, South Bhagalpur, the Sonthal Pergunnahs, the Sadr sub-division of Balasore, and the Palamow sub-division of Lohardagga. Early rice and jute harvests are in progress. Outturn of early rice reported to be full average in Backergunge; not much short of average in Rajshahye and Jalpaiguri; and only 9 annas in Pubna and Dacca. In Pubna the quality of jute is said to have been impaired by excessive water. In Behar and Chota Nagpur the *bhadoi* crops are promising, except on the inundated tracts. In Behar some of these crops have begun to be harvested. Food-stocks are reported sufficient in all the affected areas of the Province. In Muzaffarpur the floods are subsiding, but applications for gratuitous relief are increasing. In Chumparun agricultural loans are being distributed, and 1,900 people are in receipt of Government and private charity. Charitable relief is also being given to 177 persons in the Contai sub-division of Midnapur, where the affected area is about 110 square miles. In the north of Bhagalpur the attendance on two relief works has increased from 341 to 402.

North-Western Provinces and Oudh.—*For week ending 4th September.*—The rainfall has been generally heavy throughout the Provinces. Crops have suffered in several places from excessive rain and from overflow of rivers. Prospects are however favourable. Harvesting operations have commenced in a few districts. Markets are well supplied, and prices are on the whole steady.

Punjab.—*For week ending 4th September.*—Rain has fallen in all districts, except Mooltan and Peshawar. Prices are falling in Delhi, Mooltan, and Shahpur; rising in Rawalpindi; and stationary elsewhere. Sowings of *kharif* crops almost completed. Ploughings for *rabi* in progress. Prospects of *rabi* crops are generally good and promising. Stock cattle are reported healthy. Pasturage or fodder sufficient throughout the Province.

Central Provinces.—*For week ending 4th September.*—*Kharif* crops suffered to some extent in Saugor from excessive moisture; but there is now a seasonable break in the weather all over the Provinces, and the prospects of the crops are very favourable. The ground is being prepared for *rabi* sowings. Prices continue steady.

Burma.—*For week ending 31st August.*—In Lower Burma the rainfall was heavy in most districts. Some paddy has been destroyed by floods in Bassein and a little in Thongwa; otherwise the crops promise well, though backward in Tharrawaddy and Prome. In Upper Burma there was fair rainfall in Bhamo, Ruby Mines, Sagaing, Kyaukse, Upper Chindwin, Myingyan, and Pyinmana. In the other districts the rainfall was slight, or there was none. Rain is wanted in parts of Shwebo, Pokokku, Meiktila, and Yamethin; except in these districts and in Bhamo, the crops generally promise well. The prices of paddy rose 5 per cent. in Thongwa, 14 per cent. in Shwebo, and fell 10 per cent. in Tharrawaddy and 9 per cent. in Prome. There were no other fluctuations of consequence.

Assam.—*For week ending 4th September.*—Weather seasonable. Rainfall excessive in Nowgong, and moderate elsewhere. Reaping of early and transplanting of winter rice continue. Tea doing well; blight is prevalent in Cachar.

Mysore and Coorg.—*For week ending 4th September.*—Rainfall good throughout the State of Mysore, except in parts of Tumkur, where rain is needed. Standing crops in good condition. No material change in prices.

Good rain in Coorg. South-west monsoon has closed. Prospects good.

Berar and Hyderabad.—*For week ending 4th September.*—Average rainfall fair in Berar. Weeding continues. *Kharif* in good condition. Preparation of fields for *rabi* commenced. Cattle healthy. Fodder sufficient. Prices unchanged.

Fair rain during the week in Hyderabad. *Kharif* crops prospering. Weeding of *abi* crops continues. Water in tanks not yet sufficient for *tabi* crops. Prices stationary.

Central India.—*For week ending 4th September.*—Rain throughout Central India during the week. Prospects of crops and pasturage in Goona improved. No change in Neemuch and Bhopal. Bhopawar reports crops slightly damaged by rain. Locusts have appeared in parts of Jhabua and Burwani in Bhopawar. Prices of foodgrains high in Western Malwa and slightly fallen in Bhopawar.

Rajputana.—*For week ending 4th September.*—Heavy rain in Kerowlee, slight in Meywar and Sirohi, and moderate elsewhere. Agricultural operations satisfactory. Hope of good harvests. Damage reported by locusts in Marwar; by insects in Meywar; and by heavy rain in Jhallawar, Harowtee, and Kerowlee. Agricultural stock good. Pasturage or fodder sufficient. Prices steady.

Nepal.—*For week ending 29th August.*—Seasonable rain. Prospects of crops good.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XIX. OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Week ending 11th August, 1888. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Week ending 10th August, 1889. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Total Receipts from 1st April to 11th August, 1888. Total.	Per mile open per week.	Total Receipts from 1st April to 10th August, 1889. Total.	Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State Lines worked by Companies.												
24th August, 1889	East Indian	1,514	6,32,820	418	1,514	6,80,326	450	1,59,40,551	554	1,63,52,141	569	4,11,590	...
24th ditto	Patna-Gya	57	8,729	153	57	7,418	130	1,56,886	144	1,61,731	149	4,845	...
24th ditto	Dildárnagar-Gházipur	12	623	52	12	662	55	19,697	86	17,791	78	...	1,906
.....	Sindia	75	4,231	56	...	(a)	...	1,45,061	102	(a)	...	...	1,45,061
17th August, 1889	Rajputana-Malwa	1,664	2,12,899	128	1,664	2,77,000	166	67,36,887	213	76,90,678	245	9,53,791	...
17th ditto	Bengal-Nágpur (b)	186	14,896	80	305	(c) 18,465	61	6,24,373	177	(c) 7,14,374	127	90,001	...
17th ditto	Southern Mahratta (d)	850	66,985	79	857	61,111	71	14,87,307	92	15,95,917	98	1,08,610	...
17th ditto	Do. Mysore Section	140	11,165	80	219	13,850	63	1,96,615	74	2,60,953	63	64,338	...
17th ditto	Indian Midland	136	9,591	70	746	(e) 44,096	59	2,88,665	112	(e) 10,67,175	89	7,78,510	...
10th ditto	Villupuram-Dhárma-veram (Nellore Branch)	83	3,978	48	83	4,603	55	92,118	58	91,389	58	...	729
17th ditto	Bareilly-Pilibhit	30	1,142	32	36	1,410	39	29,317	45	37,031	57	7,714	...
	TOTAL	4,753	9,67,059	203	5,493	11,08,941	202	2,57,17,477	285	2,79,89,180	276	22,71,703	...
	State Lines worked by Government.												
24th August, 1889	North Western (f)	2,411	4,01,125	166	2,386	4,47,470	188	87,67,473	191	99,93,013	222	12,25,540	...
17th ditto	Oudh and Rohilkhand	692	90,830	131	692	1,05,902	153	26,86,344	204	30,15,071	229	3,28,727	...
17th ditto	Bengal Central	125	9,818	79	125	14,440	115	2,22,611	94	2,58,914	109	36,303	...
17th ditto	Wardha Coal	45	11,710	260	45	13,870	308	2,71,068	317	3,03,424	358	32,356	...
17th ditto	Eastern Bengal	673	2,13,241	317	747	2,20,090	295	29,12,097	228	31,42,934	238	2,30,837	...
24th ditto	Nalháti	27	1,604	59	27	1,460	53	36,041	73	35,193	72	...	848
24th ditto	Tirhoot	259	20,018	77	273	35,952	132	6,43,470	138	7,15,247	146	71,777	...
17th ditto	Lucknow-Sitapur-Sihrámau	105	3,860	37	105	5,765	55	97,307	49	1,28,175	64	30,868	...
17th ditto	Jorhát	25	1,554	62	25	1,471	58	21,375	40	22,278	41	903	...
10th ditto	Cherra-Companyganj	7	124	17	7	176	23	1,298	9	2,088	15	790	...
10th ditto	Burma (g)	392	41,351	105	553	67,597	122	11,03,839	153	17,16,311	165	6,12,472	...
	TOTAL	4,761	7,95,241	167	4,985	9,14,193	183	1,67,62,923	186	1,93,32,648	208	25,69,725	...
	Lines worked by Guaranteed Companies.												
17th August, 1889	Madras	840	1,56,126	186	840	1,68,931	201	31,14,180	195	34,33,057	217	3,18,877	...
10th ditto	South Indian	654	96,448	147	654	1,01,541	155	20,56,455	165	21,66,912	175	1,10,457	...
17th ditto	Great Indian Peninsula	1,497	(h) 5,19,044	347	1,440	(i) 3,55,234	247	1,68,77,399	592	1,30,11,455	478	...	38,65,944
17th ditto	Bombay, Baroda and Central India (j)	461	1,42,231	309	461	1,71,000	371	47,94,109 (h)	547	51,08,207 (i)	587	3,12,098	...
	TOTAL	3,452	9,14,449	265	3,395	7,96,706	235	2,68,42,203	409	2,37,17,691	370	...	31,24,512
GRAND TOTAL (GUARANTEED AND STATE)		12,966	26,76,749	206	13,873	28,19,840	203	6,93,22,603	282	7,10,39,519	274	17,16,916	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	3,58,71,889	146	3,66,29,168	141	7,57,279	...
NET RECEIPTS		...	...	...	...	...	...	3,34,50,714	136	3,44,10,351	133	9,59,637	...
	Assisted Companies.												
24th August, 1889	Tárakeshwar	22	3,996	182	22	4,959	225	1,12,063	265	1,12,435	266	372	...
3rd ditto	Dibru-Sadiya	...	...	...	...	(k)	...	(l) 1,54,290	110	(m) 1,74,234	124	19,938	...
24th ditto	Bengal and North-Western	376	34,652	92	376	38,470	102	9,76,278	137	10,29,411	145	53,133	...
10th ditto	Rohilkhand-Kumaun	67	5,047	75	67	5,589	83	1,41,583	117	1,45,110	120	3,527	...
	TOTAL	465	43,695	94	465	49,018	105	13,84,220	134	14,61,190	143	76,970	...
	Native States.												
17th August, 1889	His Highness the Nizam's Guaranteed Company	310	27,763	89	354	43,851	124	5,75,579	109	7,80,096	117	2,04,517	...
17th ditto	His Highness the Gaekwar's	59	1,239	21	59	1,640	28	53,042	47	51,279	46	...	1,763
17th ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	703	33	27	700	26	18,382	46	22,257	44	3,875	...
17th ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	12,173	63	260	16,000	62	3,93,054	107	5,41,183	110	1,48,129	...
17th ditto	Morvi	68	2,100	32	68	2,320	34	74,808	58	83,141	64	8,273	...
17th ditto	Jodhpore	124	4,090	33	124	5,200	42	1,44,211	61	1,32,491	57	...	11,720
	TOTAL	775	48,140	62	892	69,717	78	12,59,130	89	16,10,447	96	3,51,311	...

(a) Included with the Indian Midland Railway.
(b) Includes the Katni-Umaria Branch.
(c) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(d) Includes the Bellary-Kistna State Railway.
(e) Includes the Sindia and Bhopal-Itarsi State Railways.
(f) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(g) Includes the Toungoo-Mandalay extension.
(h) Includes the Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itársi State Railways.
(i) Includes the Dhond-Manmád, Khámgaon, and Amráoti State Railways.
(j) Includes the Patri Branch.
(k) Return not received.
(l) Total receipts from 1st April to 4th August, 1888.
(m) Total receipts from 1st April to 3rd August, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Under Secretary.

SIMLA, *5th September, 1889.*

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SUPPLEMENT TO

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor-General will in future be published in* PART VI. *of the* GAZETTE.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, September 9th, 1889.

In the previous summary the gradual steady fall in the force and extent of the Arabian Sea monsoon current was noticed, and the commencement of a similar change in the case of the Bengal current was reported. These conditions have continued during the past week, throughout which period the Arabian Sea branch of the monsoon has been practically absent and the Bengal current feeble, intermittent, and variable.

The Chart of the 3rd of September showed an area of very low pressure over the Indus Valley and of relatively low pressure over the Gangetic plain, with high pressures over the Andaman Sea and Lower Burma and relatively high pressures over the south of the Peninsula. Moderate gradients existed over Sind, Guzerat, and Rajputana, and a moderately strong westerly current of air blew across those districts and into the central parts of the country. Elsewhere the winds were light and generally variable—more particularly on the West Coast. On the 4th the general distribution was unaltered, but the low pressure area over the Indus Valley had largely filled up. Readings were very uniform over the Peninsula, and calms and northerly breezes prevailed there. The Chart of the 5th showed a redevelopment of the low pressure over the extreme north-west and to a considerable extent a reproduction of the pressure distribution which prevailed on the 3rd. A general westerly current of air, light or moderate in force, swept across Northern and Central India, while northerly to north-westerly breezes and calms were reported from the Peninsula. South-westerly winds were blowing across the Bengal Coast, and an imperfect cyclonic circulation prevailed in Lower Burma. On the 6th the barometer was falling generally, but the change was fairly uniform and the distribution not materially altered. The westerly winds over Northern India had fallen

off in strength, but there was little other change. The chart of the 7th showed that pressure continued to decrease generally. A small shallow disturbance, with a cyclonic circulation of the winds, had passed into West Bengal from the Bay, and a well defined low pressure area was shown over the north-west of the Punjab, but the most prominent feature of the distribution was an elongated anti-cyclone lying over the centre of the Peninsula, extending from Malegaon to Cochin. A slight extension of easterly winds into the eastern districts of the North-Western Provinces was shown and also a further decrease in the westerly winds over Northern India, but otherwise there was very little change. By the morning of the 8th the small depression over South-West Bengal had disappeared, but the chart showed little other change. The chart of the 9th also showed very little alteration in pressure, but the winds had become moderate in force and normal in direction at the head of the Bay. Calms and variable winds prevailed in Northern India and light northerly to north-westerly winds over the Peninsula.

Temperature.—The generally cool weather, which prevailed over India during the week ending September 2nd, continued during the first two days of the week under review, but with the decreasing rainfall temperature rose, and the general temperature during the remaining five days of the week was above the normal average. The net results for the week exhibit an excess of temperature in the Provinces of Burma, the North-Western Provinces, the Punjab, Bombay, and the Central Provinces, and a deficiency in Bengal, Guzerat, Central India, Sind, Rajputana, and Madras. The excess in Bombay equals nearly 2°, in the Punjab 1⅓°, and in the Central Provinces 1°, while the deficiencies on the contrary were almost everywhere small. The warmest day was the 8th, when the only Provinces reporting a deficient temperature were Bengal and Guzerat and Central India; the coolest day was the 3rd, when the only places reporting any excess were Bombay and the Central Provinces.

During the week the maxima in the Indus Valley have steadily exceeded 100°, on one occasion by as much as 5°, and during the latter half of the week these high maxima have extended over the greater part of the Punjab also. The following table shows the amount of the excess or defect of the mean average temperature of the different Provinces for the present and for the preceding week:

PROVINCES.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of present Week from Normal.
Burmah	— 0·6	+ 0·7
Bengal	— 0·1	— 0·6
North-Western Provinces	— 0·7	+ 0·1
Punjab	— 1·4	+ 1·6
Bombay	+ 1·2	+ 1·9
Central Provinces and Berar	— 0·3	+ 1·0
Guzerat and Central India	0	— 0·1
Sind and Rajputana	+ 0·2	— 0·3
Madras	+ 0·5	— 0·4

This table shows that, compared with the average, the weather has been warmer in all Provinces, except Sind and Rajputana, Bengal and Madras.

Rain.—A weak and irregular monsoon on the Bay of Bengal side and an almost entire absence of monsoon winds on the western side of India, together with a freedom from travelling cyclonic storms, have combined to give very short rainfall to almost all parts of India. The average pressure difference between Southern and Northern India during September is ordinarily about 2½-tenths of an inch, while during the past week the difference reached only two-tenths as a rule, and on the 9th was not much more than one-tenth. Small barometric differences such as these at this season are always accompanied with weak monsoon winds, which in their turn are accompanied with deficient rainfall.

The following is a brief description of the daily distribution of rainfall:

On the 3rd rain was falling all round the Bay of Bengal, as well as over the greater part of Assam and Bengal and as far west as the east of North-Western Provinces. Showers were also reported from the inland parts of the Peninsula, from one or two places on the West Coast, and at one or two in the North-West

Himalaya. Elsewhere the weather was fair. On the 4th a similar distribution prevailed. On the 5th the rainfall showed a further falling off. Slight showers only were reported, except in Bengal, where the amounts were heavier. The chart of the 6th showed slight rainfall at the hill stations in the north-west, over the south and east of the Peninsula, and over Lower Bengal, and fine weather elsewhere. On the morning of the 7th there was no change in the break in the rains, except in Bengal, where, due to a small local depression, there had been some extension of the rainfall area. On the 8th rain had increased somewhat over the central parts of the country, but there was no other change; and on the 9th slight general rain was reported from the Deccan, the Central stations, Bengal, the east of the North-Western Provinces, Assam, and Burma.

The table at the close of the summary shows that thirty-eight of the divisions into which India is divided for rainfall purposes have received deficient rainfall and only twelve have received more than the average. Three divisions in the Punjab, *viz.*, the North-West, West, and Submontane, have received no rain whatever, and the amounts reported from all parts of the Punjab, Rajputana, Sind, Guzerat, and Kathiawar have been very small. The amount of the deficiency in other parts of India varies largely, some divisions having very nearly the normal amount of rainfall, while others in the vicinity have received only trifling falls.

The whole of Burma has had deficient rain; so also has the whole of Bengal and Assam, with the exception of Deltaic Bengal and the valley of the Brahmaputra, where there has been a moderate or slight excess. In Upper India Oudh North has received a very trifling excess, but all the other divisions have received deficient rain—in some cases very largely so. Malabar and the Konkan Coasts have received less than half an inch of rain each during the week, but inland, within the divisions of Madras (South Central), Mysore, and the Deccan, the rainfall has been heavier than usual. Khandeish, Berar, and the Central Provinces have had very deficient rainfall, and in the whole of Rajputana, Guzerat, Kathiawar, and Sind the rain has also been short. On the other hand the whole of Madras, with the exception of the East Coast South, has had heavy rain.

The record of maximum falls exhibits very few instances of large amounts. In some parts of Behar and the North-Western Provinces there are some local falls ranging between 5 and 12 inches, but they are the exception, and in the Punjab the falls are very light. In the west and south of the Peninsula the maximum falls range between 3 and 5 inches, while in the central parts of the country they are still smaller, but on the eastern side of the Peninsula there are several heavy amounts reported.

The concluding column of the table shows an extension of the area over which the seasonal rainfall is short. The following are the divisions where the rainfall is deficient by more than 10 per cent.: Lower and Central Burma, Eastern Bengal, Punjab, Central, Submontane, and hill districts, the Konkan, the Bombay Deccan, Khandeish, Sind, and Rajputana West. In all other parts of the Indian region the seasonal fall equals or nearly equals the normal average.

PROVINCE.	DIVISION.	Rainfall Data for Week ending September 9th, 1889.			Rainfall Data from May 13th to September 9th, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to September 9th.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	1·01	7·70	— 6·69	156·18	149·59	+ 4
	Lower Burmah	1·59	4·94	— 3·35	59·43	76·78	— 23
	Central Burmah	1·67	3·20	— 1·53	47·38	61·60	— 23
	Upper Burmah	1·05	?	?	23·28	?	?
	Arakan	3·85	6·13	— 2·28	150·81	156·64	— 4
Bengal and Assam	Eastern Bengal	2·04	3·98	— 1·94	57·30	67·44	— 15
	Assam (Surma)	3·44	4·14	— 0·70	99·86	78·02	+ 27
	Do. (Brahmaputra)	4·99	3·16	+ 1·83	68·82	57·64	+ 19
	Deltaic Bengal	3·08	2·92	+ 0·16	39·27	42·69	— 8
	Central Bengal	2·89	2·92	— 0·03	40·19	41·55	— 3
	North Bengal	4·11	4·51	— 0·40	86·20	77·16	+ 12
	Orissa	1·20	2·74	— 1·54	38·00	38·15	0
	Chota Nagpur	1·62	2·68	— 1·06	38·14	39·76	— 4
	Behar (South)	2·32	2·37	— 0·05	34·99	33·03	+ 6
	Do. (North)	2·25	2·58	— 0·33	40·67	37·12	+ 10
North-Western Provinces and Oudh.	North-Western Provinces (East).	1·06	1·89	— 0·83	37·22	27·91	+ 33
	Oudh (South)	1·15	1·69	— 0·54	37·14	27·95	+ 33
	Do. (North)	2·35	2·21	+ 0·14	36·81	30·59	+ 21
	North-Western Provinces (Central).	0·66	1·84	— 1·18	24·99	24·79	+ 1
	North-Western Provinces (West).	0·23	1·68	— 1·45	21·33	23·10	— 8
	North-Western Provinces (Submontane).	1·24	1·90	— 0·66	44·89	34·34	+ 31
Punjab	Punjab (South)	0·04	0·68	— 0·64	11·33	11·38	0
	Do. (Central)	0·08	1·50	— 1·42	16·60	19·14	— 13
	Do. (Submontane)	0	1·39	— 1·39	20·00	22·45	— 11
	Do. (Hill Districts)	0·78	2·51	— 1·73	58·65	71·28	— 18
	Do. (North-West)	0	0·81	— 0·81	15·60	16·77	— 7
	Do. (West)	0	0·26	— 0·26	6·65	6·01	+ 2
Bombay and Malabar Coast Districts (Madras).	Malabar	0·34	2·46	— 2·12	87·51	90·77	— 4
	Madras (South Central)	1·85	1·08	+ 0·77	26·18	12·57	+108
	Coorg	2·03	3·23	— 0·20	82·76	84·00	— 2
	Mysore	4·15	1·18	+ 2·97	15·88	16·04	— 1
	Konkan	0·45	3·31	— 2·86	99·69	80·70	— 24
	Bombay Deccan	1·32	1·14	+ 0·18	19·37	23·82	— 19
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·75	1·33	— 0·58	12·92	17·97	— 28
Central Provinces and Berar.	Berar	1·16	1·96	— 0·80	30·10	27·06	+ 11
	Central Provinces (West)	0·78	2·82	— 2·04	30·69	33·35	— 8
	Ditto (Central)	0·60	2·73	— 2·13	46·10	43·13	+ 7
	Ditto (East)	1·46	1·87	— 0·41	48·22	41·82	+ 15
Bombay (North)	Guzerat	0·11	2·16	— 2·05	32·16	32·40	— 1
	Kattiawar	0·40	1·55	— 1·15	23·78	23·52	+ 1
	Sind	0·07	0·14	— 0·07	1·55	4·03	— 62
Rajputana and Central India.	Central India (East)	0·28	1·89	— 1·61	35·52	30·41	+ 17
	Rajputana (East), Central India (West).	0·07	1·73	— 1·66	28·43	22·66	+ 25
	Rajputana (West)	0·10	1·06	— 0·96	8·49	11·36	— 25
Madras	East Coast (North)	2·63	1·51	+ 1·12	25·89	19·71	+ 31
	Do. (North) (a)	3·85	2·20	+ 1·65	29·00	29·34	— 1
	Hyderabad (South)	1·83	1·12	+ 0·71	18·69	17·28	+ 8
	Madras (Central)	3·37	0·86	+ 2·51	16·50	13·12	+ 26
	East Coast (Central)	1·61	1·21	+ 0·40	14·87	14·65	+ 2
	Ditto (South)	0·63	1·23	— 0·60	14·31	11·84	+ 21
	Madras (South)	0·70	0·05	+ 0·05	6·56	6·48	+ 1

W. L. DALLAS,

Assistant Meteorological Reporter to the Government of India.

SIMLA, *12th September, 1889.*

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 7th September.*—Rainfall general; good in all districts, except Madras, South Arcot, and Tanjore. Crops generally good, but withering in parts of South Arcot, suffering from want of rain in Trichinopoly and Tinnevelly, and damaged by excessive rain in parts of Anantapur. Prices generally falling or stationary. Labourers employed on last day of week,—on Rushikulya works, 3,699; Gopalpur Canal, 1,373; Ghât Roads, 3,710; minor works, 3,644. Number on village relief on 31st August, 46,032, including 28,246 children; fed in kitchens, 10,402, including 7,513 children. Imports into Ganjam during week by sea and land, 394 tons. General prospects favourable.

Bombay.—*For week ending 11th September.*—Good rain over the greater part of the Deccan and Southern Mahratta Country and crop prospects improved by it; slight in Guzerat, Kathiawar, Konkan, Khandesh, and Nasik. Total fall still insufficient in parts of Ahmedabad, Broach, Surat, Khandesh, Nasik, Thana, Ratnagiri, Poona, Ahmednagar, Satara, Belgaum, Dharwar, Kanara, and Baroda. Standing crops damaged by rats, insects, and locusts in parts of Karachi; by locusts in parts of Shikarpur and Hyderabad; by insects and locusts in parts of Upper Sind Frontier; and by grasshoppers in parts of Ahmedabad and Panch Mahals; also withering for want of moisture in two talukas of Surat and Poona, one of Ahmednagar, and parts of Nasik. Standing crops otherwise good. Preparation for late crops progressing in parts of Karachi, Hyderabad, Sholapur, Bijapur, and Kathiawar. Fodder scarce in parts of Nasik, Poona, Ahmednagar, Satara, and Belgaum. Drinking water scarce in parts of Upper Sind Frontier, Nasik, Ahmednagar, and Satara. Prices rising in two talukas of Nasik.

Bengal.—*For week ending 10th September.*—Fairly general rain has fallen over the whole Province during the week, but there is now a partial break in the rains. Transplanting is nearly finished and the prospects of the winter rice are generally favourable, except in places in Western Bengal, in the south-west of the Sonthal Pergunnahs, and in the Sadr subdivision of Balasore, where the rainfall is still scanty. Autumn rice and jute harvests in some districts are expected to give fair results, while in others the outturn is estimated to be below the average. In Moorshedabad much damage has been caused to the autumn rice by floods, and in the east of Bogra the damage is also considerable. The *bhadoi* crops are being harvested and promise well, except in the inundated parts of Behar, where they have been almost wholly destroyed. Foodstocks continue to be sufficient in the affected tracts. At Motihari the price of common rice has fallen from $10\frac{1}{2}$ to 12 seers a rupee; at Madhubani it is $10\frac{1}{2}$ seers; and at Sitamarhi from $8\frac{2}{5}$ to $9\frac{3}{20}$ seers. In Chumparun and Muzaffarpur agricultural loans are being given and the persons in receipt of charitable relief are increasing. The number of persons employed on relief works are 365 in Bhagalpur and about 1,500 in the Sonthal Pergunnahs.

North-Western Provinces and Oudh.—*For week ending 11th September.*—There has been light rain during the week, except in the eastern districts, where floods have occurred. Crops are doing well. Harvesting operations in progress and ploughing for *rabi* has begun in some places. Markets are well supplied. Prices are generally stationary, but in a few districts show a tendency to fall.

Punjab.—*For week ending 11th September.*—Rainfall light; showers in Khushab tahsil, Shahpur district, only. Prices falling in Delhi, Mooltan, and Shahpur; rising in Rawalpindi; and stationary elsewhere. Sowings of *kharif*

crops completed. Ploughings for *rabi* commenced in certain districts. Rain wanted in Sialkot. Prospects of standing crops good and promising. Rice crop in Umballa suffering for want of rain. Fodder sufficient throughout the Province.

Central Provinces.—*For week ending 11th September.*—Weather seasonable. The rainfall has been slightly deficient in parts of Jubbulpore and Seoni, but the prospects of the *kharif* crops continue favourable. Land being prepared for winter sowings. Prices steady.

Burma.—*For week ending 7th September.*—In Lower Burma the rainfall was generally light and in Thayetmyo and Tavoy has not been sufficient, and in Thongwa late planted paddy has suffered from want of heavy rain; elsewhere the crop prospect is good. In Upper Burma there was fair rainfall in Mandalay and Pyinmana, but elsewhere but little fell or there was none at all. Rain is much wanted in Shwebo, Sagain, Lower Chindwin, Pakokku, Meiktila, and Yamethin districts; elsewhere the crop prospect is fair. The price of paddy has risen 9 per cent. in Thongwa, 4 per cent. in Thayetmyo and Magwe; but elsewhere there is little or no change.

Assam.—*For week ending 11th September.*—Weather showery; nights unusually cool. Harvesting of early and transplanting of late rice still continue. Tea blight severe in Cachar. Prospects of tea and other crops good, except in Nowgong, where floods have done damage.

Mysore and Coorg.—*For week ending 11th September.*—Good rain has fallen throughout the State of Mysore. Standing crops in good condition, except in the Shikarpur taluk of the Shimoga district. Prices slightly fallen in Shimoga.

Good rain in Coorg. Standing crops doing well.

Berar and Hyderabad.—*For week ending 11th September.*—Average rainfall good in Berar. Weeding continues. Crops healthy. Fodder sufficient. Prices of food-grains stationary.

Rainfall during week 2·53 inches at Hyderabad; total since 1st January 24·46. Weeding of *kharif* crops concluded and weeding of *rabi* crops in progress. Water in tanks not yet sufficient for *rabi* crops. Prices stationary.

Central India.—*For week ending 11th September.*—During the week no rain fell in Gwalior, Bhopawar, or Neemuch. Crop prospects improved in Bhopawar and Bhopal; unchanged elsewhere. Locusts still exist in parts of Barwani. Prices of food-grains high in Goona, falling in Neemuch, steady elsewhere.

Rajputana.—*For week ending 11th September.*—Moderate rain in Bikaneer; slight in Ajmere and Abu. No rain elsewhere. Standing crops good. Harvest prospects favourable. Locusts reported in districts of Sirohi. Agricultural stock good. Pasturage or fodder sufficient. Prices steady generally.

Nepal.—*For week ending 5th September.*—Good rain fell during the week. Early rice is being harvested. Prospects good.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XX. OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Week ending 18th August, 1888. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Week ending 17th August, 1889. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Total Receipts from 1st April to 18th August, 1888. Total.	Per mile open per week.	Total Receipts from 1st April to 17th August, 1889. Total.	Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State Lines worked by Companies.												
31st August, 1889	East Indian	1,514	6,40,633	423	1,514	6,34,057	419	1,65,81,184	548	1,69,44,920	560	3,63,736	...
31st ditto	Patna-Gya	57	7,679	134	57	6,725	118	1,64,565	144	1,68,454	147	3,889	...
31st ditto	Dildárnagar-Gházipur	12	582	49	12	679	57	20,279	85	18,415	77	...	1,864
.....	Sindia	75	4,704	63	...	(a)	...	1,49,765	100	(a)	...	...	1,49,765
31st August, 1889	Rajputana-Malwa	1,664	2,32,107	139	1,664	2,91,000	175	69,68,994	209	79,72,224	241	10,03,230	...
24th ditto	Bengal-Nágpur (b)	186	16,533	88	305	(c) 19,176	63	6,40,906	172	(c) 7,36,334	124	95,428	...
24th ditto	Southern Mahratta (d)	850	55,445	65	857	67,048	78	15,42,752	91	16,70,805	98	1,28,053	...
24th ditto	Do. Mysore Section	140	9,749	69	285	19,358	68	2,06,364	74	2,79,173	63	72,809	...
24th ditto	Indian Midland	136	6,723	49	746	(e) 42,416	57	2,95,388	108	(e) 11,14,279	88	8,18,891	...
17th ditto	Villupuram-Dharmaveram (Nellore Branch)	83	4,238	51	83	4,638	56	96,356	58	96,262	58	...	94
17th ditto	Bareilly-Pilibhít	36	1,079	30	36	1,318	37	30,396	44	38,349	56	7,953	...
	TOTAL	4,753	9,79,472	206	5,559	10,86,415	195	2,66,96,949	281	2,90,39,215	271	23,42,266	...
	State Lines worked by Government.												
24th August, 1889	North Western (f)	2,469	3,92,749	159	2,386	4,08,865	171	91,60,222	186	1,04,01,878	220	12,41,656	...
24th ditto	Oudh and Rohilkhand	692	92,031	133	692	98,106	142	27,78,376	200	31,15,438	225	3,37,062	...
17th ditto	Bengal Central	125	12,077	97	125	14,350	115	2,34,688	94	2,73,264	109	38,576	...
24th ditto	Wardha Coal	45	11,709	260	45	11,605	258	2,82,777	314	3,14,245	352	31,468	...
31st ditto	Eastern Bengal	673	2,31,125	343	747	2,29,790	308	31,43,222	234	33,72,724	241	2,29,502	...
24th ditto	Nalháti	27	2,705	100	27	2,055	76	38,746	75	37,248	72	...	1,498
24th ditto	Tirhoot	259	22,816	88	273	39,479	145	6,66,286	135	7,57,546	146	91,260	...
17th ditto	Lucknow-Sitapur-Sihráman	105	3,642	35	105	5,619	54	1,00,949	48	1,33,270	63	32,321	...
17th ditto	Jorhát	25	1,209	48	25	1,414	56	22,584	45	23,692	42	1,108	...
17th ditto	Cherra-Companyganj	7	78	11	7	196	28	1,376	9	2,284	15	908	...
24th ditto	Burma (g)	392	41,815	107	333	70,268	127	11,45,654	151	11,77,075	162	6,31,421	...
	TOTAL	4,819	8,11,956	168	4,985	8,81,747	177	1,75,74,880	183	2,02,08,664	206	26,33,784	...
	Lines worked by Guaranteed Companies.												
24th August, 1889	Madras	840	1,61,789	193	840	1,74,234	207	32,75,969	195	36,03,093	216	3,27,124	...
24th ditto	South Indian	654	1,06,905	163	654	1,03,798	159	21,63,360	165	22,72,680	175	1,09,320	...
24th ditto	Great Indian Peninsula	1,497	(h) 5,08,424	340	1,440	(i) 3,37,756	235	1,73,85,823	579	1,33,52,732	466	...	40,33,091
24th ditto	Bombay, Baroda and Central India (j)	461	1,53,095	332	461	1,66,000	360	(h) 49,47,264	537	(i) 52,82,606	577	3,35,342	...
	TOTAL	3,452	9,30,213	269	3,395	7,81,788	230	2,77,72,416	402	2,45,11,111	364	...	32,61,395
GRAND TOTAL (GUARANTEED AND STATE)		13,024	27,21,641	209	13,939	27,49,950	197	7,20,44,245	277	7,37,58,990	271	17,14,745	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	3,74,51,802	144	3,82,06,461	140	7,54,659	...
	NET RECEIPTS	...	...	...	...	...	...	3,45,92,443	133	3,55,52,529	131	9,60,086	...
	Assisted Companies.												
31st August, 1889	Tárakeshwar	22	4,223	192	22	4,611	210	1,16,286	261	1,16,606	262	320	...
10th ditto	Dibru-Sadiya	...	...	...	...	(k)	...	(l) 1,64,504	111	(m) 1,84,989	125	20,485	...
24th ditto	Bengal and North-Western	376	32,763	87	376	38,150	101	10,09,041	134	10,67,561	143	58,520	...
24th ditto	Rohilkhand-Kumaun	67	5,191	77	67	5,820	87	1,46,774	115	1,50,930	119	4,156	...
	TOTAL	465	42,177	91	465	48,581	104	14,36,605	132	15,20,086	141	83,481	...
	Native States.												
17th August, 1889	His Highness the Nizam's Guaranteed	310	30,589	99	354	43,028	122	6,06,168	108	8,23,124	117	2,16,956	...
24th ditto	His Highness the Gaekwar's	59	1,351	23	59	1,780	30	54,393	46	53,352	46	...	1,041
24th ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	741	35	27	600	22	19,123	46	23,034	43	3,911	...
24th ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	13,084	68	261	16,642	64	4,06,138	105	5,58,516	108	1,52,378	...
24th ditto	Morvi	68	2,571	38	68	2,202	32	77,439	57	85,339	63	7,900	...
24th ditto	Jodhpore	124	4,123	33	124	4,800	39	1,48,334	60	1,36,531	55	...	11,803
	TOTAL	775	52,459	68	893	69,052	77	13,11,595	88	16,79,896	95	3,68,301	...

(a) Included with Indian Midland Railway.
(b) Includes the Katni-Umaria Branch.
(c) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(d) Includes the Bellary-Kistna State Railway.
(e) Includes the Sindia and Bhopal-Itarsi State Railways.
(f) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(g) Includes the Toungoo-Mandalay extension.
(h) Includes the Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itarsi State Railways.
(i) Includes the Dhond-Manmád, Khámgaon, and Amráoti State Railways.
(j) Includes the Patri Branch.
(k) Return not received.
(l) Total receipts from 1st April to 11th August, 1888.
(m) Total receipts from 1st April to 10th August, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Under-Secretary.

SIMLA, 12th September, 1889.

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRESS, *Simla.*

SUPPLEMENT TO

The Gazette of India.

No. 38.} CALCUTTA, SATURDAY, SEPTEMBER 21, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 2nd HALF OF JULY 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu. (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*.)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	9 14	9 14	10 7	10 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	11 11	11 11
Tavoy	...	...	...	...	11 4	11 4	14 0	13 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	24 2	24 2
Moulmein and Amherst	7 14	7 14	...	...	9 11	9 11	10 2	10 2	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	20 8	20 8
Pegu (deltaic)—																										
Pegu	...	...	...	...	9 7	9 7	11 3	11 3	...	...	...	...	...	...	...	...	11 3	11 3	25 8	20 8	...	...	140 0	134 0	17 10	17 10
Rangoon	11 2	11 2	...	...	12 6	12 6	13 2	13 2	...	...	...	...	...	...	...	...	16 0	15 2	25 10	...	...	...	250 0	250 0	14 9	14 9
Thongwa	...	...	...	...	10 13	10 11	12 13	12 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	18 12	18 12
Bassein	...	...	...	...	12 3	12 3	14 7	15 2	...	...	...	...	...	...	...	...	11 0	11 9	...	...	...	...	263 0	243 13	14 3	14 3
Pegu (inland)—																										
Shwaygyin	...	...	...	...	8 8	8 8	9 9	9 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharawadi	...	...	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	11 7	11 7	...	...	8 2	8 2	450 0	450 0	14 0	14 0
Henzada	...	...	...	...	10 4	10 4	15 10	15 10	...	...	...	...	...	...	...	...	7 9	7 9	...	...	...	...	183 8	183 8	17 11	17 11
Prome	12 2	12 2	...	...	10 12	10 5	13 1	13 1	...	...	...	...	...	...	...	...	10 6	10 6	...	...	...	...	167 9	167 9	14 0	14 0
Toungoo	...	...	...	...	9 2	9 2	12 13	12 13	...	...	...	...	...	...	...	...	9 7	9 7	...	...	..	...	200 0	200 0	14 1	14 1
Thayetmyo	11 3	11 3	...	...	10 0	10 12	11 8	12 9	...	...	...	...	...	...	...	...	12 12	12 12	22 8	22 8	...	...	326 11	326 11	11 3	11 3
Upper Burma—																										
Mandalay	10 10	10 11	...	...	10 2	11 5	11 10	12 9	...	...	...	...	...	...	...	...	9 2	9 6	22 3	19 3	8 8	7 0	80 0	70 0	17 12	17 12
Arakan—																										
Sandoway	...	...	...	...	13 8	11 10	14 14	12 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	..	...	...	...	10 9	10 9	11 7	11 6	...	...	...	...	...	...	...	...	5 0	5 0	(a)	...	...	...	320 0	320 0	36 0	36 0
Akyab	...	...	...	...	11 8	11 0	14 8	13 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	9 0	9 0	160 0	160 0	16 0	16 0
Assam—																										
Surma—																										
Sylhet	11 4	11 4	...	...	14 0	14 0	16 3	16 3	...	...	...	...	...	...	...	...	13 4	13 4	...	...	...	...	108 0	108 0	10 0	10 0
Cachar	7 8	7 12	...	...	10 0	10 0	16 0	15 4	...	...	...	...	...	...	...	...	11 8	12 0	...	...	...	...	80 0	80 0	9 8	9 8
Khási and Jaintia Hills	...	...	...	...	6 0	6 0	8 0	7 12	...	...	...	...	...	...	...	...	8 8	8 8	15 0	15 0	...	...	100 0	100 0	7 0	7 0
Garo Hills	...	...	...	...	6 0	6 0	14 0	13 0	...	...	...	...	...	...	...	...	9 0	8 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	16 0	16 0	...	...	8 0	8 0	13 0	14 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	20 0	20 0	80 0	80 0	9 0	9 8
Kámrúp	10 0	10 0	...	...	8 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	160 0	160 0	9 0	9 0
Darrang	6 8	6 8	...	...	11 10	11 8	13 0	13 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	150 0	150 0	8 8	8 8
Nowgong	8 0	8 0	...	...	7 8	8 0	16 0	16 0	...	...	...	...	...	...	...	...	8 0	9 0	...	...	...	...	120 0	120 0	9 0	8 8
Sibságar	...	...	...	...	6 0	6 0	16 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	100 0	100 0	8 0	7 0
Lakhimpur	8 0	8 0	...	...	6 8	6 8	11 0	11 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	9 4	9 6	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	8 0	8 0	12 0	13 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	...	4 0	4 0	9 0	7 8	...	...	...	...	...	...	...	...	4 8	4 8	...	...	...	...	60 0	60 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	11 0	11 0	12 0	12 0	...	...	...	...	...	...	...	...	14 0	14 8	...	...	...	...	120 0	120 0	10 0	10 0
Noakholly	...	...	...	...	12 0	12 0	14 0	14 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	9 0	9 0
Chittagong	10 0	10 0	...	...	10 0	10 0	12 12	11 10	...	...	...	...	...	...	...	...	...	11 8	...	...	...	...	100 0	100 0	10 8	10 0
Tipperah	12 0	12 0	...	...	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	...	...	9 0	9 0
Dacca	13 0	13 0	26 0	26 0	10 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	16 0	16 0	160 0	160 0	10 0	10 0
Mymensingh	10 0	10 0	...	...	12 0	11 0	13 8	13 0	...	...	...	...	...	...	...	...	13 4	13 0	...	...	10 0	13 0	...	...	9 12	9 12
Deltaic—																										
Koolna	...	...	...	...	10 10	11 0	12 5	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	160 0	160 0	9 0	9 0
24-Pergunnahs	13 0	14 0	18 0	16 0	7 0	7 0	13 4	13 0	...	...	...	...	...	...	13 4	12 0	17 8	16 0	...	...	17 0	17 0	100 0	100 0	10 8	10 8
Midnapore	11 7	12 0	...	...	12 0	12 8	16 0	15 8	...	...	...	...	...	...	...	...	14 8	14 8	...	...	12 0	12 0	160 0	160 0	10 6	10 4
Howrah	...	†	...	...	10 0	10 0	13 4	13 4	...	...	...	...	...	...	...	...	17 8	16 8	...	...	13 4	13 4	100 0	100 0	10 8	10 8
Calcutta	12 12	12 10	16 8	16 7	8 11	8 9	12 12	12 10	...	...	11 6	11 11	...	...	17 12	17 12	14 14	14 15	...	...	16 11	16 8	100 0	100 0	10 10	10 10
Hooghly	13 0	13 0	...	...	8 0	8 0	11 0	12 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	14 15	15 0	17 12	17 12	11 8	11 7	12 9	13 7	...	...	...	...	...	...	...	...	16 14	16 0	...	...	16 14	16 0	...	...	9 2	9 2
Jessore	13 0	13 4	...	...	11 0	11 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	160 0	160 0	9 2	9 2
Furreedpore	16 0	16 0	16 0	...	9 0	8 0	13 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	20 0	20 0	16 0	10 0	120 0	120 0	9 9	9 0
Central—																										
Bankoora	13 8	13 8	17 8	17 0	14 8	14 8	17 4	17 4	...	...	...	...	...	...	...	...	14 0	15 0	19 0	19 0	15 0	15 8	240 0	240 0	10 0	10 0
Burdwan	13 4	12 8	*	*	11 4	11 4	13 11	13 14	...	...	...	...	...	...	...	...	16 0	16 8	*	*	17 12	19 0	107 0	107 0	10 8 3/5	9 14 3/8
Beerbhoom	15 0	15 0	...	...	12 0	12 0	13 8	13 8	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	160 0	160 0	10 8	10 0
Moorshedabad	15 0	14 0	...	...	10 10	11 0	14 8	14 0	...	...	...	...	...	...	...	...	18 12	17 12	...	...	18 12	17 12	200 0	120 0	10 0	9 10
Sonthal Pergunnahs	12 8	12 8	...	...	12 8	12 8	14 8	14 8	...	...	...	...	...	...	...	...	16 0	15 0	16 0	16 0	19 0	19 0	200 0	200 0	9 0	9 0
Pubna	15 12	16 8	...	...	7 8	7 8	13 8	13 14	...	...	...	...	...	...	...	...	17 4	18 0	...	...	17 4	18 0	200 0	200 0	9 2½	9 2½
Bogra	13 8	13 5	...	...	9 12	10 14	14 4	14 4	...	...	...	...	...	...	...	...	15 12	15 15	...	...	...	...	68 9	96 0	9 12	9 0
Rajshahye	15 12	15 0	26 4	26 4	10 8	11 4	12 0	12 12	...	...	...	...	...	...	...	...	19 12	19 8	...	...	18 8	18 8	240 0	240 0	9 0	9 0
Maldah	15 8	15 0	...	...	10 0	10 0	12 8	12 8	...	...	...	...	...	...	...	...	18 0	18 0	...	...	...	...	160 0	160 0	9 0	9 8
Northern—																										
Rungpore	14 8	14 8	...	...	10 5	10 5	14 8	14 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	12 4	12 4	120 0	120 0	9 6	9 6
Dinagepore	13 8	13 8	25 0	25 4	12 0	12 0	14 8	13 12	...	...	...	...	...	...	...	...	14 8	15 4	...	...	18 0	18 0	160 0	160 0	10 0	10 0
Jalpáiguri	12 0	11 0	16 0	16 0	8 0	8 0	13 0	12 10	...	...	...	...	...	...	...	...	13 0	13 0	...	...	10 0	10 0	128 0	128 0	9 0	9 0
Darjeeling	10 0	10 0	6 0	10 0	5 0	6 0	11 0	11 0	...	...	...	...	12 0	12 0	...	...	11 0	11 0	18 0	18 0	...	8 0	120 0	120 0	7 0	7 0
Orissa—																										
Pooree	9 5	9 5	...	...	10 8	11 13	14 7	14 7	...	...	...	...	...	...	...	...	15 12	15 12	...	...	14 7	14 7	80 0	80 0	9 13	9 13
Cuttack	11 13	10 8	...	...	10 8	10 8	14 7	13 2	...	...	...	...	...	...	...	...	18 6	19 11	...	...	15 12	13 2	80 0	80 0	11 0	8 0
Balasore	16 0	16 0	13 0	13 0	13 0	13 0	17 0	17 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	9 0	9 0
Chota-Nagpur—																										
Singbhoom	10 0	10 0	20 0	12 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	10 0	10 0	20 0	22 0	12 0	14 0	200 0	200 0	7 0	7 0
Manbhoom	12 0	12 0	...	...	11 8	12 0	14 8	17 0	...	...	...	...	...	...	...	...	14 0	13 8	...	...	14 0	14 0	200 0	200 0	9 0	8 0
Lohardugga	8 0 to 10 12	10 0	8 8	...	12 0	12 0	14 0	14 0	...	...	...	...	30 0	26 10	...	...	11 8	10 8	17 0	17 0	12 4 to 14 8	14 0	140 0	140 0	7 8	7 8
Hazáribágh	12 0	12 4	...	12 0	8 0	8 0	14 0	14 0	†	†	†	†	21 0	20 0	†	†	14 8	15 0	16 0	16 0	15 0	14 0	320 0	320 0	8 0	8 0

(a) R1-4 per 100 cobs.

* Not sold.

† Not procurable.

MONTHLY PRICES FOR THE 2nd HALF OF JULY 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Maruá or ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firkwood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	16 12	16 12	17 14	17 4	10 8	10 8	11 14	12 1	...	...	15 0	14 8	...	...	...	8 7	18 14	19 2	21 0	16 12	17 13	16 13	126 0	126 0	9 14	9 14
Gya	15 8	15 8	18 0	19 8	9 0	8 4	12 8	12 8	...	...	10 0	14 14½	...	...	...	11 0	17 8	18 0	17 0	18 0	17 0	18 0	200 0	200 0	9 2	9 2
Patna	16 0	16 8	21 0	18 8	10 0	13 8	13 8	13 4	...	...	10 0	13 3	...	...	...	11 0	20 0	20 0	18 0	18 0	21 0	20 8	130 0	130 0	9 8	9 8
Shahabad	14 0	14 8	17 0	18 4	9 0	8 8	12 8	12 8	...	...	10 0	10 0	...	...	...	...	18 0	17 12	...	...	13 0	12 0	120 0	120 0	10 0	10 0
Behar, north—																										
Purneah	14 0	16 0	...	...	11 0	11 0	13 0	11 8	...	...	...	...	...	...	...	...	18 0	...	...	...	16 0	17 10	120 0	120 0	...	9 0
Bhágalpur	15 12	15 12	17 10	17 10	10 11	11 6	12 10	12 10	...	...	...	...	...	...	...	...	17 10	17 10	17 10	16 6	17 10	17 10	164 0	164 0	10 1	10 1
Darbhunga	15 5	13 4	18 8	17 4	9 2	9 2	13 6	12 8	...	...	...	...	17 2	...	...	...	18 4	17 2	16 0	17 2	18 4	18 4	140 0	140 0	10 13	10 8
Mozufferpore	14 8	13 0	16 0	16 0	8 4	8 8	11 2	11 0	...	...	...	...	17 0	...	...	...	16 0	16 0	16 0	17 0	18 0	17 0	160 0	160 0	10 0	10 0
Sarun	14 8	14 12	17 8	18 4	8 0	8 0	11 0	11 0	...	...	...	...	17 0	...	...	...	17 4	17 12	17 0	17 0	19 12	20 0	160 0	160 0	10 0	10 0
Champarun	13 8	14 0	15 8	17 8													15 0	15 0	16 0	16 0	16 8	16 8	160 0	160 0	9 8	9 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	17 0	17 0	7 0	7 0	11 0	11 0	15 0	19 0	15 0	14 8	15 0	14 0	12 0	12 0	17 0	17 0	16 0	16 8	19 0	19 0	90 0	90 0	10 0	10 0
Benares	14 10	14 10	19 0	17 14	9 3	9 3	11 6	11 6	13 13	19 4	14 14½	14 10	...	...	12 0	12 0	18 2	18 2	19 0	17 4	19 4	19 4	120 0	120 0	10 6½	10 6½
Ghazipur	15 7	15 7	18 10	18 10	6 7	6 7	11 0	11 0	15 7	20 0	14 3	14 3	...	...	11 0	11 0	20 0	20 0	18 0	18 0	20 0	20 0	154 0	154 8	9 10	9 10
Jaunpur	14 0	14 0	21 0	21 0	7 0	7 0	12 0	12 0	...	21 0	...	...	...	...	12 0	12 0	21 0	21 0	16 0	16 0	...	21 0	140 0	140 0	8 8	8 8
Allahabad	14 0	14 0	18 12	18 8	7 0	7 0	10 0	10 0	...	20 0	...	...	...	...	10 0	10 0	20 0	20 0	16 0	16 0	20 0	20 0	120 0	120 0	10 0	10 0
Central—																										
Bánda	14 8	14 4	19 8	18 8	7 0	7 0	10 12	10 8	...	14 0	14 8	14 8	...	...	...	...	17 0	17 0	16 8	16 8	19 0	19 0	90 0	90 0	10 0	10 0
Fatehpur	14 8	14 4	20 0	19 0	10 4	10 4	10 12	10 12	...	23 12	22 4	16 0	...	...	...	...	20 8	20 8	17 0	17 0	19 4	19 4	120 0	120 0	10 6½	10 6½
Hamirpur	16 0	15 12	21 14	19 8	9 0	9 0	10 15	10 4	19 8	26 7	23 0	16 0	...	...	...	...	18 0	18 0	18 0	18 0	20 0	20 0	154 8	154 0	9 10	9 10
Jalaun	15 0	16 0	19 0	20 0	9 0	9 0	10 0	10 0	16 0	21 0	17 0	10 0	...	...	12 0	12 0	21 0	22 0	18 0	18 0	21 0	21 0	140 0	140 0	8 8	8 8
Cawnpore	16 0	15 12	22 0	22 0	8 0	8 0	11 8	12 0	23 8	23 4	17 0	12 0	...	...	12 0	12 0	23 0	23 4	16 0	16 0	23 0	23 0	120 0	120 0	10 0	10 0
Etáwah	16 8	16 0	20 4	20 0	5 8	5 8	9 8	9 8	18 0	25 8	17 0	10 0	...	...	10 0	10 0	25 8	25 8	16 0	16 0	25 8	25 8	160 0	160 0	10 8	10 8
Farukhabad	15 4	14 12	21 4	21 0	6 4	6 4	9 0	9 0	...	...	...	...	...	...	...	...	25 0	25 0	16 0	16 0	28 0	28 0	160 0	160 0	11 0	11 2
Mainpuri	17 0	16 6	23 4	22 4	8 8	8 8	11 8	11 8	...	...	...	...	...	...	...	...	20 8	20 8	...	...	20 0	20 0	160 0	160 0	11 0	11 0
Etah	17 4	16 12	25 0	24 8	7 8	7 8	10 8	10 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Western—																										
Lalitpur	14 8	14 6	20 0	20 0	9 0	9 0	10 0	10 0	15 0	12 0	12 0	12 0	17 0	17 0	17 0	17 0	16 0	16 0	16 0	16 0	17 0	17 0	160 0	160 0	10 0	10 0
Jhansi	14 8½	15 7	21 0½	21 0	7 9	7 14	11 5	11 8	18 0	21 0	17 8	10 8	...	...	11 0	11 0	18 0	18 0	18 0	18 0	18 0	18 0	180 0	180 0	10 8	10 8
Agra	14 8	14 8	21 8	19 8	5 0	5 0	9 0	9 0	16 0	20 0	17 8	17 8	...	...	12 0	12 0	20 0	20 0	16 0	16 0	20 0	20 0	160 0	160 0	10 8	10 8
Mattra	15 0	15 0	22 0	22 0	7 0	7 0	10 0	10 0	18 0	27 8	20 0	18 0	...	...	12 0	12 0	27 8	27 8	18 0	18 0	27 8	27 8	180 0	180 0	11 8	11 8
Aligarh	16 6	16 0	22 12	22 8	5 8	5 8	10 0	10 0	18 0	28 8	17 0	17 0	...	...	12 0	12 0	28 8	28 8	16 0	16 0	28 8	28 8	160 0	160 0	11 4	11 4
Budaun	16 14	17 0	25 8	25 8	6 0	7 0	9 0	10 8	20 0	26 8	20 0	20 0	...	...	12 0	12 0	26 8	26 8	16 0	16 0	26 8	26 8	160 0	160 0	11 8	11 8
Meerut	17 0	16 4	25 8	25 8	5 8	5 8	11 0	11 0	20 0	22 0	14 0	14 0	...	...	12 0	12 0	22 0	22 0	14 0	14 0	22 0	22 0	120 0	120 0	11 0	11 0
Sub-montane—																										
Ballia	14 4	14 4	18 0	18 0	9 2	9 0	13 0	13 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Azamgarh	12 8	12 8	18 8	19 3	7 6	8 14	11 1	12 8	...	13 8	19 4	13 10	...	...	...	...	19 4	19 3	...	...	19 0	21 0	140 0	140 0	9 8	9 8
Gorakhpur	13 10	13 0	19 4	22 0	8 12	9 0	11 12	22 0	10 0	20 0	20 0	20 0	...	...	...	...	20 0	20 0	...	...	20 0	20 0	140 0	140 0	10 0	10 0
Ghazipur	15 8	16 0	22 0	22 0	...	8 8	14 0	11 0	...	26 8	26 8	26 8	...	...	...	...	26 8	26 8	...	...	26 8	26 8	160 0	160 0	10 12	10 12
Jaunpur	17 8	17 0	25 8	25 8	6 0	6 0	11 0	11 0	20 0	31 0	24 0	24 0	...	...	...	...	31 0	31 0	...	...	31 0	31 0	160 0	160 0	10 8	10 8
Allahabad	17 4	17 4	25 8	25 8	8 0	8 0	11 0	11 0	25 0	25 0	25 0	25 0	...	...	...	...	25 0	25 0	...	...	25 0	25 0	150 0	150 0	10 8	10 8
Mirzapur	15 8	15 8	30 0	30 0	11 4	11 4	15 0	15 0	24 0	30 0	24 0	24 0	...	...	...	...	30 0	30 0	...	...	30 0	30 0	150 0	150 0	10 8	10 8
Jhansi	17 4	17 4	25 0	25 0	7 0	7 0	10 0	10 0	18 0	25 0	18 0	18 0	...	...	...	...	25 0	25 0	...	...	25 0	25 0	150 0	150 0	10 8	10 8
Lucknow	15 0	15 0	22 0	22 0	6 0	6 0	11 0	11 0	16 0	20 0	16 0	16 0	...	...	...	...	20 0	20 0	...	...	20 0	20 0	150 0	150 0	10 8	10 8
Hardoi	17 8	16 4	23 0	23 8	7 0	7 0	13 0	13 0	...	25 0	19 0	19 0	...	...	...	...	25 0	25 0	...	...	25 0	25 0	150 0	150 0	10 8	10 8
Oudh—																										
Southern—																										
Partábgarh	14 14	15 0	21 0	20 0	10 9	11 0	12 0	12 0	...	14 8	14 8	14 8	...	...	...	...	14 8	14 8	...	...	14 8	14 8	180 0	180 0	9 8	9 8
Sultánpur	14 0	14 0	21 0	21 0	9 0	9 0	12 8	13 0	...	20 0	20 0	16 0	...	...	...	...	20 0	20 0	...	...	20 0	20 0	160 0	160 0	10 0	10 0
Rae-Bareli	15 0	15 0	20 0	22 0	7 0	7 0	12 8	12 8	...	24 0	18 0	18 0	...	...	...	...	24 0	24 0	...	...	24 0	24 0	180 0	180 0	10 0	10 0
Unao	15 0	15 0	22 0	21 0	8 0	8 0	11 0	11 0	...	16 0	16 0	16 0	...	...	...	...	16 0	16 0	...	...	16 0	16 0	160 0	160 0	10 12	10 12
Lucknow	15 0	15 0	22 0	22 0	6 0	6 0	11 0	11 0	...	19 0	19 0	19 0	...	...	...	...	19 0	19 0	...	...	19 0	19 0	180 0	180 0	10 8	10 8
Hardoi	17 8	16 4	23 0	23 8	7 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Northern—																										
Fyzabad	13 12	14 2	21 0	20 0	10 0	10 0	11 8	12 0	15 0	14 8	16 0	16 0	...	...	...	...	16 0	16 0	...	...	16 0	16 0	160 0	160 0	10 0	10 0
Barabanki	15 0	15 0	20 0	20 0	9 4	7 0	11 0	11 0	18 0	22 0	18 0	18 0	...	...	...	...	22 0	22 0	...	...	22 0	22 0	180 0	180 0	10 8	10 8
Gonda	16 0	16 0	20 8	20 8	10 8	10 8	11 8	11 8	18 0	24 0	18 0	18 0	...	...	...	...	24 0	24 0	...	...	24 0	24 0	180 0	180 0	10 8	10 8
Bahraich	16 0	16 0	21 0	22 0	10 0	10 0	12 0	12 0	19 0	26 0	19 0	19 0	...	...	...	...	26 0	26 0	...	...	26 0	26 0	190 0	190 0	10 8	10 8
Sitapur	17 4	17 4	25 8	24 8	8 0	8 0	12 0	12 0	20 0	25 0	24 0	24 0	...	...	...	...	25 0	25 0	...	...	25 0	25 0	160 0	160 0	10 8	10 8
Kheri	17 4	17 8	26 0	26 0	8 0	8 0	13 0	13 0	24 0	26 0	24 0	24 0	...	...	...	...	26 0	26 0	...	...	26 0	26 0	140 0	140 0	10 0	10 0
Rajputana—																										
Eastern—																										
Partábgarh	15 0	15 0	9 6	...	6 14	6 4	7 13	7 8	16 4	15 0	15 0	15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bánswára	15 15	15 10	16 4	16 4	6 4	6 4	12 8	10 0	17 8	10 10	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Meywar (Oodeypore)	10 15	10 8½	7 0	7 0½	7 0	7 0	7 13	7 13	11 5½	9 6	10 8½	11 5½	10 15	10 15	11 8	9 12½	9 0	9 0	7 0	7 0	9 11	9 11	180 0	180 0	10 8	10 8
Sirohi	11 8	11 8	16 0	18 8	...	...	8 0	8 0	12 8	13 0	13 0	13 0	13 0	13 0	10 8	10 8	18 0	18 0	8 0	8 0	10 8	10 8	160 0	160 0	10 8	10 8
Erinpura	13 15	13 4	18 1	18 1	...	...	8 0	8 0	...	17 0	17 0	17 0	14 0	14 0	...	...	17 0	17 0	...	...	17 0	17 0	160 0	160 0	10 8	10 8
Ajmere	14 8	13 8	19 0	19 0	3 0	3 0	8 0	8 0	17 0	18 0	18 0	18 0	15 0	15 0	...	...	18 0	18 0	...	...	18 0	18 0	180 0	180 0	10 8	10 8
Abu	12 4	11 14	15 8	15 12	6 0	6 4	7 0	7 0	17 4	14 8	14 8	14 8	13 0	13 0	...	...	14 8	14 8	...	...	14 8	14 8	160 0	160 0	10 0	10 0
Kishengarh	15 4	15 4	20 0	25 0	9 0	9 0	8 0	8 0	17 4	16 0	16 0	16 0	10 0	10 0	...	...	16 0	16 0	...	...	16 0	16 0	160 0	160 0	10 0	10 0
Boondee	17 4	17 4	25 0	25 8	7 8	6 8	7 8	7 8	12 0	15 0	15 0	15 0	15 0	15 0	...	...	15 0	15 0	...	...	15 0	15 0	180 0	180 0	10 8	10 8
Kotah	17 0	17 0	20 0	20 0	7 8	7 8	8 0	8 0	24 0	24 0	24 0	24 0	24 0	24 0	...	...	24 0	24 0	...	...	24 0	24 0	180 0	180 0	10 8	10 8
Jhalawar	15 12	14 15½	19 14	19 5	7 1	7 8	8 14	8 14	22 8	22 8	22 8	22 8	19 14	19 14	11 0	11 0	22 8	22 8	11 0	11 0	22 8	22 8	180 0	180 0	10 8	10 8
Tonk	16 0	16 0	21 4	21 2	7 8	7 12	8 0	8 1½	24 8	24 6	24 8	24 6	15 3	15 3	...	...	24 6	24 6	...	...	24 6	24 6	180 0	180 0	10 8	10 8
Jeypore	15 12	15 8	22 0	21 8	4 12	4 12	7 4	7 4	21 8	20 8	20 8	20 8	20 0	20 0	19 8	19 8	20 8	20 8	20 0	20 0	20 8	20 8	190 0	190 0	10 8	10 8
Kerauli	15 6	15 5	20 0	20 9	10 0	10 0	11 4	11 4	20 0	20 10	17 8	20 6	17 8	20 6	...	...	20 10	20 10	17 8	20 6	20 10	20 10	160 0	160 0	10 0	10 0
Dholpur	14 7	14 3	19 7	20 11	9 9	9 9	10 11	10 11	16 15	17 0	19 0	17 4	15 0	15 0	...	...	17 0	17 0	19 0	17 4	17 0	17 0	180 0	180 0	10 8	10 8
Bhartpur	15 2	15 6	20 8	20 12	7 12	7 12	9 8	9 8	19 8	19 8	19 8	19 8	19 8	19 8	...	...	19 8	19 8	19 8	19 8	19 8	19 8	180 0	180 0	10 8	10 8
Alwar	16 4	16 9	21 9	21 6	7 12	7 12	9 11	9 11	21 8	20 0	20 0	20 0	20 0	20 0	...	...	20 0	20 0	20 0	20 0	20 0	20 0	160 0	160 0	10 9	10 9
Deoli Cantonment	16 2½	16 5	22 6	21 15	4 0	4 0	7 0	8 0	22 0	21 8	22 0	22 0	16 4	16 4	...	...	22 0	22 0	16 4	16 4	22 0	22 0	180 0	180 0	12 4	12 4
Nasirabad Cantonment	15 8	15 8	19 8	19 8	7 5½	7 0	8 5½	8 0	17 0	17 0	17 0	17 0	16 14	16 14	...	...	17 0	17 0	...	...	17 0	17 0	160 0	160 0	11 0	11 0
Hilly Tracts of Meywar	12 0	12 0	13 8	19 8	...	...	7 8	8 0	...	...	...	...	...	...	11 4	11 12	...	...	...	...	...	...	...	...	11 12	11 6
Bíkhner	9 12	9 12	...	17 0	5 0	5 0	7 8	7 8	...	6 4	6 4	6 4	...	...	14 0	14 0	6 4	6 4	...	...	6 4	6 4	160 0	160 0	12 0	12 0
Anúpgra	12 12	12 8	17 8	17 0	6 4	6 4	7 8	8 0	14 8	10 0	10 0	10 0	19 0	19 0	11 0	11 0	10 0	10 0	10 0	10 0	10 0	10 0	160 0	160 0	10 7	10 7
Shahpura	16 6	17 8	21 8	21 8	7 8	7 12	9 4	9 4	20 0	20 0	20 0	20 0	...	...	...	...	20 0	20 0	...	...	20 0	20 0	160 0	160 0	...	...
Western—																										
Jodhpur	13 2	13 7	17 8	18 7	6 4	6 4	7 8	7 8	13 12	13 2	12 8	12 8	12 8	12 8	...	...	12 8	12 8	12 8	12 8	12 8	12 8	120 0	120 0	12 8	12 8
Jaisulmer	10 10	10 8	...	...	7 12	7 12	9 4	9 4	12 12	12 10	12 12	12 12	...	...	...	...	12 12	12 12	...	...	12 12	12 10	160 0	160 0	21 0	21 0
Bickanir	12 0	12 8	...	...	2 14	2 14	6 2	6 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	12 8	12 8
Central India—																										
Indore	13 12	13 8	13 0	13 0	8 0	8 0	9 0	9 0	20 0	20 0	20 0	20 0	20 0	20 0	14 0	14 0	20 0	20 0	14 0	14 0	20 0	20 0	120 0	120 0	10 4	10 4
Nimach Cantonment	13 8	13 8	21 0	20 12	8 0	8 0	9 8	9 8	17 8	18 4	18 8	18 8	18 0	18 0	18 8	18 8	18 8	18 8	18 0	18 0	18 8	18 8	160 0	160 0	12 0	12 0
Baghelkhand (Satna)	16 0	16 0	20 0	21 0	8 0	8 0	12 12	13 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	10 8	10 8
Goona	17 12	17 0	15 0	15 0	8 0	8 0	8 8	8 8	22 0	20 0	18 4	14 8	14 0	14 0	...	...	20 0	20 0	...	...	20 0	20 0	200 0	200 0	9 8	10 0
Gwalior	12 9	12 13	18 2	18 10	6 2	6 6	7 4	7 4	14 3	14 8	13 6	13 9	22 0	22 11	...	...	22 0	22 0	...	...	22 0	22 0	145 0	145 0	10 4	10 4

§ Not sold.

‡ Six pies per bundle.

† For husked grain.

RETAIL PRICES FOR THE 2nd HALF OF JULY 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present forthnight.	Wheat. Past forthnight.	Barley. Present forthnight.	Barley. Past forthnight.	Rice, best sort. Present forthnight.	Rice, best sort. Past forthnight.	Rice, common. Present forthnight.	Rice, common. Past forthnight.	Jowar or cholum (*Sorghum vulgare*). Present forthnight.	Jowar or cholum (*Sorghum vulgare*). Past forthnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present forthnight.	Bajra or cumbu (*Pennisetum typhoideum*). Past forthnight.	Marua or ragi (*Eleusine coracana*). Present forthnight.	Marua or ragi (*Eleusine coracana*). Past forthnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present forthnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past forthnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present forthnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past forthnight.	Maize (*Zea Mays*). Present forthnight.	Maize (*Zea Mays*). Past forthnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present forthnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Past forthnight.	Firewood. Present forthnight.	Firewood. Past forthnight.	Salt. Present forthnight.	Salt. Past forthnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	17 0	18 0	24 0	25 0	...	...	10 0	10 0	19 0	22 0	18 0	20 0	+	+	16 0	16 0	23 0	25 0	17 0	17 0	10 0	+	110 0	110 0	10 8	10 12
Ferozepore	19 0	19 0	30 0	30 0	...	...	9 0	9 0	24 0	24 0	13 0	16 0	+	+	28 0	27 0	28 0	27 0	18 0	19 0	9 0	+	100 0	100 0	13 0	13 4
Montgomery	18 0	18 0	24 0	23 0	...	...	9 0	9 0	18 0	18 0	15 0	15 0	+	+	28 0	24 0	23 0	23 0	16 0	16 0	11 0	12 0	200 0	200 0	11 0	11 0
Central—																										
Gurgaon	16 0	17 0	24 0	24 0	...	...	9 0	11 0	24 0	20 0	17 0	17 0	+	+	12 0	12 0	22 0	23 0	22 0	20 0	20 0	20 0	130 0	130 0	11 0	11 0
Delhi	17 0	17 0	23 0	23 0	...	...	10 0	10 0	21 0	21 0	17 0	17 0	+	+	16 0	16 0	23 0	23 0	20 0	20 0	25 0	25 0	80 0	80 0	11 0	11 0
Rohtak	17 0	17 0	24 0	25 0	...	...	10 0	10 0	24 0	24 0	17 0	17 0	+	+	18 0	18 0	24 0	24 0	20 0	20 0	20 0	20 0	120 0	120 0	10 0	10 0
Karnál	17 0	17 0	26 0	26 0	...	...	10 0	9 0	20 0	20 0	16 0	16 0	+	+	23 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	160 0	160 0	10 0	10 0
Lahore	18 0	18 0	32 0	30 0	...	...	9 0	9 0	22 0	12 0	14 0	14 0	+	+	23 0	20 0	23 0	24 0	12 0	12 0	12 0	12 0	95 0	95 0	12 0	12 0
Submontane—																										
Umballa	20 0	20 0	24 0	24 0	...	...	10 0	10 0	18 0	18 0	17 0	17 0	+	+	20 0	20 0	27 0	27 0	32 0	32 0	20 0	20 0	120 0	120 0	12 8	13 0
Ludhiána	22 0	21 0	32 0	32 0	...	...	10 0	10 0	27 0	27 0	23 0	23 0	+	+	21 0	21 0	29 0	29 0	32 0	32 0	14 0	14 0	110 0	110 0	12 8	12 8
Jullundur	20 0	20 0	30 0	30 0	...	...	8 0	8 0	24 0	24 0	20 0	20 0	+	+	20 0	20 0	28 0	28 0	32 0	32 0	*	*	90 0	90 0	12 8	12 8
Hoshiárpur	22 0	22 0	32 0	34 0	...	...	10 0	10 0	25 0	25 0	20 0	20 0	+	+	23 0	24 0	29 0	29 0	33 0	33 0	28 0	28 0	100 0	100 0	12 12	12 12
Gurdáspur	22 0	22 0	28 0	28 0	...	...	12 0	12 0	24 0	24 0	17 0	17 0	+	+	23 0	24 0	24 0	24 0	30 0	30 0	22 0	22 0	120 0	120 0	13 0	13 0
Amritsar	21 0	20 0	30 0	29 0	...	...	10 0	10 0	27 0	27 0	23 0	23 0	+	+	27 0	28 0	28 0	28 0	26 0	26 0	16 0	16 0	90 0	90 0	13 0	13 0
Hills—																										
Simla	13 0	13 0	20 0	19 0	...	...	8 0	8 0	16 0	15 0	15 0	15 0	+	+	8 0	8 0	16 0	15 0	19 0	19 0	9 0	9 0	60 0	60 0	S S	S S
Kángra	19 0	19 0	28 0	28 0	...	...	12 0	12 0	20 0	20 0	20 0	20 0	+	+	20 0	20 0	27 0	27 0	32 0	32 0	12 0	12 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkote	21 0	21 0	30 0	30 0	...	...	11 0	11 0	22 0	22 0	17 0	17 0	+	+	27 0	27 0	27 0	27 0	32 0	32 0	21 0	21 0	160 0	160 0	13 0	13 0
Gujránwála	19 0	19 0	35 0	35 0	...	...	9 0	11 0	23 0	20 0	17 0	17 0	+	+	29 0	29 0	29 0	29 0	32 0	32 0	20 0	20 0	105 0	105 0	13 0	13 0
Gujrát	22 0	22 0	34 0	33 0	...	...	10 0	10 0	23 0	23 0	17 0	17 0	+	+	28 0	27 0	28 0	28 0	33 0	33 0	20 0	20 0	120 0	120 0	13 0	13 8
Jhelum	21 0	22 0	31 0	32 0	...	...	8 0	9 0	22 0	22 0	17 0	17 0	+	+	30 0	27 0	30 0	28 0	38 0	33 0	22 0	22 0	160 0	160 0	14 0	14 0
Rawalpindi	21 0	20 0	36 0	35 0	...	...	11 0	11 0	24 0	24 0	20 0	20 0	+	+	25 0	24 0	24 0	24 0	32 0	32 0	22 0	22 0	85 0	90 0	13 4	13 8
Hazára	22 0	21 0	37 0	34 0	...	...	11 0	11 0	20 0	20 0	20 0	20 0	+	+	21 0	20 0	20 0	20 0	22 0	22 0	20 0	20 0	90 0	90 0	10 8	11 0
Peshawar	21 0	21 0	44 0	43 0	...	...	10 0	10 0	21 0	22 0	17 0	17 0	+	+	22 0	21 0	22 0	22 0	29 0	29 0	22 0	22 0	105 0	100 0	38 0	40 0
Kohát	22 0	24 0	41 0	45 0	...	...	11 0	11 0	22 0	23 0	19 0	19 0	+	+	27 0	23 0	23 0	23 0	20 0	20 0	11 0	11 0	125 0	125 0	56 0	56 0
Western—																										
Shahpur	22 0	24 0	32 0	35 0	...	...	10 0	9 0	21 0	21 0	17 0	17 0	+	+	30 0	30 0	30 0	30 0	20 0	20 0	20 0	20 0	240 0	240 0	13 0	13 0
Jhang	20 0	20 0	28 0	29 0	...	...	10 0	10 0	24 0	24 0	17 0	17 0	+	+	20 0	20 0	20 0	20 0	16 0	16 0	16 0	16 0	240 0	240 0	12 0	12 0
Mooltan	15 0	15 0	22 0	22 0	...	...	10 0	10 0	24 0	25 0	21 0	21 0	+	+	22 0	21 0	25 0	25 0	33 0	24 0	24 0	24 0	100 0	100 0	13 0	12 0
Bannu	20 0	29 0	39 0	37 0	...	...	11 0	11 0	31 0	31 0	16 0	16 0	+	+	31 0	31 0	31 0	31 0	33 0	33 0	16 0	16 0	60 0	60 0	40 0	40 0
D. I. Khán	21 0	21 0	32 0	36 0	...	...	7 0	7 0	26 0	26 0	16 0	16 0	+	+	26 0	26 0	26 0	26 0	13 0	13 0	13 0	13 0	112 0	112 0	42 0	42 0
Muzaffargarh	17 0	17 0	25 0	25 0	...	...	13 0	13 0	19 0	19 0	15 0	15 0	+	+	19 0	19 0	19 0	19 0	14 0	14 0	11 0	11 0	110 0	110 0	12 0	12 0
D. G. Khán	16 0	16 0	24 0	24 0	...	...	9 0	9 0	21 0	21 0	13 0	13 0	+	+	21 0	21 0	21 0	21 0	13 0	13 0	11 0	11 0	125 0	125 0	26 0	25 0
Sind and Baluchistan—																										
Karachi	11 8	12 0	17 0	18 0	8 0	8 0	10 0	10 0	15 0	15 0	14 0	14 0	+	+	17 0	17 0	17 0	17 0	14 0	14 0	14 0	14 0	90 0	90 0	14 0	14 0
Hyderabad (Gidu Bandar)	12 8	12 8	15 0	15 0	8 0	8 0	9 8	9 8	18 0	18 0	13 0	13 0	+	+	14 8	14 8	...	...	14 0	14 0	11 0	11 0	160 0	160 0	11 8	11 8
Thar and Párkar (Umarkot)	13 0	13 0	...	...	8 0	9 0	12 0	12 0	9 8	8 8	10 0	10 0	+	+	...	...	19 0	19 0	17 8	17 8	10 8	10 8	160 0	160 0	12 8	12 8
Sukkur	14 0	14 0	21 8	23 0	8 4	8 0	9 8	9 8	19 0	21 0	18 0	18 0	+	+	18 0	17 8	17 8	17 8	19 8	19 8	9 8	9 8	140 0	110 0	11 8	11 8
Shikárpur	12 8	12 8	19 8	19 8	8 0	8 0	10 0	10 0	22 0	22 0	19 0	19 0	+	+	19 0	19 0	19 0	19 0	19 0	19 0	9 0	9 0	160 0	160 0	11 0	11 0
Upper Sind Frontier	12 8	12 8	18 8	18 8	8 0	8 0	10 0	10 0	22 0	22 0	19 0	19 0	+	+	19 0	19 0	19 0	19 0	11 4	11 4	...	...	64 0	64 0	8 8	9 0
Quetta	12 4	12 8	15 12	15 12	5 0	5 0	7 14	7 14	17 0	17 0	16 8	16 8	+	+	12 12	12 12	17 8	17 8	12 8	12 8	18 0	20 0	64 0	64 0	...	...

* Not sold. † Not produced. ‡ Not Procurable.

Districts.	Wheat. Present forthnight.	Wheat. Past forthnight.	Barley. Present forthnight.	Barley. Past forthnight.	Rice, best sort. Present forthnight.	Rice, best sort. Past forthnight.	Rice, common. Present forthnight.	Rice, common. Past forthnight.	Jowar or cholum (*Sorghum vulgare*). Present forthnight.	Jowar or cholum (*Sorghum vulgare*). Past forthnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present forthnight.	Bajra or cumbu (*Pennisetum typhoideum*). Past forthnight.	Marua or ragi (*Eleusine coracana*). Present forthnight.	Marua or ragi (*Eleusine coracana*). Past forthnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present forthnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past forthnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present forthnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past forthnight.	Maize (*Zea Mays*). Present forthnight.	Maize (*Zea Mays*). Past forthnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present forthnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Past forthnight.	Firewood. Present forthnight.	Firewood. Past forthnight.	Salt. Present forthnight.	Salt. Past forthnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bombay—																										
Konkan—																										
Karwar	10 4	10 8	...	...	...	...	6 8	6 8	10 14	10 8	18 0	18 0	...	...	...	...	...	...	...	...	10 0	10 0	213 5	213 3	11 0	11 0
Ratnágiri	9 4	9 4	...	...	...	...	8 8	8 8	9 14	9 14	14 4	14 4	...	...	...	...	...	...	...	...	9 9	9 9	135 0	135 0	11 8	11 8
Colába (Alibág)	9 13	9 13	...	...	...	...	...	...	9 5	9 5	...	...	...	...	...	...	...	...	...	...	...	...	85 0	85 0	12 0	12 0
Bombay	10 0	10 0	16 5	17 0	7 2	6 15	10 10	10 7	16 0	16 0	15 7	15 7	16 0	16 0	6 15	6 15	7 6	7 6	15 12	15 12	6 15	6 15	72 13	72 13	11 3	11 3
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 7	9 7	...	...	...	...	...	...	...	...	...	...	...	...	9 12	9 12	71 2	71 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	15 0	15 0	...	...	11 0	11 0	12 0	12 0	19 0	19 0	20 0	20 0	...	...	...	...	...	...	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Belgaum	15 0	15 0	...	...	11 0	11 0	12 0	12 0	19 0	19 0	19 8	19 8	...	...	...	...	...	...	...	...	10 8	10 8	65 0	67 0	12 0	12 0
Satara	10 11	10 11	13 0	13 0	8 3	8 3	10 0	10 0	15 15	14 10	15 15	15 15	...	...	...	...	...	...	...	...	11 0	11 0	97 1	97 1	13 0	13 0
Sholápur	14 1	14 1	17 6	17 6	7 9	7 9	9 7	9 7	19 13	19 3	18 12	15 10	...	...	...	...	...	...	...	...	15 1	15 1	80 0	80 0	11 8	11 8
Bijápur	13 8	13 8	10 5	10 5	7 3	7 3	9 2	9 2	19 0	19 0	15 14	15 14	...	...	...	...	...	...	...	...	10 10	10 10	80 0	80 0	10 8	10 8
Poona (City)	11 8	11 8	13 10	13 10	8 13	8 13	9 3	9 3	13 13	13 13	13 13	13 13	...	...	...	...	...	...	...	...	14 6	14 6	60 13	60 13	11 15	11 15
Khandesh—																										
Ahmednagar	12 8	12 8	...	...	7 6	7 6	8 3	8 3	14 8	14 8	12 8	12 8	...	...	...	...	...	...	...	...	14 2	14 2	91 7	91 7	11 6	11 6
Násik	14 1	14 1	...	...	9 0	9 0	10 8	10 8	...	...	14 1	14 1	...	...	...	...	...	...	...	...	10 1	10 1	96 8	96 8	13 8	13 8
Khandesh (Dhulia)	12 7	11 2	...	...	7 8	7 8	9 6	9 6	15 7	15 7	13 0	13 0	...	...	...	...	...	...	...	...	...	...	100 0	100 0	10 8	10 8
Guserat—																										
Surat	10 0	10 0	12 0	12 0	6 0	6 0	8 0	8 0	15 0	15 0	13 0	13 0	...	...	...	...	...	...	...	...	14 0	14 0	90 0	100 0	13 0	13 0
Broach	10 8	...	...	...	7 8	7 8	10 0	10 0	17 0	17 0	13 4	13 4	...	...	...	...	...	...	...	...	13 4	13 4	90 0	90 0	12 12	12 12
Kaira	13 5	20 0	18 13	...	7 7	7 7	9 11	9 11	14 8	14 8	13 5	13 5	...	...	...	...	...	...	...	...	9 2	9 2	80 0	80 0	10 13½	10 13½
Baroda Camp (Sadar Bazar)	9 2	12 9	12 9	23 0	6 4½	6 4½	6 15	6 15	14 14	14 14	13 8	13 8	...	...	...	...	...	...	...	...	9 8	9 8	80 0	80 0	13 8	13 8
Ahmedabad (Daskrohi)	11 8	11 8	20 0	20 0	6 0	6 0	8 0	8 0	16 0	16 0	11 2	11 2	...	...	...	...	...	...	...	...	9 2	9 2	160 0	160 0	11 2	11 2
Panch Mahals (Godhra)	10 0	10 0	...	...	7 2	10 0	10 0	10 0	17 6	17 6	14 4	14 4	...	...	...	...	...	...	...	...	11 0	11 0	150 0	145 0	11 0	11 0
Deesa Cantonment	14 0	13 13	14 8	14 8	7 8	6 8	8 0	8 0	14 8	14 8	13 8	13 8	16 0	13 0	...	...	...	...	...	...	13 0	13 0	615 0	615 0	9 5	9 5
Kathiawar—																										
Rájkot	12 12	12 2	...	...	6 0	6 0	8 0	8 0	14 4	13 10	12 12	12 2	40 0	40 0	80 0	80 0	7 0	7 0	12 10	12 10	7 0	7 0	80 0	80 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	13 8	13 8	...	...	7 8	7 8	10 9	10 9	19 1	19 1	16 8	16 13	...	...	...	...	...	...	...	...	9 14	9 14	120 0	120 0	10 13	10 13
Khandwa-Asirgarh Cant.	12 8	12 8	...	...	8 14	9 0	10 0	10 0	17 12	17 3	...	...	...	...	...	...	...	...	...	...	11 0	11 0	160 0	160 0	9 0	10 0
Hoshangabad	14 8	14 8	...	...	6 8	6 8	7 8	7 8	...	...	17 7	17 7	...	...	...	...	...	...	...	...	13 0	13 0	120 0	120 0	9 0	9 0
Betul	15 0	15 0	...	...	...	8 0	10 0	10 0	18 0	18 0	...	...	...	...	...	...	...	...	...	...	10 4	10 4	320 0	320 0	7 9	7 9
Chhindwára	14 0	16 14	...	...	8 2	8 2	11 4	11 4	18 12	18 12	16 0	16 0	...	...	...	...	...	...	...	...	10 4	10 4	160 0	160 0	8 8	8 8
Nágpur	16 4	16 4	...	...	8 0	7 4	10 7	10 7	18 7	18 7	18 7	18 7	...	...	...	...	...	...	...	...	13 2	13 2	110 0	110 0	9 13	9 13
Wardha	16 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15 0	17 2	124 0	124 0	10 2	10 11
Central—																										
Narsinghpur	13 8	13 8	...	...	8 8	9 3	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	12 10	12 10	200 0	200 0	9 2	9 2
Saugor	14 9	14 9	...	...	8 4	9 4	9 4	9 4	...	...	...	...	...	...	...	...	...	...	...	...	11 7	11 7	140 0	140 0	9 10	9 1
Damoh	14 2	14 2	...	...	10 15	11 7	11 7	11 7	...	...	...	...	...	...	...	...	...	...	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	15 8	15 0	...	...	8 0	8 0	9 8	9 8	...	...	...	...	...	...	...	...	...	...	...	...	12 0	12 0	120 0	120 0	9 0	9 0
Mandla	16 0	16 0	...	...	9 0	8 0	11 0	11 0	...	...	...	...	...	...	...	...	...	...	...	...	9 0	9 0	130 0	130 0	9 6	9 6
Seoni	17 4	16 9	...	...	9 5	10 8	12 2	12 2	...	...	...	...	...	...	...	...	...	...	...	...	11 0	11 0	256 0	256 0	9 2	9 2
Bálághát	17 1	15 12	...	...	11 13	14 0	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	10 15	10 15	200 0	190 0	8 0	9 2
Bhandára	16 4	15 0	...	...	...	11 12	11 12	11 12	...	...	...	...	...	...	...	...	...	...	...	...	11 4	11 4	192 0	192 0	8 0	9 2
Chanda	15 0	15 0	...	...	...	12 13	12 13	12 13	20 0	20 0	...	...	...	...	...	...	...	...	...	...	12 8	12 8	180 0	190 0	9 2	9 2
Eastern—																										
Bilaspur	17 12	...	...	...	10 2	13 8	13 8	13 8	...	...	...	...	...	...	...	...	...	...	...	...	12 15	12 15	615 0	615 0	9 5	9 5
Raipur	19 11	19 11	...	...	10 12	14 12	14 12	14 12	...	...	...	...	...	...	...	...	...	...	...	...	14 4	14 4	96 0	96 0	9 0	9 0
Sambalpur	12 4	11 6	...	...	11 6	11 6	10 10	14 0	...	...	...	...	...	...	...	...	...	...	...	...	13 0	13 0	64 0	64 0	8 0	8 0
Berar—																					8 0	8 0	160 0	160 0	8 12	8 5
Buldána	15 0	15 0	...	...	8 0	8 0	10 0	10 0	19 0	18 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	96 0	96 0	9 0	9 0
Básim	17 2	17 1	...	...	8 6	8 6	10 8	10 13	22 12	22 10	15 10	15 10	...	...	...	...	...	...	...	...	13 8	13 8	§	§	9 8	10 0
Akola	14 0	14 0	...	...	6 8	6 8	8 8	8 8	16 0	16 0	13 0	13 0	...	...	...	...	...	...	...	...	17 0	17 0			10 8	10 8
Ellichpur	14 0	14 0	...	...	7 12	7 0	8 0	8 0	16 0	16 0	13 0	13 0	...	...	...	...	...	...	...	...	17 4	17 4			9 8	9 8
Amráoti	14 0	13 15	...	...	7 0	7 0	8 0	8 0	17 10	17 6	13 0	12 12	...	...	...	...	...	...	...	...	11 6	11 4			9 0	9 0
Wún	14 2	14 0	...	...	8 0	8 0	10 0	11 0	20 0	21 0	...	...	...	...	...	...	...	...	...	...	20 0	20 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 7	11 11	...	...	6 12	6 10	9 7	9 7	17 12	17 12	...	...	...	...	...	...	...	...	...	...	19 7	18 13	115 0	115 0	9 0	9 0
Bolárum	12 14	12 14	...	...	7 1	7 5	8 6	8 4	19 15	19 15	...	...	...	...	...	...	...	...	...	...	...	...	116 14	116 14	9 0	9 0
Chadarghat	10 0	10 0	...	...	7 0	7 0	9 8	9 0	20 0	19 0	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	9 8	9 8

§ Firewood is sold by head-loads, cart-loads, and bullock-loads.

RETAIL PRICES FOR THE 2nd HALF OF JULY 1889—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum. Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu. Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi. Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar, or thúr, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	11 5	11 5	12 3	12 3	*	*	*	*	20 6	20 6	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	8 2	8 2	...	...	10 10	10 10	11 5	11 5	*	*	*	*	21 13	21 13	...	...	...	...	...	...	...	...	128 13	128 13	12 5	13 5
South, central—																										
Coimbatore	11 8	11 8	...	...	12 10	12 10	13 10	13 10	21 11	21 11	25 6	25 6	26 3	26 3	...	...	...	...	...	...	...	...	133 10	133 10	12 11	12 11
Nilgiris	10 11	10 11	...	...	10 0	9 10	11 3	10 6	19 5	20 0	18 3	16 13	20 3	20 3	...	...	...	...	...	...	...	...	161 13	161 13	11 0	10 2
Salem	10 13	10 13	...	...	11 3	11 3	13 3	13 3	26 6	25 14	23 0	23 0	29 2	29 2	...	...	...	...	...	...	...	...	186 10	186 10	13 8	13 8
Central—																										
Bellary	13 6	13 6	...	...	11 13	11 13	13 5	13 5	28 10	28 2	21 10	21 10	34 0	34 0	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Anantapur	11 8	11 8	...	...	12 13	12 13	14 0	14 0	30 14	30 14	25 6	25 6	31 0	31 0	...	...	...	...	...	...	...	...	194 6	194 6	10 11	10 11
Cuddapah	12 14	12 8	...	...	11 10	11 10	12 14	13 5	20 8	21 5	*	*	30 0	30 0	...	...	...	...	...	...	...	...	140 0	140 0	12 2	12 2
Kurnool	11 6	11 6	...	...	10 11	10 11	11 6	11 6	24 11	23 10	20 0	18 13	*	*	...	...	...	...	...	...	...	...	142 14	142 14	11 11	11 5
East Coast, north—																										
Ganjam	7 2	8 0	...	...	9 8	9 8	10 0	10 8	*	*	*	*	16 6	15 8	...	...	...	...	...	...	...	...	167 11	264 6	11 13	12 5
Vizagapatam	12 0	12 0	...	...	9 0	9 0	10 3	10 3	17 13	17 5	15 13	15 13	18 3	18 3	...	...	...	...	...	...	...	...	116 10	116 10	11 11	11 11
Godávari	9 14	10 13	...	...	13 6	13 6	14 8	14 8	23 0	23 0	22 14	21 2	25 8	21 13	...	...	...	...	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	11 8	11 8	12 2	12 2	19 0	20 0	*	*	23 13	23 13	...	...	...	...	...	...	...	...	170 2	170 2	13 3	13 3
Nellore	10 10	10 10	...	...	12 3	12 3	13 3	13 3	22 11	22 11	*	23 8	27 13	27 13	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	10 13	10 13	...	...	11 6	11 6	12 10	12 14	*	*	*	*	25 11	25 10	...	...	...	...	...	...	...	...	92 6	92 6	12 5	12 5
Chingleput	*	*	...	...	12 0	12 0	12 13	12 13	*	*	17 3	17 3	24 11	24 11	...	...	...	...	...	...	...	...	122 8	122 8	12 6	12 6
N. Arcot	9 6	9 6	...	...	12 3	12 3	13 3	13 3	*	*	*	*	29 2	29 14	...	...	...	...	...	...	...	...	194 6	194 6	11 5	11 5
S. Arcot	8 10	8 10	...	...	13 2	13 2	14 0	14 0	20 3	20 3	21 10	21 10	22 5	22 5	...	...	...	...	...	...	...	...	209 0	209 0	11 11	11 11
Tanjore	8 13	8 13	...	...	13 11	13 6	*	*	*	*	23 3	23 3	26 6	26 6	...	...	...	...	...	...	...	...	166 3	166 3	12 6	12 6
Trichinopoly	8 14	8 14	...	...	11 14	11 14	12 5	12 5	21 0	19 10	20 5	20 5	24 14	24 14	...	...	...	...	...	...	...	...	143 6	143 6	13 0	12 3
Southern—																										
Tinnevelly	9 3	9 14	...	...	11 2	11 2	11 10	11 10	*	*	*	*	*	*	...	...	...	...	...	...	...	...	53 5	53 5	14 6	14 6
Madura	10 2	9 6	...	...	12 3	12 10	13 2	13 8	24 5	25 14	20 10	*	24 13	26 5	...	...	...	...	...	...	...	...	136 2	140 14	13 10	13 5
Mysore—																										
Mysore	10 0	9 8	10 0	10 0	9 0	9 0	10 0	10 0	28 0	27 0	18 0	17 8	30 0	29 8	...	...	10 0	10 8	...	...	10 8	10 8	84 0	84 0	9 0	9 0
Bangalore	10 0	10 8	10 8	11 0	9 8	8 8	10 0	9 8	23 0	23 0	...	...	32 0	31 0	...	...	11 8	11 8	...	...	13 8	13 8	84 0	84 0	9 4	9 4
Kolar	...	...	10 8	10 8	10 0	10 0	12 8	12 8	...	...	...	...	37 0	37 0	...	...	10 0	10 8	...	...	13 8	11 8	144 0	144 0	8 8	8 8
Tumkur	11 0	11 0	11 0	11 0	11 0	11 0	12 0	12 0	...	...	...	...	48 0	40 0	...	...	11 8	12 0	...	...	13 8	13 0	340 0	340 0	9 0	9 0
Hassan	...	...	11 0	11 0	11 0	11 0	13 0	13 0	...	...	...	...	38 0	38 0	...	...	12 0	12 0	...	...	8 0	13 0	96 0	96 0	8 0	8 0
Kadur	10 0	10 0	11 0	11 0	12 0	12 0	16 0	16 0	...	...	...	...	40 0	40 0	...	...	14 0	14 0	...	...	8 0	8 0	240 0	240 0	8 0	8 0
Shimoga	12 10	11 9	15 10	12 10	11 9	11 9	14 11	14 11	33 10	31 8	...	...	48 5	44 2	...	...	14 11	13 11	...	...	...	...	480 0	480 0	8 6	8 6
Chitaldrug	12 0	12 0	13 0	14 0	11 0	11 0	13 0	13 0	36 0	40 0	32 0	32 0	50 0	55 0	60 0	70 0	12 0	12 0	...	...	14 0	16 0	320 0	320 0	8 8	8 0
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	10 0	10 0	12 8	12 8	...	...	...	...	33 0	35 0	...	...	19 8	19 0	...	...	...	...	110 0	110 0	8 8	8 8
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

E. J. SINKINSON,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first five months of the official year 1889-90, and of the eighteen preceding years.

(IN THOUSANDS OF RUPEES.)

FOR THE FIVE MONTHS, APRIL TO AUGUST.

Year.	Bengal. On Imports of Liquors.	Bengal. On other Imports.	Bengal. On Exports.	Bengal. Total Revenue.	Bombay. On Imports of Liquors.	Bombay. On other Imports.	Bombay. On Exports.	Bombay. Total Revenue.	Sindh. On Imports of Liquors.	Sindh. On other Imports.	Sindh. On Exports.	Sindh. Total Revenue.	Madras. On Imports of Liquors.	Madras. On other Imports.	Madras. On Exports.	Madras. Total Revenue.	Burma. On Imports of Liquors.	Burma. On other Imports.	Burma. On Exports.	Burma. Total Revenue.	Total British India. On Imports of Liquors.	Total British India. On other Imports.	Total Import Revenue.	Export Revenue.	Total Revenue.	Year.
1871-72	4,48	28,91	8,81	42,20	3,47	14,29	1,58	19,34	49	37	54	1,40	1,45	5,22	6,30	12,97	69	1,70	8,54	10,93	10,58	50,49	61,07	25,77	86,84	1871-72
1872-73	5,66	28,14	9,03	42,83	2,23	15,63	1,35	19,21	47	38	89	1,74	1,66	5,03	4,98	11,67	1,36	1,91	16,41	19,68	11,38	51,09	62,47	32,66	95,13	1872-73
1873-74	4,20	28,20	6,75	39,15	2,54	13,97	1,38	17,89	51	25	48	1,24	1,58	5,50	6,25	13,33	1,37	1,88	13,09	16,34	10,20	49,80	60,00	27,95	87,95	1873-74
1874-75	4,96	31,23	5,16	41,35	2,69	16,55	1,49	20,73	53	25	56	1,34	1,45	5,95	5,64	13,04	1,75	2,70	9,16	13,61	11,38	56,68	68,06	22,01	90,07	1874-75
1875-76	5,28	32,25	6,67	44,20	2,78	16,79	3,37	22,94	52	35	85	1,72	1,79	6,11	6,24	14,14	1,45	1,81	16,41	19,67	11,82	57,31	69,13	33,54	1,02,67	1875-76
1876-77	5,56	25,98	4,83	36,37	3,49	13,64	48	17,61	57	25	9	91	2,46	5,56	3,81	11,83	1,99	2,15	11,82	15,96	14,07	47,58	61,65	21,03	82,68	1876-77
1877-78	6,21	32,73	4,94	43,88	3,74	16,84	49	21,07	92	30	15	1,37	2,27	3,25	73	6,25	2,10	2,24	9,24	13,58	15,24	55,36	70,60	15,55	86,15	1877-78
1878-79	5,62	27,50	5,65	38,77	3,49	15,08	85	19,42	81	20	10	1,11	2,43	4,14	1,80	8,37	3,21	2,77	11,94	17,92	15,56	49,69	65,25	20,34	85,59	1878-79
1879-80	4,88	24,46	3,39	32,73	3,70	12,70	80	17,20	1,21	33	8	1,62	2,20	3,59	2,12	7,91	2,96	2,36	15,59	20,91	14,95	43,44	58,39	21,98	80,37	1879-80
1880-81	5,52	23,25	3,93	32,70	3,53	17,23	69	21,45	1,77	42	9	2,28	2,03	4,35	4,16	10,54	2,07	3,02	16,66	21,75	14,92	48,27	63,19	25,53	88,72	1880-81
1881-82	5,69	23,43	5,93	35,05	4,25	16,54	65	21,44	1,60	54	13	2,27	2,15	4,29	2,85	9,29	2,90	3,01	20,08	25,99	16,59	47,81	64,40	29,64	94,04	1881-82
1882-83	5,99	1	6,25	12,25	4,36	—98*	55	3,94	1,39	3	21	1,63	2,23	1	1,78	4,02	3,48	3	25,34	28,85	17,45	—90*	16,55	34,13	50,68	1882-83
1883-84	5,97	4	7,32	13,33	4,47	17	45	5,09	1,50	1	19	1,70	2,19	3	2,40	4,62	3,35	9	18,32	21,76	17,48	34	17,82	28,68	46,50	1883-84
1884-85	5,07	13	4,27	9,47	4,23	17	71	5,11	1,64	3	18	1,85	2,00	1	2,79	4,80	3,35	4	12,75	16,14	16,29	38	16,67	20,70	37,37	1884-85
1885-86	5,45	7	5,22	10,74	4,70	19	34	5,23	1,74	2	30	2,06	2,02	2	1,31	3,35	2,72	3	21,05	23,80	16,63	33	16,96	28,22	45,18	1885-86
1886-87	5,41	12	4,25	9,78	4,92	24	48	5,64	1,97	6	38	2,41	2,56	5	2,27	4,88	3,86	6	16,89	20,81	18,72	53	19,25	24,27	43,52	1886-87
1887-88	4,78	15	5,29	10,22	5,63	19	69	6,51	2,07	3	29	2,39	3,73	1	2,03	5,77	4,01	2	18,14	22,17	20,22	40	20,62	26,44	47,06	1887-88
1888-89	6,02	2,46	6,95	15,43	5,76	1,23	54	7,53	2,08	60	18	2,86	4,17	33	2,26	6,76	3,82	37	11,95	16,14	21,85	4,99	26,84	21,88	48,72	1888-89
1889-90	5,88	3,69	5,37	14,94	6,65	98	85	8,48	2,19	36	23	2,78	4,25	39	2,71	7,35	3,63	1,52	19,94	25,09	22,60	6,94	29,54	29,10	58,64	1889-90

* The amount refunded is greater than the duty collected.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 17th September, 1889.

E. J. SINKINSON,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Civil Works—Irrigation.

STATEMENTS OF IRRIGATION OPERATIONS ON THE INUNDATION CANALS IN THE PUNJAB FOR THE RABI CROPS OF 1888-89, AND COMPARATIVE STATEMENT OF IRRIGATION AND RAINFALL IN THE DISTRICTS IRRIGATED BY THOSE CANALS FOR THE YEARS 1887-88 AND 1888-89.

STATEMENT No. I.

IRRIGATION OPERATIONS OF THE RABI CROP OF 1888-89 ON INUNDATION CANALS.

Comparative Abstract of Irrigation and Rainfall in Canal Districts of the Punjab.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
			Area irrigated.		Comparison with last crop.		Rainfall in Rabi Months.													
Districts.	Area in acres.	Cultivated area in acres.	1888-89.	1887-88.	Increase.	Decrease.	October.		November.		December.		January.		February.		March.		Total.	
							1888.	1887.	1888.	1887.	1888.	1887.	1889.	1888.	1889.	1888.	1889.	1888.	1888-89.	1887-88.
Montgomery (Lower Sohág and Pára Canal).	3,567,750	357,622	33,279	23,151	10,128	...	...	0·10	...	...	...	...	2·00	0·10	1·60	0·40	...	0·50	3·60	1·10
Mooltan (Sidhnai Canal)	3,763,200	799,360	52,727	a29,964	22,763	...	...	...	...	...	...	...	0·2	0·4	0·8	0·7	..	...	1·0	1·1
Gujránwála	1,637,425	529,270	20,727	5,982	14,745	..	...	...	...	...	...	...	3·0	1·0	1·5	0·7	0·7	0·6	5·2	2·3
Lahore	2,334,552	1,164,921	13,419	15,715	...	b { 2,296	0·05	...	...	...	...	...	1·15	0·30	1·60	1·10	...	0·40	2·80	1·80
Montgomery	Given above.	Given above.	41,179	45,714	...	b { 4,535	...	...	...	...	...	Given above.								
Mooltan	Do.	Do.	157,614	142,934	14,680	..	...	...	0·1	...	...	...	0·3	0·1	0·6	1·3	0·1	0·1	1·1	1·5
Dera Ghází Khan	2,801,280	1,008,000	52,961	56,336	..	3,375	0·3	...	0·2	...	...	...	0·2	...	1·3	2·1	0·2	0·1	2·2	2·2
Muzaffargarh	2,007,819	397,529	150,455	146,769	3,686	...	0·2	..	...	...	...	...	0·4	...	1·2	1·5	...	...	1·8	1·5
Shahpur	3,031,700	585,491	9,766	6,363	3,403	...	1·9	0·1	0·4	...	...	...	1·3	0·8	1·7	1·0	0·3	1·2	5·6	3·1
Total Inundation Canals	19,143,726	4,842,193	532,127	472,928	69,405	10,206	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) This is the correct acreage and differs from that shown in the return for Rabi Crop of 1887-88.
(b) The decrease in the Upper Sutlej Canals is due to short supply of water in the canals towards end of the season.

	Acres.
Total Area irrigated, 1887-88	472,928
" " 1888-89	532,127
Net increase	59,199

LAHORE,
The 13th August 1889.

J. W. OTTLEY, *Major, R. E.,*
Offg. Joint-Secy. to Govt., Punjab, P. W. D., Irrigation Branch.

STATEMENT No. II.

IRRIGATION OPERATIONS OF THE RABI CROP OF 1888-89 ON INUNDATION CANALS.

Statement in Acres of Crops irrigated in Canal Districts.

Description of Crops.	Montgomery (Lower Sohág and Pára Canal.)	Mooltan (Sidhnai Canal.)	Gujránwála.	Lahore.	Montgomery.	Mooltan.	Dera Ghází Khan.	Muzaffar-garh.	Shahpur.	Total.
Wheat	25,693	39,773	13,123	4,798	20,643	112,909	43,209	113,154	9,420	382,722
Barley	386	1,560	5,836	185	573	3,144	893	4,688	43	17,308
Mixed grain	1,489	...	575	4,150	5,219	...	207	...	...	11,640
Others	5,711	11,394	1,193	4,286	14,744	41,561	8,652	32,613	303	120,457
Total Rabi, 1888-89	33,279	52,727	20,727	13,419	41,179	157,614	52,961	150,455	9,766	532,127
Total Rabi, 1887-88	23,151	29,964	5,982	15,715	45,714	142,934	56,336	146,769	6,363	472,928

LAHORE,
The 13th August 1889.

J. W. OTTLEY, *Major, R. E.,*
Offg. Joint-Secy. to Govt., Punjab, P. W. D., Irrigation Branch.

STATEMENT No. III.

IRRIGATION OPERATIONS OF THE RABI CROP OF 1888-89 ON INUNDATION CANALS.

Statement in Acres of Crops irrigated in Canal Divisions.

Description of Crops.	Lower Sohág and Pára Canal.	Sidhnai Canal.	Chenab Canal.	Upper Sutlej Canals.	Lower Sutlej and Chenab Canals.	Indus Canals.	Muzaffargarh Canals.	Shahpur Canals.	Total.
Wheat	25,693	39,773	13,123	25,441	112,909	43,209	113,154	9,420	382,722
Barley	386	1,560	5,836	758	3,144	893	4,688	43	17,308
Mixed grain	1,489	...	575	9,369	...	207	...	...	11,640
Others	5,711	11,394	1,193	19,030	41,561	8,652	32,613	303	120,457
Total Rabi, 1888-89	33,279	52,727	20,727	54,598	157,614	52,961	150,455	9,766	532,127
Total Rabi, 1887-88	23,151	29,964	5,982	61,429	142,934	56,336	146,769	6,363	472,928

LAHORE,
The 13th August 1889.

J. W. OTTLEY, *Major, R.E.,*
Offg. Joint-Secy. to Govt., Punjab, P. W. D., Irrigation Branch.

IRRIGATION OPERATIONS, 1888-89.

Comparative Statement of Irrigation and Rainfall for the years 1887-88 and 1888-89 in the districts of the Punjab irrigated by Inundation Canals.

Districts.	Population.	Area in acres.	Cultivated area in acres.	Area irrigated. Kharif, 1888-89. Total in acres.	In comparison with 1887-88. Increase.	Decrease.	Rabi, 1888-89. Total in acres.	In comparison with 1887-88. Increase.	Decrease.	Whole year, 1888-89. Total in acres.	In comparison with 1887-88. Increase.	Decrease.	Percentage of increase or decrease in 1888-89.	Rainfall. 1887-88.	1888-89.	Percentage of increase or decrease in 1888-89.
Montgomery (Lower Sohág and Pára Canal.)	426,529	3,567,750	357,622	28,707	10,699	...	33,279	10,128	...	61,986	20,827	...	+50·60	11·00	10·90	—0·90
Mooltan (Sidhnai Canal)	551,964	3,763,200	799,360	47,989	2,669	...	52,727	22,763	...	100,716	25,432	...	+33·78	2·80	4·20	+50·00
Gujránwala	616,892	1,637,425	529,270	26,917	22,045	...	20,727	14,745	...	47,644	36,790	...	+338·95	21·80	27·20	+24·77
Lahore	924,106	2,334,552	1,164,921	18,270	1,691	...	13,419	...	2,296	31,689	...	605	—1·87	9·67	14·77	+52·74
Montgomery		Given above		66,886	6,257	...	41,179	...	4,535	108,065	1,722	...	+1·62	Given	above	...
Mooltan		Ditto		167,619	12,958	...	157,614	14,680	...	325,233	27,638	...	+9·29	3·50	3·70	+6·00
Dera Ghází Khan	363,346	2,801,280	1,008,000	148,820	14,680	...	52,961	...	3,375	201,781	11,305	...	+5·93	6·70	7·60	+13·43
Muzaffargarh	338,605	2,007,819	397,529	139,372	5,814	...	150,455	3,686	...	289,827	9,500	...	+3·38	5·50	2·10	—61·82
Shahpur	421,508	3,031,700	585,491	10,391	...	58	9,766	3,403	...	20,157	3,345	...	+19·90	7·00	13·90	+98·57
Total Inundation Canals	3,642,950	19,143,726	4,842,193	654,971	76,813	58	532,127	69,405	10,206	1,187,098	136,559	605	+12·93	...	...	...

	Acres.	
Area irrigated in 1887-88	1,051,144	(as per Revenue Report.)
Ditto 1888-89	1,187,098	
„ Net increase	135,954	

LAHORE,
The 13th August 1889.

J. W. OTTLEY, *Major, R.E.,*
Offg. Joint-Secy. to Govt., Punjab, P. W. D., Irrigation Branch.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, September 16th, 1889.

The abnormal conditions which were reported last week have continued and intensified during the week under review. The mail steamer which crossed from Aden during the week experienced light south-westerly winds over the western half of the Arabian Sea and light north-easterly winds and fine weather over the eastern half. This shows that the Arabian Sea monsoon was very feeble and did not extend as far as the Coast of India. Hence, instead of the normal westerly and west-north-westerly winds which ordinarily prevail on the West Coast of the Peninsula at this season, variable breezes, generally from the northward and north-eastward, were reported, and the monsoon current was practically non-existent. Towards the close of the week there was some tendency towards change, a low pressure area passing up the Coast and drawing the wind to the southward as it did so. On the Bengal side the winds approximated more closely to the normal monsoon directions than they did on the Bombay side; but after the 13th the wind over the head of the Bay "backed" towards east, and the circulation over the Bay became cyclonic. These conditions have resulted in a more or less general break in the rains, for though showers have occurred in most parts of India except at some north-western stations, the rainfall has generally been slight and intermittent and not such as is associated with monsoon conditions.

The Chart of the 10th showed that a general barometric fall was in progress. Pressure was below the average over the Peninsula, above over the Central Provinces, and about the normal elsewhere. Readings were very uniform over the Peninsula, and gradients were generally slight for the time of year. Southerly winds prevailed over the Bay and easterly winds up the Gangetic plain, but elsewhere the directions were very abnormal. On the 11th pressure was still falling, but the changes were small and the general distribution was unchanged. The southerly wind at the head of the Bay was slightly stronger, but the easterly current over the Gangetic plain was less marked and the wind directions elsewhere were unaltered. Northerly winds still held on the West Coast. On the morning of the 12th there was very little change beyond an increasing deficiency of pressure on the West Coast and an increasing weakness of the monsoon currents all over India. The Chart of the 13th showed great uniformity of pressure and very light and variable winds. The distribution was more like that which at times prevails about the middle of October than that which is ordinarily experienced early in September. The winds around the Bay exhibited an indraught towards the centre of the Bay. The distribution of pressure on the 14th was very remarkable. There was a large deficiency of pressure over the West Coast and adjacent parts of the Arabian Sea, and at the same time there was apparently a large low pressure area over the Bay. The wind had shifted to the eastward over the head of the Bay and was light and variable elsewhere. The Chart of the 15th showed that the area of deficient pressure over the West Coast was working its way northward up the Coast and

that the depression over the Bay was developing slightly. The winds were very variable except along the foot of the hills, where they were steadily south-easterly. By the morning of the 16th the West Coast depression had advanced still further northward and the winds in that neighbourhood had become more normal in direction. Over the Bay there had occurred a considerable development of the depression, and a fairly well marked cyclonic circulation of the winds prevailed. The winds both around the Bay and elsewhere were very light in force, and numerous calms were reported from the inland stations.

Temperature.—The abnormal heat which set in last week with the decreasing rainfall has continued during the week under review and in several Provinces has intensified. Burma, the Punjab, Bombay, the Central Provinces, Sind, and Rajputana had excessive temperature on every day of the week, and in most other Provinces the majority of days were hotter than the average; but in Bengal, owing to the more constant rainfall, all days but one were cooler than the normal. The net results for the week exhibit an excess of temperature in all Provinces except Bengal. The greatest excess is in Bombay, 3°, followed by 2° in the Punjab and the Central Provinces. Maxima exceeding 100° were daily registered in nearly all parts of the Punjab as well as in Upper Sind. The following table shows the amount of the excess or defect of the mean average temperature of the different Provinces for the present and for the preceding week:

PROVINCES.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of Present Week from Normal.
Burmah	+ 0·7°	+ 1·6°
Bengal	— 0·6°	— 0·5°
North-Western Provinces	+ 0·1°	+ 0·2°
Punjab	+ 1·6°	+ 2·0°
Bombay	+ 1·9°	+ 2·9°
Central Provinces and Berar	+ 1·0°	+ 1·9°
Guzerat and Central India	— 0·1°	+ 1·7°
Sind and Rajputana	— 0·3°	+ 1·3°
Madras	— 0·4°	+ 0·1°

Rain.—The conditions affecting rainfall have during the present week been practically the same as those prevailing last week. An unsteady and intermittent monsoon has prevailed on the Bengal side and given rain practically only to Burma, Assam, and Lower Bengal. On the western side of India the monsoon current was non-existent during the greater part of the week and only appeared as a feeble burst of south-west winds quite at the close. Consequently any rain which has fallen in the west of the Peninsula has generally occurred in thundershowers of short duration. Showers have also occurred over Central and Northern India, but there has been no continued rain.

The following is a brief description of the daily distribution of rain.

On the 10th fairly heavy rain was reported from Karwar and from Bengal, Behar, and as far west as Lucknow, while showers had fallen over the west and centre of the Peninsula and the Central and North-Western Provinces. On the 11th showers were reported from the west of the Peninsula, the Central Provinces, Behar, and along the foot of the Himalayas, but had more or less ceased in Bengal. There were no large amounts. On the 12th the general distribution was similar to that of the preceding day, but the showers had ceased in the west of the Peninsula and increased in Bengal. The Chart of the 13th showed that

several heavy falls had occurred in Bengal, but elsewhere any rainfall was very light and scattered. On the 14th scattered showers, generally of small amount, were reported from all parts of the Indian region except the Circars and North-Western India. A similar distribution prevailed on the 15th. The Chart of the 16th showed that showers had fallen over most of the Coast districts, but at very few of the inland stations.

The table at the close of the summary exhibits very clearly the general deficiency of rain during the week. At thirty-six of the rainfall districts the amount received has been short of the average and at only fourteen has it been in excess. Two divisions in the Punjab, as well as Sind and Rajputana, were entirely without rain, and Orissa, the North-Western Provinces (West), and the Punjab (South and North-West), received only insignificant amounts.

The greater part of Burma has again received deficient rainfall, the only exception being Lower Burma, with an excess of 0·18 inch. In Bengal and Assam the distribution has been irregular. The Brahmaputra Valley, Central Bengal, and Behar have all received more than the normal amount, while Eastern Bengal, the Surma Valley, North Bengal, Orissa, and Chota Nagpur have had deficient rains. With the single exception of Oudh North, the whole of the North-Western Provinces and the Punjab have had deficient rain and in some districts none at all. The West Coast of the Peninsula, with the exception of the Konkan owing to the constant showers, has received excessive rain, and this excess has extended inland over the Deccan, Khandeish, and Berar. Guzerat, Kathiawar, and Sind, like North-Western India, have had very little rain, and in Rajputana there has been none. The Central Provinces and Central India exhibit a large deficiency, and the same is true of the east of the Peninsula. In the extreme south there have been some heavy falls and a considerable excess.

The maximum falls call for very little comment. Cherrapunji received only 1¾ inches during the week, and though some largish amounts are reported from North Bengal and Behar, the falls in general over Burma, Bengal, and Assam are unimportant. In Upper India the amounts were all small. In Western India, Alipi was the only place which received more than 10 inches.

The final column of the table shows that the area over which the seasonal rainfall is deficient is increasing. The following are the divisions where the rainfall since the middle of May is deficient by more than 10 per cent.:—Lower and Central Burma, Eastern Bengal, Deltaic Bengal, North-West Provinces (West), Punjab, Central, Submontane and Hill districts, Khandeish, Sind and Rajputana West. The divisions of Deltaic Bengal and the North-Western Provinces (West) have come into the deficient list since last week. In all other parts of the Indian region the seasonal fall equals or nearly equals the average.

PROVINCE.	DIVISION.	Rainfall Data for Week ending September 16th, 1889.			Rainfall Data from May 13th to September 16th, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to September 16th.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	4·06	8·25	— 4·19	160·24	157·84	+ 2
	Lower Burmah	3·58	3·40	+ 0·18	63·02	80·18	— 21
	Central Burmah	1·76	2·46	— 0·70	49·13	64·06	— 23
	Upper Burmah	1·26	?	?	29·58	?	?
	Arakan	2·00	5·22	— 3·22	152·81	161·86	— 6
Bengal and Assam	Eastern Bengal	0·96	2·42	— 1·46	58·26	69·86	— 17
	Assam (Surma)	1·72	3·76	— 2·04	101·59	82·39	+ 23
	Do. (Brahmaputra)	2·45	2·03	+ 0·42	71·27	59·67	+ 19
	Deltaic Bengal	0·35	1·70	— 1·35	39·62	44·40	— 11
	Central Bengal	3·06	1·98	+ 1·08	43·25	43·51	— 1
	North Bengal	3·99	4·37	— 0·38	90·19	81·53	+ 11
	Orissa	0·28	2·94	— 2·66	38·28	41·09	— 7
	Chota Nagpur	2·01	2·03	— 0·02	40·15	41·79	— 4
	Behar (South)	2·35	1·46	+ 0·89	37·34	34·49	+ 9
	Do. (North)	5·37	2·09	+ 3·28	46·05	39·21	+ 17
North-Western Provinces and Oudh.	North-Western Provinces (East).	1·37	2·03	— 0·66	38·59	29·94	+ 26
	Oudh (South)	1·04	2·25	— 1·21	38·18	30·20	+ 26
	Do. (North)	1·87	1·62	+ 0·25	37·96	32·30	+ 18
	North-Western Provinces (Central).	0·76	1·66	— 0·90	25·75	26·45	— 3
	North-Western Provinces (West).	0·14	1·38	— 1·24	21·47	24·48	— 12
	North-Western Provinces (Submontane).	1·35	1·96	— 0·61	46·24	36·30	+ 27
Punjab	Punjab (South)	0·01	0·41	— 0·40	11·34	11·79	— 4
	Do. (Central)	0	1·08	— 1·08	16·66	20·21	— 18
	Do. (Submontane)	0·21	0·83	— 0·62	20·21	23·28	— 13
	Do. (Hill Districts)	0·53	2·21	— 1·68	59·18	73·49	— 19
	Do. (North-West)	0·07	0·74	— 0·67	15·73	17·51	— 10
	Do. (West)	0	0·22	— 0·22	5·05	6·23	+ 7
Bombay and Malabar Coast Districts (Madras).	Malabar	4·06	2·06	+ 2·00	91·58	92·84	— 1
	Madras (South Central)	2·51	0·67	+ 1·84	28·69	13·23	+ 117
	Coorg	4·25	2·92	+ 1·33	87·01	87·52	— 1
	Mysore	1·96	1·18	+ 0·78	17·83	17·22	+ 4
	Konkan	1·77	3·29	— 1·52	111·18	89·29	+ 24
	Bombay Deccan	3·23	0·97	+ 2·26	22·60	24·80	— 9
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	2·77	1·27	+ 1·50	15·69	19·24	— 18
Central Provinces and Berar.	Berar	1·34	1·18	+ 0·16	31·41	28·24	+ 11
	Central Provinces (West)	1·70	2·43	— 0·73	32·39	35·78	— 9
	Ditto (Central)	0·95	2·29	— 1·34	47·11	45·42	+ 4
	Ditto (East)	0·69	2·38	— 1·69	48·91	44·20	+ 11
Bombay (North)	Guzerat	0·55	2·92	— 2·37	34·56	36·48	— 5
	Kattiawar	0·88	1·58	— 0·70	24·66	25·10	— 2
	Sind	0	0·28	— 0·28	1·55	4·31	— 64
Rajputana and Central India.	Central India (East)	1·01	1·88	— 0·87	36·32	32·04	+ 13
	Rajputana (East), Central India (West).	0	1·37	— 1·37	28·43	24·03	+ 18
	Rajputana (West)	0	0·68	— 0·68	8·49	12·04	— 29
Madras	East Coast (North)	0·46	1·40	— 0·94	26·35	21·11	+ 25
	Do. (North) (a)	1·20	2·18	— 0·98	30·20	31·53	— 4
	Hyderabad (South)	0·75	1·20	— 0·45	19·43	18·47	+ 5
	Madras (Central)	0·73	0·99	— 0·26	17·23	14·11	+ 22
	East Coast (Central)	0·71	0·89	— 0·18	15·58	15·53	0
	Ditto (South)	1·18	1·28	— 0·10	15·49	13·12	+ 18
	Madras (South)	2·36	0·38	+ 1·98	8·92	6·86	+ 30

SIMLA, *19th September, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 14th September.*—Rainfall good in all districts, except Nellore. Crops generally good, but withering in parts of South Arcot and Chingleput, and slightly damaged by excessive rain in Nilgiris. Prices rising in eight districts, falling in twelve, and stationary in others. Labourers employed on last day of week,—on Rushikulya works, 4,244; Gopalpur Canal, 1,436; Ghat Roads, 4,895; other minor works, 5,427. Number on village relief on 7th September, 46,983, including 28,772 children; fed in kitchens, 11,187, including 8,015 children. Imports into Ganjam during week by sea and land 800 tons. General prospects favourable.

Bombay.—*For week ending 18th September.*—Rain during week good throughout Deccan and Southern Mahratta Country and beneficial to crops; moderate or slight in other districts; more wanted in parts of Panch Mahals, Kaira, Broach, Surat, Khandesh, Nasik, Thana, Kolaba, Kathiawar, and Baroda. Standing crops damaged by rats, crabs, turtles, and locusts in parts of Karachi; by locusts in parts of Shikarpur; by rats, insects, locusts, drought, and blight in parts of Hyderabad; by blight and locusts in parts of Upper Sind Frontier; and by insects in parts of Kathiawar. Crops otherwise good, except in one taluka of Surat and two of Khandesh. Reaping of early crops commenced in Hyderabad. Fodder scarce in parts of Karachi, Poona, and Ahmednagar. Drinking water scarce in Upper Sind Frontier.

Bengal.—*For week ending 17th September.*—General and heavy rain fell during the week in North Bengal, Behar, and Chota Nagpur. In Orissa rain was almost entirely absent, while in East and South-West Bengal it was very light and partial: some heavy local showers are however reported from Beerbhoom, Bankoora, Moorshedabad, and Mymensingh. A break in the rains seems to be now prevalent in the whole Province. Transplanting of winter rice is almost finished but somewhat retarded for want of sufficient rain in places. In Western Bengal and in the Sadr subdivision of Balasore early jute, rice, and other autumn harvests are proceeding well. In Moorshedabad not much damage to crops has been reported, as more than 12 annas of the autumn rice was reaped before the floods; but there will be some suffering among cattle for want of fodder. In Jessore and Rajshahye some damage has been done by floods. In Rungpore the damage is not serious. Foodstocks continue to be sufficient, and prices are falling in the affected districts. In Muzaffarpur the number of persons in receipt of charity is increasing. In Chumparun relief is being given, but the distress is said to be diminishing. In Bhagulpore the relief works are closed.

North-Western Provinces and Oudh.—*For week ending 18th September.*—Weather generally seasonable. Rainfall heaviest in the eastern and lightest in the central districts. More rain wanted in Jhansi and Meerut. Crop prospects are everywhere favourable. Rice being harvested, yield good. Markets are well stocked, and prices fairly steady.

Punjab.—*For week ending 18th September.*—No rain, except a slight fall in the Lahore and Rawal Pindi districts. Prices rising in Rawal Pindi, falling in Shahpur, and stationary elsewhere. Ploughings for and sowings of *rabi* crops are in progress. Rain wanted in Hissar, Ferozepur, and Sialkot; it is also wanted for *kharif* crops in Umballa and Lahore. Prospects of standing crops are generally good, but only average in Peshawar owing to scarcity of water in the Bara. Crops are slightly damaged by locusts in Mooltan. Rice is suffering for want of rain in Umballa. Fodder is reported sufficient throughout the Province.

Central Provinces.—*For week ending 18th September.*—Weather generally clear with occasional heavy showers. *Kharif* crop in good condition. *Rabi* sowings commencing. Prices inclined to fall.

Burma.—*For week ending 14th September.*—In Lower Burma the rainfall for the week was light in Akyab, Hanthawaddy, Tharrawaddy, Bassein, Thayetmyo, Toungoo, and Mergui, fair in the remaining districts, and heavy in Thongwa. More rain is wanted in Tharrawaddy, where the crops are backward. In Thayetmyo and in Toungoo the crop prospect is on the whole good. In Bassein some damage took place owing to breaches of bund. In Upper Burma rain is much wanted in the following districts:—Mandalay, Shwebo, Myingyan, parts of Pakokku, Minbu (the Môn Valley), and Yamethin; in other districts the crop prospect is good. The price of paddy has risen slightly in Prome and Toungoo, and fallen slightly in Pegu, Henzada, Tavoy, and Mergui; elsewhere in Lower Burma there is no change. In Upper Burma the price has slightly risen in Yeu and fallen in Shwebo and Pakokku; in other districts there are no fluctuations. The food-supply is sufficient throughout the Province.

Assam.—*For week ending 18th September.*—Rainfall light; more rain wanted in Sylhet. Early rice is still being harvested and winter rice transplanted. Crops generally are doing well. Tea is suffering from blight in Cachar, and some damage has been done to crops in Sibsagar by insects.

Mysore and Coorg.—*For week ending 18th September.*—Rainfall good throughout the State of Mysore. Standing crops generally good, but more rain is needed for wet crop in Shikarpur in the Shimoga district. Sowing operations still continue in parts. No material change in prices.

Good rain in Coorg. Season favourable for standing crops. Prices slightly fallen.

Berar and Hyderabad.—*For week ending 18th September.*—Average rainfall 2·66 inches in Berar. Crops in good condition. Weeding continues. Prices of food-grains high in Akola and low in Amraoti district. Pasturage sufficient.

Rainfall during week at Hyderabad, 2·4; total since 1st January, 26·50. Weeding of *kharif* and *rabi* crops completed. Tanks received sufficient water. Fodder for cattle plentiful. Prices stationary.

Central India.—*For week ending 18th September.*—Rainfall slight but general, except in Goona. Crops generally good; no further damage from locusts in Bhopawar. Prices still high in Goona.

Rajputana.—*For week ending 18th September.*—Slight rain in Abu, Kherwara, and Bickaneer. Standing crops damaged by locusts in parts of Sirohi and Marwar. Agricultural stock good. Pasturage or fodder sufficient. Prices steady generally.

Nepal.—*For week ending 12th September.*—Good rain. Weather cool and rainy. Prospects very good.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XXI. OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Week ending 25th August, 1888. Total mean length open.	Week ending 25th August, 1888. Receipts. Total.	Week ending 25th August, 1888. Receipts. Per mile open.	Week ending 24th August, 1889. Total mean length open.	Week ending 24th August, 1889. Receipts. Total.	Week ending 24th August, 1889. Receipts. Per mile open.	Total Receipts from 1st April to 25th August, 1888. Total.	Total Receipts from 1st April to 25th August, 1888. Per mile open per week.	Total Receipts from 1st April to 24th August, 1889. Total.	Total Receipts from 1st April to 24th August, 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State Lines worked by Companies.												
[illegible] August, 1889	East Indian	1,514	6,05,003	400	1,514	6,19,951	409	1,71,86,187	541	1,75,64,871	553	3,78,684	...
[illegible]1st ditto	Patna-Gya	57	5,566	97	57	5,849	102	1,70,131	142	1,74,303	145	4,172	...
31st ditto	Dildárnagar-Gházipur	12	621	52	12	714	59	20,900	83	19,129	76	...	1,771
.....	Sindia	75	4,458	59	...	(a)	...	1,54,223	98	(a)	...	...	1,54,223
31st August, 1889	Rajputana-Malwa	1,664	2,52,546	152	1,664	2,36,000	142	72,21,540	207	82,11,095	237	9,89,555	...
31st ditto	Bengal-Nágpur (b)	186	20,522	110	305	(c) 20,166	66	6,61,428	169	(c) 7,56,500	121	95,072	...
31st ditto	Southern Mahratta (d)	850	60,152	71	857	66,012	77	16,02,904	90	17,43,437	97	1,40,533	...
31st ditto	Do. Mysore Section	140	10,532	75	296	18,062	61	2,16,897	74	2,97,921	63	81,024	...
31st ditto	Indian Midland	136	7,121	52	746	(e) 40,335	54	3,02,509	100	(e) 11,57,820	86	8,55,311	...
31st ditto	Villupuram-Dharmaveram (Nellore Branch)	83	6,144	74	83	5,147	62	1,02,500	59	1,01,309	59	...	1,191
[illegible]th ditto	Bareilly-Pilibhit	36	1,969	55	36	2,339	65	32,365	45	40,076	56	8,311	...
	TOTAL	4,753	9,74,634	205	5,570	10,14,575	182	2,76,71,364	277	3,00,67,061	267	23,95,477	...
	State Lines worked by Government.												
31st August, 1889	North Western (f)	2,469	4,47,224	181	2,386	4,36,666	183	96,07,446	185	1,08,38,544	218	12,31,098	...
24th ditto	Oudh and Rohilkhand	692	95,068	137	692	1,13,157	164	28,73,444	197	32,15,893	221	3,42,449	...
24th ditto	Bengal Central	125	10,232	82	125	15,490	124	2,44,920	93	2,83,619	108	38,699	...
31st ditto	Wardha Coal	45	15,639	347	45	8,806	196	2,98,416	316	3,23,051	344	24,635	...
[illegible]th ditto	Eastern Bengal	673	1,89,340	281	747	2,52,030	337	33,32,562	236	36,49,741	248	3,17,179	...
[illegible]st ditto	Nalháti	27	1,786	66	27	1,840	68	40,532	74	39,151	72	...	1,381
[illegible]st ditto	Tirhoot	259	20,903	81	273	37,348	137	6,87,249	133	7,93,594	145	1,06,345	...
[illegible]th ditto	Lucknow-Sitapur-Sihrámau	105	4,172	40	105	5,451	52	1,05,121	48	1,38,454	63	33,333	...
[illegible]th ditto	Jorhát	25	1,491	60	25	1,404	56	24,075	46	25,096	42	1,021	...
[illegible]th ditto	Cherra-Companyganj	7	198	28	7	187	27	1,574	10	2,471	16	897	...
[illegible]th ditto	Burma (g)	392	37,119	95	553	65,685	119	11,82,773	148	17,95,885	156	6,13,112	...
	TOTAL	4,819	8,23,232	171	4,985	9,38,064	188	1,83,98,112	182	2,11,05,499	205	27,07,387	...
	Lines worked by Guaranteed Companies.												
[illegible] August, 1889	Madras	840	1,47,302	175	840	1,71,085	204	34,23,271	194	37,71,106	215	3,47,835	...
[illegible] ditto	South Indian	654	1,07,474	164	654	1,08,624	166	22,70,834	165	23,82,045	175	1,11,211	...
[illegible] ditto	Great Indian Peninsula	1,497	(h) 5,55,313	371	1,440	(i) 3,86,110	268	1,79,41,136	569	1,37,42,604	457	...	41,98,532
[illegible] ditto	Bombay, Baroda and Central India (j)	461	1,57,024	341	461	1,45,000	315	51,04,288 (h)	527	54,30,569 (i)	565	3,26,281	...
	TOTAL	3,452	9,67,113	280	3,395	8,10,819	239	2,87,39,529	396	2,53,26,324	358	...	34,13,205
GRAND TOTAL (GUARANTEED AND STATE)		13,024	27,64,979	212	13,950	27,63,458	198	7,48,09,225	274	7,64,98,884	267	16,89,659	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	3,90,56,873	143	3,97,95,600	139	7,38,727	...
	NET RECEIPTS	...	...	...	...	...	...	3,57,52,352	131	3,67,03,284	128	9,50,932	...
	Assisted Companies.												
31st August, 1889	Tárakeshwar	22	3,204	146	22	4,446	202	1,19,490	256	1,21,052	259	1,562	...
17th ditto	Dibru-Sadiya	...	...	...	...	(k)	...	(l) 1,72,101	110	(m) 1,94,908	125	22,807	...
31st ditto	Bengal and North-Western	376	35,095	93	376	36,540	97	10,44,136	132	11,04,101	141	59,965	...
24th ditto	Rohilkhand-Kumaun	67	4,753	71	67	5,352	80	1,51,547	113	1,61,190	120	9,643	...
	TOTAL	465	43,052	93	465	46,338	100	14,87,314	130	15,81,311	140	93,997	...
	Native States.												
[illegible]st August, 1889	His Highness the Nizam's Guaranteed	310	27,931	90	354	43,022	122	6,34,099	107	8,66,146	117	2,32,047	...
31st ditto	His Highness the Gaekwar's	59	1,390	24	59	1,520	26	55,783	45	54,956	45	...	827
31st ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	512	24	27	630	23	19,635	45	23,715	42	4,080	...
31st ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	11,439	59	261	15,129	58	4,17,578	103	5,73,115	105	1,55,537	...
31st ditto	Morvi	68	1,557	23	68	2,348	35	78,996	55	87,091	61	8,095	...
[illegible]st ditto	Jodhpore	124	3,066	30	124	4,300	35	1,54,900	58	1,40,339	54	...	11,661
	TOTAL	775	46,495	60	893	66,949	75	13,58,091	87	17,45,962	94	3,87,871	...

(a) Included with Indian Midland Railway.
(b) Includes the Katni-Umaria Branch.
(c) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(d) Includes the Bellary-Kistna State Railway.
(e) Includes the Sindia and Bhopal-Itarsi State Railways.
(f) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(g) Includes the Toungoo-Mandalay extension.
(h) Includes the Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itarsi State Railways.
(i) Includes the Dhond-Manmád, Khámgaon, and Amráoti State Railways.
(j) Includes the Patri Branch.
(k) Return not received.
(l) Total receipts from 1st April to 18th August, 1888.
(m) Total receipts from 1st April to 17th August, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Under-Secretary.

SIMLA, *19th September, 1889.*

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, September 23rd, 1889.

Strongly marked contrasts of weather have prevailed over India during the past week. The mail steamer which crossed from Aden during the week experienced light westerly winds and sultry weather from Aden to Socotra and a light monsoon and heavy swell but no wind from Socotra to near Bombay. Near Bombay the weather was showery, with west-south-west winds and a westerly swell. From this it appears that for the present the Arabian Sea monsoon shows no sign of increasing strength, and the winds along the West Coast of India have been light and variable. The weather has not however on that account been dry. Showers, often of very considerable amount, have fallen almost daily over the Peninsula. On the opposite side of India, *viz.*, over the east of the Peninsula, the Bay, Burma, Bengal, Assam, and to a limited extent the Central and North-West Provinces, the weather has been rough, squally and unsettled. The depression which was forming over the Bay at the time of the conclusion of the previous summary developed into a storm of very considerable intensity. The centre crossed the Coast between Vizagapatam and Gopalpore and advanced into the Central Provinces. It then moved northward and struck the Himalayas to the north of Gorakhpur. All over the area affected by this storm the weather has been squally and unsettled, with general and in places heavy rain. The weather in North-Western India has been in strong contrast to that prevailing over Eastern and Southern India. The winds have been light, the weather fine, and the temperature high.

On the morning of the 17th a well marked low pressure area prevailed over the centre and north of the Bay and extended westward across the Circars and Orissa as far as the east of the Central Provinces. Within this large area of low pressure and probably in lat. 18° 30′ and long. 89° a storm centre existed. Pressure was highest in the south-east of the Bay and moderate gradients existed

in that quarter, but elsewhere readings were very uniform. A cyclonic circulation of the winds prevailed around the Bay, with a strong indraught from the southward. Except around the Bay, the winds were generally light and variable. By the morning of the 18th the cyclonic storm in the Bay had approached the Coast between Vizagapatam and Gopalpore, and the barometer in that neighbourhood was two-tenths below the normal average. Cyclonic winds prevailed over the whole of the Bay, Bengal, the Central Provinces, Hyderabad and Southern India, of which those near the storm centre were strong. The centre crossed the Coast some time in the afternoon of the 18th and at 8 A.M. on the 19th lay a little to the west of Gopalpore. The depression proved to be a deep one, and the barometer at the centre before crossing the Coast probably fell to 29·00″. The cyclonic circulation around the storm extended over a very large part of India, and the winds were very strong over Ganjam and the centre and south of the Bay. Pressure remained highest in the south-east of the Bay, but was at the same time relatively high in the north-west of the Punjab. During the twenty-four hours succeeding 8 A.M. on the 19th the storm travelled very slowly, and the Chart of the 20th showed the centre a little to the south of Raipur. The storm was apparently slowly filling up, but its effect on the winds was still extensive, the cyclonic circulation around the centre still extending over the greater part of the country. Over the head of the Bay and in the neighbourhood of the cyclone the wind was blowing strongly. The Chart of the 21st showed that pressure had increased everywhere. The cyclonic storm had filled up to some extent and was commencing a northerly movement. The circulation of the winds around the centre had undergone very little change. At 8 A.M. on the 22nd the centre of disturbance lay immediately to the south of Gorakhpur, the storm having moved quickly northward during the previous twenty-four hours. The winds were cyclonic in the neighbourhood of the storm centre, but the large cyclonic circulation which had previously obtained had to a large extent broken up. The wind force was still high at the head of the Bay. By the morning of the 23rd the disturbance had disappeared and pressure, with some irregularities, decreased from a high pressure area in the south of the Bay to a low pressure area in Sind, the difference being 0·3″. The winds were still strong at the head of the Bay, but the cyclonic movements had practically disappeared.

Temperature has undergone large variations during the week. At first, when the rainfall was generally light and scattered, the heat was above the average almost everywhere, but with the advent of the storm on the 19th a fall of temperature commenced in Burma, Bengal and Madras, which subsequently extended to the greater part of India except the west and north-west. The Punjab, Bombay, the Central Provinces, Central India, Sind and Rajputana were hotter than usual on every day of the week, but in the other Provinces there were considerable variations from day to day, and in Madras and Bengal only on two days in the week was the weather warmer than usual. The net results for the week exhibit an excess of 3½° in Sind and Rajputana, of 3° in Guzerat and Central India, and of 2° in Bombay and the Central Provinces, while Madras, Bengal and Burma show a slight defect and the Punjab and North-Western Provinces a slight excess. Maxima exceeding 100° were reported from several stations in North-Western India throughout the week, the highest reading being 108·7° at Hyderabad (Sind) on the 21st.

The following table shows the amount of the excess or defect of the mean average temperature of the different Provinces for the present and for the preceding week:

PROVINCES.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of Present Week from Normal.
Burmah	+ 1·6°	— 0·1°
Bengal	— 0·5°	— 0·9°
North-Western Provinces	+ 0·2°	+ 0·2°
Punjab	+ 2·0°	+ 1·0°
Bombay	+ 2·9°	+ 2·0°
Central Provinces and Berar	+ 1·9°	+ 2·2°
Guzerat and Central India	+ 1·7°	+ 2·9°
Sind and Rajputana	+ 1·3°	+ 3·5°
Madras	+ 0·1°	— 0·7°

Rain.—The conditions affecting the rainfall of the week have been detailed above. Briefly, the rain was due over the Peninsula to constant showers, and over the Bay, Burma, Bengal and the east of the Central and North-West Provinces to a travelling storm of considerable intensity. North-Western India, being beyond the sphere of the storm and unaffected by the feeble monsoons prevailing, had fine dry weather throughout.

The following is a brief description of the daily distribution of rainfall:

On the 17th rain had fallen generally over the Peninsula, around the Bay and in Upper Burma and Assam, and a few showers had occurred in Lower Bengal and along the foot of the Himalayas. The heaviest falls were reported from Lower Bengal and the Bombay Deccan. On the 18th rain was fairly general except in the central parts of the country and the north-west. The heaviest amounts were now reported from the Circars. On the 19th rain was confined to the Peninsula, the Bay, Burma, Assam and Lower Bengal, and there was none over Central or North-Western India. Similar conditions prevailed on the 20th except that rain had commenced at some central stations. On the 21st rain ceased in the east, centre and west (north of Goa) of the Peninsula. On the 22nd excessively heavy rain fell in the east of the North-Western Provinces and general rain over Bengal and the Central Provinces. In the Peninsula the rainfall was confined to the west and south, and on the 23rd rain was falling except in North-Western and Central India.

The table at the close of the summary shows that at thirty of the rainfall districts the amount received during the week has been in excess and at twenty in defect of the average. Sind is the only district which has received no rain whatever during the week, but at several other districts in the north-west and centre of India the week's fall has been small and unimportant.

The whole of Burma, except the Tenasserim division, has received more than the average amount of rain. So also has the whole of Bengal and Assam, the east of the North-Western Provinces, Oudh and the submontane district of the North-West Provinces. The east and centre of the Central Provinces have also received more than the usual amount of rain. The whole of this region was influenced by the cyclonic storm noticed above, and the general excess of rain which has occurred over these districts is more or less connected with the action and course of this storm. Over the whole of north-western and central parts of India outside the sphere of action of the storm, *viz.*, the west and centre of the North-Western Provinces, the whole of the Punjab, Rajputana, the west of the Central Provinces, Guzerat and Sind, the rainfall of the week was largely deficient or, in the case of Sind, altogether wanting. The monsoon on the West Coast was as explained above exceedingly feeble; but there appears to have been a certain amount of indraught across the Peninsula, as the whole of the West Coast districts, the Bombay Deccan, Hyderabad South and some Madras districts received heavier rain than usual. Whatever current there was did not however extend northward, so that Berar and Khandesh received a deficient amount.

The returns of maximum falls show that the heaviest rainfall tended towards East and North Bengal, Behar and the submontane districts of the North-Western Provinces. Cherrapunji received 27 inches, one station in Tipperah 13 inches, one station in Rungpore 11 inches, one station in Durbhunga 15½ inches, and one station in Gorakhpur 13¼ inches. In North-Western India there were no heavy falls. In Malabar and Madras South Central some falls of about 15 inches were measured, while in North Kanara Kumpta received 17 inches and in Kolhapur Banda received 11½ inches. In the central parts of the country the maximum falls are unimportant. The heaviest fall in any part of India is 22¼ inches, which occurred at Ankapalli in the Vizagapatam district.

The concluding column of the table shows the state of the seasonal rainfall. The following are the divisions in which the total rainfall since the middle of May is when compared with the average deficient by more than 10 per cent.:—Lower and Central Burma, Eastern Bengal, North-Western Provinces (West), Punjab, Central, Submontane, Hill and north-west divisions, Khandesh, Guzerat, Sind and Rajputana (West). Deltaic Bengal has hence disappeared from the deficient list since last week, while Guzerat and the north-west of the Punjab have on the contrary come into it. In all other parts of India the seasonal fall is satisfactory.

PROVINCE.	DIVISION.	Rainfall Data for Week ending September 23rd, 1889.			Rainfall Data from May 13th to September 23rd, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to September 23rd.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	5·42	7·46	— 2·04	165·66	165·29	0
	Lower Burmah	4·42	2·84	+ 1·58	67·44	83·02	— 19
	Central Burmah	2·56	2·30	+ 0·26	51·70	66·36	— 22
	Upper Burmah	3·37	?	?	32 68	?	?
	Arakan	8·30	6·60	+ 1·70	163·12	168·46	— 3
Bengal and Assam	Eastern Bengal	5·24	3·16	+ 2·08	63·50	73·02	— 13
	Assam (Surma)	8·72	3·78	+ 4·94	110 31	86·17	+ 27
	Do. (Brahmaputra)	3·73	2·46	+ 1·27	75 00	62·13	+ 21
	Deltaic Bengal	2·49	2·13	+ 0·36	42·12	46·65	— 10
	Central Bengal	4·23	2·28	+ 1·95	47·48	45·80	+ 4
	North Bengal	5·10	4·48	+ 0·62	95·30	86 01	+ 11
	Orissa	2·59	2·54	+ 0 05	40·86	43 64	— 6
	Chota Nagpur	2·07	1·74	+ 0·33	42·22	43 53	— 3
	Behar (South)	2·45	1·44	+ 1 01	39·78	35·93	+ 11
	Do. (North)	5·17	1·96	+ 3·21	51·22	41·17	+ 24
North-Western Provinces and Oudh.	North-Western Provinces (East).	5·01	1·79	+ 3·22	43 60	31·73	+ 37
	Oudh (South)	2·05	1·91	+ 0·14	40·23	32·11	+ 25
	Do. (North)	4·16	2·16	+ 2 00	42·11	34·46	+ 22
	North-Western Provinces (Central).	0·76	1·25	— 0·49	26·51	27·70	— 4
	North-Western Provinces (West).	0·14	0·84	— 0·70	21·61	25·32	— 15
	North-Western Provinces (Submontane).	2·20	1·72	+ 0·48	48·45	38·02	+ 27
Punjab	Punjab (South)	0·09	0·29	— 0·20	11·43	12 07	— 5
	Do. (Central)	0·03	0·63	— 0·60	16·69	20·84	— 20
	Do. (Submontane)	0·28	0·78	— 0·50	20·49	24·06	— 15
	Do. (Hill Districts)	0·05	1·94	— 1·89	59·23	75·42	— 22
	Do. (North-West)	0·22	0·59	— 0·37	15·95	18·10	— 12
	Do. (West)	0·06	0·18	— 0 12	6·71	6·41	+ 5
Bombay and Malabar Coast Districts (Madras).	Malabar	7·16	2·12	+ 5·04	98·73	94·96	+ 4
	Madras (South Central)	1·78	0·96	+ 0·82	30·47	14·19	+ 115
	Coorg	6·77	2·71	+ 4·06	93·78	90·23	+ 4
	Mysore	1·05	0·94	+ 0·11	18·88	18·16	+ 4
	Konkan	6·47	2·89	+ 3·58	117·66	92·18	+ 28
	Bombay Deccan	2·38	1·03	+ 1·35	24·98	25 83	— 3
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	1·27	1·42	— 0·15	10·60	14·56	— 27
Central Provinces and Berar.	Berar	0·17	1·71	— 1·54	29·55	28·76	+ 3
	Central Provinces (West)	1·10	1·49	— 0·39	35·58	39·08	— 9
	Ditto (Central)	1·90	1·61	+ 0·29	49·60	47·60	+ 4
	Ditto (East)	3·03	1·92	+ 1·11	51·95	46 12	+ 13
Bombay (North)	Guzerat	0·93	1·88	— 0·95	30·94	37·85	— 18
	Kattiawar	1·19	0·98	+ 0·21	25·85	26·08	— 1
	Sind	0	0·08	— 0·08	1·55	4·39	— 65
Rajputana and Central India.	Central India (East)	0·76	1·12	— 0·36	37·13	33·02	+ 12
	Rajputana (East), Central India (West).	0·03	0·83	— 0·80	28·46	24·87	+ 14
	Rajputana (West)	0·12	0·64	— 0·52	8·61	12·68	— 32
Madras	East Coast (North)	5·06	1·66	+ 3·40	31·41	22·77	+ 38
	Do. (North) (a)	2·45	2·86	— 0·41	32 05	34·38	— 5
	Hyderabad (South)	3·43	1·15	+ 2·28	22·86	19·62	+ 17
	Madras (Central)	2·71	1·09	+ 1·62	19·94	15 20	+ 31
	East Coast (Central)	1·40	0·97	+ 0·43	10 97	10·51	+ 3
	Ditto (South)	1·03	1·04	— 0·01	16·52	14·16	+ 17
	Madras (South)	0·26	0·63	— 0·37	9 17	7·49	+ 22

SIMLA, *26th September, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 21st September.*—Rainfall general; slight in Nellore and Salem. Crops generally good, but damaged by excessive rain in parts of the Nilgiris; withering from want of rain or water in parts of Chingleput and South Arcot. Prices rising in four districts, stationary in six, and falling in others. Labourers employed last day of week,—on Rushikulya works, 3,604; Gopalpur Canal, 1,099; Ghat Roads, 4,003; other minor works, 7,022. On village relief on 14th September, 42,518, including 25,649 children; fed in kitchens, 11,158, including 8,010 children. Imports into Ganjam during week by sea and land 589 tons. General prospects favourable.

Bombay.—*For week ending 25th September.*—Rain during week throughout Presidency Proper and standing crops benefited by it; total fall still insufficient in parts of Guzerat, Khandesh, Thana and Colaba. Standing crops damaged by locusts, crabs and rats in parts of Karachi; and by locusts in parts of Shikarpur, Hyderabad, Upper Sind Frontier and Ahmedabad; crops otherwise good. Reaping of early and sowing of late crops progressing in several districts. Probable outturn of early crops in Baroda from 14 to 16 annas. Fodder scarce in parts of Poona and Dharwar.

Bengal.—*For week ending 24th September.*—Rainfall has been general and in the northern and eastern districts fairly heavy. Prospects of winter rice are generally favourable, but have suffered from floods in places in Central and Northern Bengal and from drought in parts of Burdwan, Hooghly and Balasore. In Moorshedabad the damage from floods in the low lands of the Lalbagh subdivision is considerable. Harvesting of early rice and jute is still proceeding and the outturn is reported to be fair in several districts. The *bhadoi* harvest in Behar and Chota Nagpur is yielding a good outturn except in the flooded tracts in Behar. Foodstocks are sufficient. In the affected districts in Chumparun and Muzaffarpur loans and gratuitous relief are still being given. In Midnapur the number of persons receiving charity is sixty. In the Sonthal Pergunnahs relief works are closed.

North-Western Provinces and Oudh.—*For week ending 25th September.*—Heavy rain in some of the eastern districts has done injury to the standing crops and somewhat retarded ploughing for the *rabi;* elsewhere the rainfall has been light. Rice and the earlier *kharif* crops are being harvested, and *rabi* ploughing and sowing has commenced. Prospects generally are good. Markets are well supplied, and in most districts prices are stationary.

Punjab.—*For week ending 25th September.*—Rainfall slight in Jullundur, Ferozepore, Lahore, Rawalpindi, and Shahpur districts. Prices rising in Rawalpindi, falling in Shahpur, and stationary elsewhere. Harvesting of *kharif* crops commenced in certain districts. Ploughing for *rabi* in progress. More rain wanted in most districts. *Kharif* crops are reported to be in good condition except in Hissar and Umballa, where they are withering for want of rain. Outturn of cotton is good in Peshawar. Crops are slightly damaged by locusts in Leiah tahsil, Dera Ismail Khan district. Fodder sufficient throughout the Province.

Central Provinces.—*For week ending 25th September.*—Weather generally clear with occasional showers. Rainfall sufficient except in Sihora and Murwára tahsils of the Jubbulpore district. Prospects of the *kharif* crops continue very favourable. Land being prepared for *rabi* sowings, and sowings of *til* commencing in places. Prices generally steady and falling in some districts.

Burma.—*For week ending 21st September.*—The rainfall in all districts of Lower Burma was fairly heavy, with the exception of Prome and Tharrawaddy, where the fall was light. The crop prospect is generally good in Lower Burma. More rain is wanted in Mandalay, Shwebo, in part of the Myinmu subdivision of Sagaing, Minbu and Yamethin. The crop prospect is fair. The price of paddy in Lower Burma has fallen slightly in Prome, Moulmein and Tounghoo, and risen slightly in Henzada and Thayetmyo. In other districts the price remains unchanged in Upper Burma. The price has fallen from Rs. 95 to Rs. 65 per 100 baskets in Mandalay; in all other districts there are no fluctuations. The foodsupply is sufficient throughout the Province.

Assam.—*For week ending 25th September.*—Rainfall varies from 0·90 inches in Darrang to 20·17 inches in Garo Hills, where damage has been done to crops. Reaping of early rice and transplanting of winter rice almost finished. Weather cold and wet for tea. Blight less prevalent in Cachar.

Mysore and Coorg.—*For week ending 25th September.*—Rain has fallen more or less throughout the State of Mysore. More rain is wanted for wet crops in Shikarpur of the Shimoga district. In parts of the Tumkur and Kadur districts dry crops somewhat damaged by excessive rain, otherwise crops are in good condition and prospects are favourable. Prices slightly fallen in Bangalore and Shimoga districts.

Rainfall 8·26 inches in Coorg. Transplanting of rice completed except in parts of Kiggatnad taluk. Standing crops promise well.

Berar and Hyderabad.—*For week ending 25th September.*—Average rainfall 1·60 inches in Berar. Standing crops healthy. Weeding continues. Prices of food-grains stationary. Pasturage sufficient.

Rainfall at Hyderabad during week, 2·53; total since 1st January, 29·03. *Kharif* and *abi* crops thriving. Prices stationary.

Central India.—*For week ending 25th September.*—Crops generally good throughout the Agency, but slightly damaged by excessive rain in parts of Neemuch. Prices high in Goona, falling in Bundelkhand and parts of Bhopawar.

Rajputana.—*For week ending 25th September.*—Slight rain in Marwar, Kherwara and Meywar. Standing crops slightly damaged by locusts in Marwar, Kishengarh and Ulwar. Rain much needed in Meywar, Bhurtpur, Ulwar and Harowtee. Agricultural stock good. Pasturage drying and fodder dear in Marwar. Prices steady generally.

Nepal.—*For week ending 19th September.*—Rain in showers and infrequent. Harvesting of early rice in progress. Prospects favourable.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XXII. OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Week ending 1st September 1888.			Week ending 31st August 1889.			Total Receipts from 1st April to 1st September 1888.		Total Receipts from 1st April to 31st August 1889.		Total increase in 1889-90.	Total decrease in 1889-90.
		Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Total.	Per mile open per week.	Total.	Per mile open per week.		
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State Lines worked by Companies.												
7th September 1889	East Indian	1,514	6,12,652	405	1,514	6,47,206	427	1,77,98,839	534	1,82,12,077	547	4,13,238	...
7th ditto	Patna-Gya	57	6,299	111	57	6,455	113	1,76,430	140	1,80,758	144	4,328	...
7th ditto	Dildárnagar-Gházipur	12	585	49	12	669	56	21,485	81	19,798	75	...	1,687
.....	Sindia	75	4,339	58	...	(a)	...	1,58,562	96	(a)	...	...	1,58,562
7th September 1889	Rajputana-Malwa	1,664	2,66,162	160	1,671	2,32,000	139	74,87,702	205	84,47,480	232	9,59,778	...
7th ditto	Bengal-Nágpur (b)	186	18,439	99	305	(c) 21,757	71	6,79,867	166	(c) 7,80,242	119	1,00,375	...
7th ditto	Southern Mahratta (d)	850	63,287	74	856	57,712	67	16,66,191	89	18,03,720	96	1,37,529	...
7th ditto	Do. Mysore Section	140	12,668	90	296	22,384	76	2,29,565	75	3,20,001	63	90,436	...
7th ditto	Indian Midland	136	10,136	74	746	(e) 43,881	59	3,12,645	104	(e) 12,02,803	85	8,90,158	...
31st August 1889	Villupuram - Dharmaveram (Nellore Branch)	83	4,766	57	83	5,285	64	1,07,266	59	1,06,558	59	...	708
7th September 1889	Bareilly-Pilibhit	36	1,252	35	36	1,280	36	33,617	44	41,796	55	8,179	...
	TOTAL	4,753	10,00,585	211	5,576	10,38,629	186	2,86,72,169	274	3,11,15,233	264	24,43,064	...
	State Lines worked by Government.												
7th September 1889	North Western (f)	2,469	4,74,400	192	2,386	5,03,924	211	1,00,81,846	186	1,13,42,468	217	12,60,622	...
7th ditto	Oudh and Rohilkhand	692	85,325	123	692	1,18,902	172	29,58,770	194	33,35,548	219	3,76,778	...
31st August 1889	Bengal Central	125	13,625	109	125	14,720	118	2,58,545	94	2,98,339	108	39,794	...
7th September 1889	Wardha Coal	45	14,127	314	45	11,082	246	3,12,543	316	3,34,133	340	21,590	...
31st August 1889	Eastern Bengal	673	2,56,790	382	747	2,66,110	356	35,89,352	242	39,15,851	253	3,26,499	...
7th September 1889	Nalháti	27	1,863	69	27	1,896	70	42,395	74	41,101	72	...	1,294
7th ditto	Tirhoot	259	18,517	71	273	30,997	114	7,05,766	130	8,26,936	144	1,21,170	...
7th ditto	Lucknow-Sitapur-Sihrámau	105	3,942	38	105	6,310	60	1,09,063	47	1,44,483	63	35,420	...
7th ditto	Jorhát	25	1,530	61	25	1,396	56	25,605	47	26,492	48	887	...
31st August 1889	Cherra-Companyganj	7	241	34	7	341	49	1,815	12	2,812	18	997	...
31st ditto	Burma (g)	392	49,225	126	553	72,821	132	12,31,998	147	17,99,244	149	5,67,246	...
	TOTAL	4,819	9,19,585	191	4,985	10,28,499	206	1,93,17,698	183	2,20,67,407	204	27,49,709	...
	Lines worked by Guaranteed Companies.												
7th September 1889	Madras	840	1,68,976	201	840	1,78,950	213	35,92,247	194	39,37,315	214	3,45,068	...
31st August 1889	South Indian	654	1,11,161	170	654	1,11,682	171	23,81,995	166	24,94,513	175	1,12,518	...
7th September 1889	Great Indian Peninsula	1,497	(h) 6,04,212	404	1,440	(i) 3,40,280	236	1,85,45,348	562	1,40,90,791	447	...	44,54,557
7th ditto	Bombay, Baroda and Central India (j)	461	1,75,001	380	461	1,46,000	317	(h) 52,79,289	521	(i) 55,84,768	554	3,05,479	...
	TOTAL	3,452	10,59,350	307	3,395	7,76,912	229	2,97,98,879	392	2,61,07,387	352	...	36,91,492
GRAND TOTAL (GUARANTEED AND STATE)		13,024	29,79,520	229	13,956	28,44,040	204	7,77,88,746	272	7,92,90,027	264	15,01,281	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	4,07,64,777	142	4,14,14,463	138	6,49,686	...
NET RECEIPTS		...	...	...	...	...	...	3,70,23,969	130	3,78,75,564	126	8,51,595	...
	Assisted Companies.												
7th September 1889	Tárakeshwar	22	2,886	131	22	4,197	191	1,22,376	250	1,25,249	256	2,873	...
31st August 1889	Dibru-Sadiya	78	7,318	94	78	8,108	104	1,88,254	110	2,10,857	123	22,603	...
7th September 1889	Bengal and North-Western	376	24,831	66	376	31,630	84	10,68,967	129	11,35,731	138	66,764	...
7th ditto	Rohilkhand-Kumaun	67	1,281	19	67	5,891	88	1,52,808	109	1,66,085	118	13,277	...
	TOTAL	543	36,316	67	543	49,826	92	15,32,405	128	16,37,922	138	1,05,517	...
	Native States.												
7th September 1889	His Highness the Nizam's Guaranteed	310	31,685	102	354	47,677	135	6,65,784	107	9,13,823	118	2,48,039	...
7th ditto	His Highness the Gaekwar's	59	1,617	27	59	1,710	29	57,400	44	57,113	44	...	287
7th ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	598	28	27	600	22	20,233	44	24,353	41	4,120	...
7th ditto	Bhávnagar-Gondal-Junagarh-Porbandar	193	9,742	50	261	14,716	56	4,27,320	101	5,90,338	104	1,63,018	...
7th ditto	Morvi	68	2,205	33	68	2,686	40	81,261	54	90,377	60	9,116	...
7th ditto	Jodhpore	124	3,199	26	124	5,200	42	1,55,199	57	1,45,502	54	...	9,697
	TOTAL	775	49,106	63	893	72,589	81	14,07,197	86	18,21,506	93	4,14,309	...

(a) Included with Indian Midland Railway.
(b) Includes the Katni-Umaria Branch.
(c) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(d) Includes the Bellary-Kistna State Railway.
(e) Includes the Sindia and Bhopal-Itarsi State Railways.
(f) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(g) Includes the Toungoo-Mandalay extension.
(h) Includes the Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itarsi State Railways.
(i) Includes the Dhond-Manmád, Khámgaon, and Amráoti State Railways.
(j) Includes the Patri Branch.

M. C. BRACKENBURY, *Major, R.E.,*
Under-Secretary.

SIMLA, *26th September, 1889.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.

Railway.

GUARANTEED RAILWAYS.

SYNOPSIS OF TRANSACTIONS FOR AND TO END OF THE YEAR 1888.

No. 406 A.R., dated Simla, the 16th September 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Public Works Department Resolution No. 621A.R., dated 5th October 1888.

Read also the following:

Note by LIEUTENANT-COLONEL A. G. BEGBIE, R.E., Officiating Accountant General, Public Works Department, No. 891R., dated 23rd August 1889.

I beg to lay before the Government of India the usual Synopsis of transactions of Guaranteed Railways for and to end of the year 1888.

2. The subscribed Capital on 31st December 1888 of the several Railway Companies bears interest as shown below:

Railway.	Capital bearing interest at						Premium on Stock.	Discount on Stock.	Total Capital raised.
	3½%	3¼%	4%	4½%	4¾%	5%			
	£	£	£	£	£	£	£	£	£
Madras	...	297,800	102,200	500,000	999,960	8,757,670	12,014	...	10,669,644
South Indian	...	970,000	...	425,000	151,044	3,057,908	62,153	3,000	4,663,407
Bombay, Baroda and Central India...	100,000	888,500	...	...	...	7,550,300	32,270	14,000	8,557,070
Great Indian Peninsula	264,000	1,847,300	2,701,450	...	...	20,000,000	297,305	233,391	24,876,664
Oudh and Rohilkhund	...	3,030,300	384,700	...	...	4,000,000	15,023	47,611	7,383,311
(1) Total to end of 1888 ...	364,000	7,033,900	3,188,350	925,000	1,151,004	43,365,878	419,964	298,002	56,150,094
(2) Ditto ditto 1887 ...	100,000	6,969,300	5,402,150	925,000	1,153,504	43,363,503	419,839	298,002	58,035,294
(3) Ditto ditto 1886 ...	...	5,191,800	5,439,650	925,000	1,166,864	43,350,811	200,553	64,384	56,210,294
(4) Ditto ditto 1885 ...	...	4,481,800	6,217,450	925,000	1,169,624	43,348,189	209,165	56,134	56,295,094
(5) Ditto ditto 1884 ...	...	4,325,750	4,911,950	925,000	1,179,519	43,338,789	209,702	46,134	54,844,594
(1) Compared with (2) Increase ...	264,000	64,600	...	...	...	2,375	125	...	...
(1) Compared with (2) Decrease ...	...	...	2,213,800	...	2,500	...	...	...	1,885,200

3. The following table shows the growth of the Capital account of the Guaranteed Railways during the last five years, the net increase to the aggregate subscribed Capital during that period being £2,777,429:

Total capital subscribed.			
Year.	Amount.	Increase.	Decrease.
	£	£	£
To end of 1884	54,844,594		
„ 1885	56,295,094	1,471,929	...
„ 1886	56,210,294	1,450,500	...
„ 1887	58,035,294	...	84,800
„ 1888	56,150,094	1,825,000	...
		...	1,885,200
Net increase ...	...	4,747,429	1,970,000
		2,777,429	

Remarks.

Capital Outlay.

4. The aggregate outlay finally charged off to "Construction" has stood at the end of each of the last five years as follows:

	£	Increase. £
To end of 1884	53,240,053	1,114,018
„ 1885	54,516,361	1,276,308
„ 1886	55,517,215	1,000,854
„ 1887	55,920,875	403,660
„ 1888	56,455,146	534,271
Increase in five years		4,359,111

5. The expenditure charged to "Construction," on the open lines of railway, during and to end of the year, gives the following cost per mile:

Railway.	Construction expenditure per open mile.		Remarks.
	During 1888.	To end of 1888.	
	Rs.	Rs.	
Madras	1,565·98	1,34,728·34	
South Indian	834·76	69,838·54	Metre gauge.
Bombay, Baroda and Central India	885·21	2,07,553·15	
Great Indian Peninsula	2,514·49	2,07,005·55	
Oudh and Rohilkhund	419·11	1,29,342·46	
Average outlay excluding South Indian	1,606·72	1,72,003·26	
Ditto including ditto	1,477·49	1,54,960·30	

Capital locked up in stores.

6. The subjoined table shows the fluctuations in the value of stores in stock during the past five years. The figures in antique represent increases of stock:—

Railway.	Reduction in stock.					Total reduction in five years.
	1884.	1885.	1886.	1887.	1888.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	68,943	4,59,341	3,09,528	6,76,372	17,704	1,43,736
South Indian	94,461	4,83,856	3,54,488	5,54,202	5,57,460	13,35,491
Bombay, Baroda and Central India	1,86,482	2,78,348	6,48,977	4,31,054	5,90,250	4,64,193
Great Indian Peninsula ...	3,40,888	20,24,643	13,61,804	8,76,659	9,60,488	15,18,196
Oudh and Rohilkhund ...	6,62,439	8,34,133	20,34,415	34,2[illegible]9	1,87,131	24,27,782
TOTAL ...	2,98,473	24,11,752	40,93,186	6,01,984	17,613	20,02,558

7. The increase in the amount of Capital locked up in stores during the year under review on the South Indian Railway is attributed to the receipt of

Permanent Way materials for renewals, and that on the Bombay, Baroda and Central India Railway is said to be due to the late arrival of Permanent Way material and coal from England.

8. On 31st December 1888, the value of the stores in stock on Guaranteed Railways exceeded the limits provisionally assigned for Capital to be locked up in stores to the following extent:

Railway.	Limit assigned.	Stock in hand.	Excess.
	Rs. Lakhs.	Rs. Lakhs.	Rs. Lakhs.
Madras	22½	24½	2
South Indian	not fixed	(a) 34½	...
Bombay, Baroda and Central India	21½	37½	16
Great Indian Peninsula	63	60¾	—2¼
Oudh and Rohilkhund	12½	26¾	14¼
TOTAL ...	119½	149½	30

(a) Not included in the total.

Revenue Account.

9. Excluding the East Indian, Eastern Bengal, and Sindh, Punjab and Delhi Railways which have now become State lines, the gross earnings, working expenses, and net earnings of all the Guaranteed Railways during the last five years have been as under:

Year.	Gross earnings.	Working expenses.	Net earnings.
	Rs.	Rs.	Rs.
1884	6,24,57,699	3,26,82,475	2,97,75,224
1885	6,73,27,871	3,51,47,654	3,21,80,217
1886	7,21,55,223	3,56,28,831	3,65,26,392
1887	7,20,41,944	3,61,22,174	3,59,19,770
1888	7,48,29,283	3,77,21,047	3,71,08,236

10. For the year 1888 the net earnings amounted to ... Rs. 3,71,08,236

Deduct—

	Rs.	Rs.
Interest charged on overdrawn Capital ...	31,439	
Moiety of Surplus Profits due to Shareholders ...	55,95,126	
Contributions to Provident Fund	2,14,483	
		58,41,048

The net receipts by Government due to its connection with the Guaranteed Railways may be stated at 3,12,67,188

11. The results of the working of the Guaranteed Railways for the year 1888, based on the contract rates of exchange, is shown in the following table,

as also the percentage of Interest and Net Profits on the Capital received. The figures in antique represent gain:

Railway.	Net earnings after deducting payments on account of moiety of Surplus Profits and contribution to the Provident Fund and interest on overdrawn Capital.	Guaranteed interest.	Loss to State. Amount.	Loss to State. Per open mile.	Loss to State. Per cent. of guaranteed interest.	Per cent. of interest paid on total Capital received.	Per cent. of Net Earnings realised during 1888 on Capital received.
	Rs.	Rs.	Rs.	Rs.			
Madras	35,21,645	56,98,928	21,77,183	2,594·14	38·20	4·90	3·03
South Indian	16,67,481	22,24,122	5,56,641	850·37	25·03	4·57	3·43
Bombay, Baroda and Central India ...	57,64,106	44,93,045	12,71,061	2,893·81	28·29	4·81	6·17
Great Indian Peninsula	1,72,97,951	1,29,19,664	43,78,287	3,398·63	33·89	4·76	6·37
Oudh and Rohilkhund	30,16,005	*35,42,434	†5,26,429	763·70	14·86	4·80	4·08
Total 1888 ...	3,12,67,188	*2,88,78,093	23,89,095	610·99	8·27	4·78	5·18
1887 ...	3,01,24,818	2,90,54,467	10,70,351	274·29	3·68	4·67	4·84
1886 ...	3,05,61,972	2,89,70,895	15,91,077	405·06	5·49	4·84	5·07
1885 ...	2,74,40,216	2,83,52,930	9,03,764	231·75	3·19	4·69	4·54
1884 ...	2,56,12,424	2,81,07,704	24,95,280	650·48	8·88	4·77	4·34

12. The result of working the Guaranteed Railways during 1888 may be considered satisfactory. The annual result in the last five years has been turned from a loss of Rs. 24,95,280 in 1884, to a gain of Rs. 23,89,095‡ in 1888.

13. The actual loss to the State during the last five years due to its connection with the Guaranteed Railways, if the payments in England on account of guaranteed interest are converted at the average rates of exchange for the different years, is shown in the following statements:

Year.	Net earnings —*vide* para. 11.	Guaranteed Interest at contract rates.	Loss to State based on preceding column.	Guaranteed Interest at the average rate of the year.	Loss to State based on preceding column.	Loss involved in fall in exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1884	2,56,12,424	2,81,07,704	24,95,280	3,21,56,569	65,44,145	40,48,865
1885	2,74,49,216	2,83,52,980	9,03,764	3,40,01,117	65,51,901	56,48,137
1886	3,05,61,972	2,89,70,895	15,91,077	3,67,65,298	62,03,426	77,94,503
1887	3,01,24,818	2,90,54,467	10,70,351	3,79,65,693	78,40,975	89,11,226
1888	3,12,67,188	*2,88,78,093	‡23,89,095	3,91,96,426	79,19,238	1,03,08,333

* This excludes Interest to end of December 1888, amounting to £40,073, on debt appropriated to the discharge of debentures to the extent of £1,885,000, which fell due during the year. It has been decided to treat this payment as a State Railway charge.

† The real loss is understated by the sum of £40,073 referred to in the preceding note.

‡ The real gain is overstated by the sum of £40,073 referred to above.

The details for each year are as follows:

1884.

Railway.	Net earnings	Guaranteed interest at contract rates	Loss to State based on column 2.	Guaranteed interest at 1s. 7·5063d., the average rate of the year.	Loss to State based on column 4.	Loss by exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	29,35,687	56,94,450	27,58,763	64,23,432	34,87,745	7,28,982
South Indian	14,60,598	21,17,129	6,56,531	24,96,708	10,36,110	3,79,579
Bombay, Baroda and Central India	54,43,252	43,29,164	11,23,088	48,72,799	5,70,453	5,52,635
Great Indian Peninsula	1,34,64,290	1,26,45,335	8,18,955	1,42,66,602	8,02,302	16,21,357
Oudh and Rohilkhund	23,08,597	33,30,6[illegible]	10,22,0[illegible]9	40,97,038	17,88,441	7,66,412
TOTAL ...	2,56,12,424	2,81,97,701	24,95,280	3,21,6,569	65,44,145	40,48,865

1885.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 6·612d., the average rate of the year.	Loss to State based on column 4.	Loss by exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	32,79,168	56,93,828	24,19,660	67,30,206	34,57,958	10,37,378
South Indian	15,72,921	21,32,817	5,59,896	26,35,053	10,62,734	5,02,838
Bombay, Baroda and Central India	53,61,089	41,90,266	14,71,423	49,52,432	7,09,257	7,62,166
Great Indian Peninsula	1,52,31,597	1,27,91,996	24,39,601	1,51,15,011	1,16,586	23,23,015
Oudh and Rohilkhund	17,03,841	35,39,073	18,35,232	45,61,813	28,57,972	10,22,740
TOTAL ...	2,74,49,216	2,83,52,980	9,03,764	3,40,01,117	65,51,901	56,48,137

1886.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 5·5065d., the average rate of the year.	Loss to State based on column 4.	Loss by exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	32,29,243	56,93,838	24,69,595	71,24,953	38,95,709	14,26,124
South Indian	14,69,584	21,69,364	6,99,780	28,35,539	13,65,944	6,66,164
Bombay, Baroda and Central India	61,35,478	44,37,881	16,97,597	55,47,675	5,87,808	11,09,794
Great Indian Peninsula	1,68,77,079	1,28,67,572	40,10,407	1,60,80,298	7,97,683	32,12,724
Oudh and Rohilkhand	29,42,688	37,07,250	9,47,562	51,76,917	23,27,289	13,79,627
TOTAL ...	3,05,61,973	2,90,70,895	15,91,077	3,67,65,393	62,01,426	77,94,505

1887.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 5·0015d., the average rate of the year.	Loss to State based on column 4.	Loss by exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	28,66,358	56,76,348	28,09,990	73,06,536	44,40,178	16,30,188
South Indian	16,05,744	21,91,202	5,85,458	29,48,696	13,42,952	7,57,494
Bombay, Baroda and Central India	57,33,568	44,76,969	12,56,599	57,61,814	28,246	12,84,845
Great Indian Peninsula	1,68,82,909	1,28,64,019	40,18,890	1,65,50,308	3,32,601	36,86,289
Oudh and Rohilkhund	30,36,239	38,45,929	8,09,690	53,98,839	23,62,100	15,52,410
TOTAL ...	3,01,24,818	2,90,54,467	10,70,351	3,79,65,693	78,40,875	89,11,226

1888.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 1s. 4·445d., the average rate of the year.	Loss to State based on column 4.	Loss by exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	35,21,645	56,98,828	21,77,183	76,23,851	41,02,206	19,25,023
South Indian	16,67,481	22,24,122	5,56,641	31,10,660	14,43,179	8,86,538
Bombay, Baroda and Central India	57,64,106	44,93,045	12,71,061	60,09,715	2,45,609	15,16,670
Great Indian Peninsula	1,72,97,951	1,29,19,664	43,78,287	1,72,74,706	23,245	43,55,042
Oudh and Rohilkhund	30,16,005	*35,42,434	†5,26,429	51,67,494	†21,51,489	16,25,060
TOTAL ...	3,12,67,188	2,88,78,093	23,89,095	3,91,86,426	79,19,238	1,03,08,333

* This excludes Interest to end of December 1888, amounting to £40,073, on debt appropriated to the discharge of debentures to the extent of £1,885,000, which fell due during the year. It has been decided to treat this payment as a State Railway charge.

† The real loss is understated by the sum of £40,073 referred to in the preceding note.

ORDER.—Ordered, that the note by the Accountant General, Public Works Department, and enclosure referred to, be forwarded to the Local Governments and Officer noted in the margin, and to the Department of Finance, and the Accountant General, Public Works Department, for information.

The Governments of Madras and Bombay. Director General of Railways.

R. C. B. PEMBERTON, Colonel, R.E.,
Secy. to the Govt. of India.

ACCOMPANIMENT TO NOTE BY THE ACCOUNTANT GENERAL, PUBLIC WORKS DEPARTMENT, No. 891-R., DATED 23rd AUGUST 1889.

SYNOPSIS OF TRANSACTIONS OF THE GUARANTEED RAILWAY COMPANIES FROM THE COMMENCEMENT OF OPERATIONS TO END OF THE YEAR 1888.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Mileage.				Capital subscribed.						Capital withdrawn.						
				During 1888.			To end of 1888.			During 1888.			To end of 1888.			
Open for traffic.	Mean length open during 1888.	Under construction on 31st December 1888.	Railway.	In England.	In India.	Total.	In England.	In India.	Total.	In England.	In India.	Total.	In England.	In India.	Total.	Balance of capital in the Government Treasury to meet further expenditure.
				Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
839·27	839·27	...	Madras	...	...	...	11,63,96,117	...	11,63,96,117	13,36,624	−28,158	13,08,466	6,80,02,209	4,64,76,447	11,53,78,656	10,17,461
(a) 654·59	654·59	...	South Indian	...	...	...	4,86,48,302	13,320	4,86,61,622	16,34,663	−6,08,194	10,26,469	3,70,32,883	1,19,67,147	4,90,00,032	−3,38,410
(b) 438·78	438·78	...	Bombay, Baroda and Central India ...	...	...	...	9,31,13,432	2,36,425	9,33,49,857	27,62,628	−13,76,080	13,75,548	6,28,19,141	3,17,68,707	9,45,87,848	−12,37,091
(c) 1,288·25	1,288·25	...	Great Indian Peninsula ...	−2,182	...	−2,182	26,51,43,690	62,38,099	27,13,81,789	48,06,864	−25,90,043	22,16,821	18,20,56,459	8,09,36,925	27,29,93,384	−12,11,575
(d) 689·31	689·15	...	Oudh and Rohilkhund ...	(e) −1,88,50,000	...	(e) −1,88,50,000	6,95,88,916	42,44,192	7,38,33,108	2,37,103	−1,02,122	1,34,981	4,33,81,073	4,82,60,577	9,16,41,649	(e) −1,80,08,541
3,910·20			Total ...	−1,88,52,182	...	−1,88,52,182	59,28,90,457	1,07,32,036	60,36,22,493	1,07,67,982	−47,05,497	60,62,385	30,49,91,748	22,84,09,803	53,34,01,549	−1,97,79,059
				£	£	£	£	£	£	£	£	£	£	£	£	£
			Madras	...	...	...	10,669,644	...	10,669,644	122,324	−2,881	119,043	6,310,036	4,200,341	10,576,377	93,267
			South Indian	...	...	...	4,662,129	1,276	4,663,405	156,655	−58,286	98,369	3,548,985	1,146,851	4,695,836	−32,431
			Bombay, Baroda and Central India ...	...	...	...	8,535,398	21,672	8,557,070	252,324	−126,223	126,101	5,758,421	2,912,132	8,670,553	−113,483
			Great Indian Peninsula	−200	...	−200	24,304,838	571,826	24,876,664	440,629	−237,421	203,208	16,743,507	8,244,218	24,987,725	−111,061
			Oudh and Rohilkhund	−1,885,000	...	−1,885,000	6,958,892	424,419	7,383,311	23,710	−10,212	13,498	4,358,107	4,826,058	9,184,165	−1,800,851
			Total ...	−1,885,200	...	−1,885,200	55,130,901	1,019,193	56,150,094	995,842	−434,723	561,119	36,725,056	21,380,600	58,124,656	−1,994,562

1	2	3	4	18	19	20	21	22	23	24	25	26	27	28	29
Mileage.				Capital outlay.						Revenue account, 1888.					
				On construction account.		On stores.									
Open for traffic.	Mean length open during 1888.	Under construction on 31st December 1888.	Railway.	During 1888.	To end of 1888.	During 1888.	To end of 1888.	On Suspense (Capital Advance Account).	Total.	Gross earnings.	Working expenses.	Net earnings.	Contribution to Provident Fund.	Interest charged on Capital overdrawn.	Surplus profits.
				Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
839·27	839·27	...	Madras	13,14,278	11,30,73,156	−17,704	24,46,384	−1,41,184	11,53,78,656	85,31,054	50,00,409	35,21,645	...	...	...
(a) 654·59	654·59	...	South Indian	5,46,425	4,57,15,607	5,57,160	34,34,146	−1,48,721	4,90,00,032	54,23,024	37,50,752	16,72,272	...	4,791	...
(b) 438·78	438·78	...	Bombay, Baroda and Central India ...	3,88,415	9,10,70,170	5,90,250	37,43,592	−2,25,914	9,45,87,848	1,27,38,933	56,19,576	71,19,358	71,194	20,178	25,27,759
(c) 1,288·25	1,288·25	...	Great Indian Peninsula ...	33,39,286	26,66,74,869	−9,60,488	60,72,254	−1,53,759	27,25,93,364	4,10,59,219	1,92,80,263	2,17,78,956	1,43,280	6,470	86,62,492
(d) 689·31	689·15	...	Oudh and Rohilkhund ...	2,88,896	8,91,57,048	−1,87,131	26,84,601	...	9,18,41,649	70,77,053	40,61,048	30,16,005	...	...	...
3,910·20			Total ...	57,77,300	60,56,91,150	−17,613	1,83,79,077	−6,09,578	62,34,01,549	7,48,29,283	3,77,21,047	3,71,08,236	2,14,483	31,439	1,11,90,251
				£	£	£	£	£	£	£	£	£	£	£	£
			Madras	120,476	10,365,067	−1,023	224,352	−12,942	10,576,377	782,013	459,196	322,817	...	...	...
			South Indian	52,366	4,381,079	53,423	329,010	−14,253	4,695,836	519,706	359,447	160,259	...	409	...
			Bombay, Baroda and Central India ...	35,005	8,349,009	54,107	313,163	−20,700	8,670,553	1,167,736	515,128	652,608	6,536	1,850	231,711
			Great Indian Peninsula	296,934	24,445,196	−88,045	558,623	−14,094	24,987,725	3,763,762	1,767,358	1,996,404	13,135	593	794,062
			Oudh and Rohilkhund	28,890	8,916,705	−18,713	268,460	...	9,184,165	707,705	406,104	301,601	...	...	...
			Total ...	534,271	56,455,146	−851	1,721,508	−61,996	58,114,656	6,940,922	3,507,233	3,433,689	19,661	2,902	1,025,773

1	2	3	4	30	31	32	33	34	35	36	37	38	39	40	41
Mileage.				Guaranteed interest paid for 1888.			Guaranteed interest from commencement to end of 1888.							Loss to State.	
Open for traffic.	Mean length open during 1888.	Under construction on 31st December 1888.	Railway.	In England.	In India.	Total.	In England.	In India.	Total.	Net earnings from commencement to end of 1888.	Contribution to Provident Fund from commencement to end of 1888.	Interest charged in accounts on Capital overdrawn, from commencement to end of 1888.	Railway Company's moiety of surplus profits, from commencement to end of 1888.	During 1888.	From commencement to end of 1888.
				Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
839·27	839·27	...	Madras	56,98,828	...	56,98,828	15,16,29,319	...	15,16,29,319	6,92,48,189	...	13,071	...	21,77,183	8,23,94,801
(a) 654·59	654·59	...	South Indian	22,24,122	...	22,24,122	4,23,76,280	...	4,23,76,280	2,19,00,608	...	87,709	...	5,56,641	2,05,03,390
(b) 438·78	438·78	...	Bombay, Baroda and Central India ...	44,89,944	3,101	44,93,045	10,95,03,150	2,16,635	10,97,79,785	9,38,22,444	4,95,790	5,03,021	99,77,323	−12,71,061	2,69,34,075
(c) 1,288·25	1,288·25	...	Great Indian Peninsula ...	1,28,92,650	27,014	1,29,19,664	31,31,06,313	46,99,331	31,78,05,644	29,97,29,766	9,54,687	2,07,135	3,33,04,226	−43,78,287	5,25,41,926
(d) 689·31	689·15	...	Oudh and Rohilkhund ...	35,37,274	5,160	(f) 35,42,434	5,40,52,420	4,37,366	(f) 5,44,89,786	3,04,97,851	...	2,19,641	...	(g) 5,26,429	(g) 2,42,11,576
3,910·20			Total ...	2,88,42,818	35,275	2,88,78,093	67,07,27,491	53,53,332	67,60,80,823	51,51,98,858	14,50,477	10,31,777	4,32,81,549	−23,89,095	20,66,45,768
				£	£	£	£	£	£	£	£	£	£	£	£
			Madras	522,293	...	522,293	13,899,355	...	13,899,355	6,347,751	...	1,253	...	199,575	7,552,857
			South Indian	213,145	...	213,145	4,061,061	...	4,061,061	2,098,808	...	8,405	...	53,345	1,970,558
			Bombay, Baroda and Central India ...	411,578	284	411,862	10,043,289	19,858	10,063,147	8,600,391	45,447	46,105	914,588	−116,514	2,468,957
			Great Indian Peninsula	1,181,826	2,476	1,184,302	28,701,412	430,772	29,132,184	27,475,228	87,513	18,987	3,052,897	−401,343	4,816,343
			Oudh and Rohilkhund	353,727	516	354,243	5,405,242	43,737	5,448,979	3,010,785	...	21,964	...	52,513	2,421,158
			Total ...	2,682,669	3,276	2,685,945	62,110,359	494,367	62,604,726	47,571,963	132,960	96,774	3,967,485	−212,294	19,220,973

(a) { Works in addition 7·85 miles of Pondicherry Line opened for Traffic, 16th December 1879.
{ Works in addition 182·77 miles of the Nellore Branch, opened for traffic, 13th September 1887).

(a) { Works in addition 182·77 miles of the Patri Salt Railway.
(b) Ditto 22·12 miles of the Dhond and Manmad, Khamgaon-Amraoti, and Bhopal Railways.
(c) Ditto 215·50 miles of the Dhond and Rohilkhund Railway.
(d) Excludes 0·24 miles of the Benares Branch leased to the Oudh and Rohilkhund Railway.
(e) Debentures to the extent of £1,885,000 were discharged from funds advanced by the Secretary of State.
(f) This excludes interest to end of December 1888, amounting to £40,073 on debt appropriated to the discharge of debentures to the extent of £1,885,000, which fell due during the year. It has been decided to treat this payment as a State Railway charge.
(g) The real loss is understated by the sum of £40,073 referred to in note (f).

Printed and publishe

T, No. 891-R., DATED 23rd AUGUST 1889.

OF OPERATIONS TO END OF THE YEAR 1888.

	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
	GUARANTEED INTEREST PAID FOR 1888.			GUARANTEED INTEREST FROM COMMENCEMENT TO END OF 1888.							LOSS TO STATE.		CONTROL.		LAND.					
	In England.	In India.	Total.	In England.	In India.	Total.	Net earnings from commencement to end of 1888.	Contribution to Provident Fund from commencement to end of 1888.	Interest charged in accounts on Capital overdrawn, from commencement to end of 1888.	Railway Company's moiety of surplus profits, from commencement to end of 1888.	During 1888.	From commencement to end of 1888.	State charge for control for 1888.	State charge for control from commencement to end of 1888.	Value of land made over during 1888.	Value of land made over from commencement to end of 1888.	Value of land restored to Government during 1888.	Value of land restored to Government from commencement to end of 1888.	Loss of land revenue on land made over during 1888, capitalised.	Loss of land revenue on land made over from commencement to end of 1888, capitalised.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	56,98,828	...	56,98,828	15,16,29,319	...	15,16,29,319	6,92,48,189	...	13,671	...	21,77,183	8,23,94,901	1,15,058	25,69,950	2,552	13,13,784	1,022	3,46,579	3,365	8,51,363
	22,24,122	...	22,24,122	4,23,76,289	...	4,23,76,289	2,19,00,608	...	87,709	...	5,56,641	2,05,63,390			4,229	16,85,534	17,274	1,23,378	677	5,45,331
59	44,89,944	3,101	44,93,045	10,95,63,150	2,16,635	10,97,79,785	9,38,22,444	4,95,790	5,03,621	99,77,323	−12,71,061	2,69,34,075	2,03,193	40,07,849	36,524	59,72,972	12,057	87,417	119	4,81,022
92	1,28,92,650	27,014	1,29,19,664	31,31,06,313	46,99,331	31,78,05,644	20,97,29,766	9,54,687	2,07,135	3,33,04,226	−43,78,287	5,25,41,926			−5,953	55,02,661	265	19,61,997	3,075	4,13,275
	35,37,274	5,160	(f) 35,42,434	5,40,52,420	4,37,366	(f) 5,44,89,786	3,04,97,851	...	2,19,641	...	(g) 5,26,429	(g) 2,42,11,576	73,786	12,83,472	29,062	13,14,324	3,045	52,508	7,113	4,50,604
51	2,88,42,818	35,275	2,88,78,093	67,07,27,491	53,53,332	67,60,80,823	51,51,98,858	14,50,477	10,31,777	4,32,81,549	−23,89,095	20,66,45,768	3,92,037	78,61,271	66,414	1,57,89,275	33,663	25,72,179	14,349	27,41,595
	£	£	£	£	£	£	£	£	£	£	£	£								
	522,393	...	522,393	13,899,355	...	13,899,355	6,347,751	...	1,253	...	199,575	7,552,857								
	213,145	...	213,145	4,061,061	...	4,061,061	2,098,808	...	8,405	...	53,345	1,970,659								
11	411,578	284	411,862	10,043,289	19,858	10,063,147	8,600,391	45,447	46,165	914,588	−116,514	2,468,957								
92	1,181,826	2,476	1,184,302	28,701,412	430,772	29,132,184	27,475,228	87,513	18,987	3,052,887	−401,343	4,816,343								
	353,727	516	354,243	5,405,242	43,737	5,448,979	3,019,785	...	21,964	...	52,643	2,421,158								
3	2,682,669	3,276	2,685,945	62,110,359	494,367	62,604,726	47,571,963	132,960	96,774	3,967,475	−212,294	19,220,973								

rment as a State Railway charge.

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SUPPLEMENT TO

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu. (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*.)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	9 14	9 14	10 14	10 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	11 11	11 11
Tavoy	...	...	...	...	9 9	11 4	11 7	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	24 2	24 2
Moulmein and Amherst	7 14	7 14	...	...	9 11	9 11	10 2	10 2	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	20 8	20 8
Pegu (deltaic)—																										
Pegu	...	...	...	...	8 14	9 7	9 7	11 3	...	...	...	...	...	...	...	...	12 3	11 3	30 4	25 8	...	...	140 0	140 0	17 0	17 10
Rangoon	11 2	11 2	...	...	10 6	12 6	12 6	13 2	...	...	...	...	...	...	...	...	16 0	16 0	25 4	25 10	...	...	250 0	250 0	14 9	14 9
Thongwa	...	...	...	...	10 3	10 13	10 7	12 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	18 12
Bassein	...	...	...	...	11 10	12 3	14 6	14 7	...	...	...	...	...	...	...	...	11 4	11 0	...	...	...	...	245 6	263 0	11 6	14 3
Pegu (inland)—																										
Shwaygyin	...	...	...	...	9 1	8 8	9 9	9 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharawadi	...	...	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	11 7	11 7	...	...	8 2	8 2	450 0	450 0	14 0	14 0
Henzada	...	...	...	...	8 15	10 4	11 2	15 10	...	...	...	...	...	...	...	...	9 8	7 9	...	...	...	...	183 8	183 8	17 11	17 11
Prome	12 2	12 2	...	...	10 5	10 12	12 7	13 1	...	...	...	...	...	...	...	...	10 6	10 6	...	...	...	...	167 9	167 9	14 0	14 0
Toungoo	...	...	...	...	9 2	9 2	12 13	12 13	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	200 0	200 0	14 1	14 1
Thayetmyo	11 3	11 3	...	...	10 0	10 0	11 8	11 8	...	...	...	...	...	...	...	...	11 10	12 12	22 8	22 8	...	...	326 11	326 11	11 3	11 3
Upper Burma—																										
Mandalay	10 10	10 10	...	...	11 5	10 2	12 11	11 10	...	...	...	...	...	...	...	...	9 11	9 2	22 9	22 3	8 0	8 8	65 0	80 0	17 12	17 12
Arakan—																										
Sandoway	...	...	...	...	13 15	13 8	16 0	14 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	11 12	10 9	13 0	11 7	...	...	...	...	...	...	...	...	5 0	5 0	(*a*)	(*b*)	...	...	300 0	320 0	36 0	36 0
Akyab	...	...	...	...	11 8	11 8	13 8	13 8	...	...	...	...	...	...	...	...	9 0	9 0	...	...	8 0	9 0	160 0	160 0	16 0	16 0
Assam—																										
Surma—																										
Sylhet	11 4	11 4	...	...	14 0	14 0	16 3	16 3	...	...	...	...	...	...	...	...	13 4	13 4	...	...	...	...	108 0	108 0	10 0	10 0
Cachar	9 8	7 8	...	...	10 10	10 0	16 0	16 0	...	...	...	...	...	...	...	...	13 0	11 8	...	...	...	...	80 0	80 0	9 8	9 8
Khási and Jaintia Hills	...	...	...	...	5 14	6 0	9 0	8 0	...	...	...	...	...	...	...	...	9 8	8 8	15 0	15 0	...	...	100 0	100 0	7 0	7 0
Garo Hills	...	...	...	...	6 0	6 0	14 0	14 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	16 0	16 0	...	...	7 0	8 0	11 0	13 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	20 0	20 0	80 0	80 0	9 8	9 0
Kámrúp	10 0	10 0	...	...	8 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	160 0	160 0	9 0	9 0
Darrang	6 8	6 8	...	...	11 10	11 10	13 0	13 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	150 0	150 0	8 8	8 8
[illegible]	8 0	8 0	...	...	8 0	7 8	16 0	16 0	...	...	...	...	...	...	...	...	9 0	8 0	...	...	...	...	120 0	120 0	9 0	9 0
[illegible]	...	...	...	...	6 8	6 0	14 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	100 0	100 0	8 8	8 0
[illegible]	8 0	8 0	...	...	6 8	6 8	11 0	11 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0
[illegible]—																										
Eastern Hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	9 11	9 4	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	...	4 0	4 0	10 0	9 0	...	...	...	...	...	...	...	...	4 8	4 8	...	...	...	...	60 0	60 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	11 4	11 0	12 8	12 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	120 0	120 0	10 0	10 0
Noakholly	...	...	...	...	11 8	12 0	13 0	14 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	9 0	9 0
Chittagong	10 0	10 0	...	...	10 0	10 0	12 12	12 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	10 8	10 8
Tipperah	12 0	12 0	...	...	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	...	...	9 0	9 0
Dacca	13 0	13 0	26 0	26 0	10 0	10 0	13 0	14 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	16 0	16 0	160 0	160 0	10 0	10 0
Mymensingh	10 0	10 0	...	...	11 8	12 0	13 4	13 8	...	...	...	...	...	...	...	...	13 4	13 4	...	...	13 12	10 0	...	...	10 0	9 12
Deltaic—																										
Koolna	...	...	...	...	10 12	10 10	12 13	12 5	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	140 0	160 0	9 0	9 0
24-Pergunnahs	14 0	13 0	17 0	18 0	7 0	7 0	13 4	13 4	...	...	...	...	...	...	12 0	13 4	17 0	17 8	...	...	17 0	17 0	100 0	100 0	10 8	10 8
Midnapore	13 6	11 7	...	...	12 0	12 0	14 0 to 17 0	16 0	...	...	...	...	...	...	...	...	15 0	14 8	...	...	11 4	12 0	160 0	160 0	10 6	10 6
Howrah	†	...	†	...	10 0	10 0	13 0	13 4	...	...	...	...	...	...	...	...	16 8	17 8	...	...	12 8	13 4	100 0	100 0	10 8	10 8
Calcutta	12 14	12 12	16 12	16 8	8 14	8 11	13 8	12 12	17 12	...	12 4	11 6	...	...	17 12	17 12	16 2	14 14	20 0	...	17 12	16 11	100 0	100 0	10 8	10 10
Hooghly	13 0	13 0	...	...	8 0	8 0	11 0	11 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	14 0	14 15	...	17 12	10 10½	11 8	12 9	12 9	...	...	...	...	...	...	...	...	16 14	16 14	...	...	16 0	16 14	...	...	9 2	9 2
Jessore	13 0	13 0	...	...	11 0	11 0	13 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	18 0	18 0	160 0	160 0	9 2	9 2
Furreedpore	15 0	16 0	16 0	16 0	9 0	9 0	12 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	20 0	20 0	14 0	16 0	120 0	120 0	9 0	9 9
Central—																										
Bankoora	13 8	13 8	17 8	17 8	14 8	14 8	17 4	17 4	...	...	...	...	...	...	...	...	14 0	14 0	19 0	19 0	14 0	15 0	240 0	240 0	10 0	10 0
Burdwan	13 4	13 4	*	*	11 4	11 4	13 14	13 11	...	...	...	...	...	...	...	...	17 0	16 0	*	*	17 12	17 12	100 0	107 0	10 8¾	10 8⅝
Beerbhoom	15 0	15 0	...	...	12 8	12 0	14 4	13 8	...	...	...	...	...	...	...	...	16 8	16 0	...	...	10 8	16 0	160 0	160 0	10 8	10 8
Moorshedabad	15 0	15 0	...	...	10 0	10 10	14 0	14 8	...	...	...	...	...	...	...	...	18 0	18 12	...	...	18 12	18 12	200 0	200 0	10 0	10 0
Sonthal Pergunnahs	12 8	12 8	...	...	12 8	12 8	14 8	14 8	...	...	...	...	...	...	...	...	16 0	16 0	18 0	16 0	18 0	19 0	200 0	200 0	9 0	9 0
Pubna	16 8	15 12	...	...	7 8	7 8	13 14	13 8	...	...	...	...	...	...	...	...	17 4	17 4	...	...	17 4	17 4	200 0	200 0	9 2½	9 2½
Bogra	12 12	13 8	...	...	9 12	9 12	14 4	14 4	...	...	...	...	...	...	...	...	12 0	15 12	...	...	...	...	68 9	68 9	8 10	9 12
Rajshahye	15 0	15 12	26 4	26 4	10 8	10 8	12 0	12 0	...	...	...	...	...	...	...	...	19 8	19 12	...	...	18 8	18 8	240 0	240 0	9 9	9 0
Maldah	16 0	15 8	...	...	10 0	10 0	14 0	12 8	...	...	...	...	...	...	...	...	18 0	18 0	...	...	...	...	140 0	160 0	9 8	9 0
Northern—																										
Rungpore	13 5	14 8	...	...	11 0	10 5	13 5	14 8	...	...	...	...	...	...	...	...	13 5	13 0	...	...	9 7	12 4	120 0	120 0	9 7	9 6
Dinagepore	13 8	13 8	25 0	25 0	12 0	12 0	14 8	14 8	...	...	...	...	...	...	...	...	14 8	14 8	...	...	18 0	18 0	160 0	160 0	10 0	10 0
Jalpáiguri	11 0	12 0	16 0	16 0	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	10 0	10 0	128 0	128 0	9 0	9 0
Darjeeling	10 0	10 0	10 0	6 0	5 0	5 0	11 0	11 0	...	...	...	...	12 0	12 0	...	...	10 0	11 0	18 0	18 0	...	...	120 0	120 0	7 0	7 0
Orissa—																										
Pooree	10 8	9 5	...	...	11 13	10 8	14 7	14 7	...	...	...	...	...	...	...	...	...	15 12	...	...	15 12	14 7	80 0	80 0	10 8	9 13
Cuttack	11 13	11 13	...	...	10 8	10 8	15 12	14 7	...	...	...	...	...	...	...	...	19 11	18 6	...	...	15 12	15 12	80 0	80 0	11 0	11 0
Balasore	14 0	16 0	13 0	13 0	13 0	13 0	17 0	17 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	10 0	9 0
Chota-Nagpur—																										
Singbhoom	10 0	10 0	12 0	20 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	10 0	10 0	...	20 0	12 0	12 0	200 0	200 0	5 0	7 0
Manbhoom	11 8	12 0	...	...	11 8	11 8	15 8	14 8	...	...	...	...	...	...	...	...	14 0	14 0	...	...	15 0	14 0	200 0	200 0	9 0	9 0
Lohardugga	10 4	8 0 to 10 12	9 8	8 8	12 0	12 0	15 0	14 0	...	...	...	...	29 0	30 0	...	...	11 8	11 8	†	17 0	13 12	12 4 to 14 8	130 0	140 0	7 0	7 8
Hazáribágh	12 0	12 0	...	...	8 0	8 0	14 0	14 0	...	†	...	†	24 0	21 0	...	†	15 0	14 8	18 0	16 0	15 0	15 0	320 0	320 0	8 0	8 0

(*a*) Eight annas per 100 cobs. (*b*) R1-4 per 100 cobs. * Not sold. † Not procurable.

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum. Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu. Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi. Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, chenna, cholla, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	15 15	16 12	16 12	17 14	10 8	10 8	11 10	11 14	...	...	...	...	...	...	...	...	19 6	18 14	17 14	21 0	17 14	17 13	126 0	126 0	9 14	9 14
Gya	14 8	15 8	20 0	18 0	9 0	9 0	12 8	12 8	...	...	...	...	...	...	11 0	11 0	18 0	17 8	...	...	21 8	17 0	200 0	200 0	9 2	9 2
Patna	16 0	16 0	20 8	21 0	10 0	10 0	13 8	13 8	20 0	17 0	...	...	...	...	13 0	14 0	20 0	20 0	18 0	18 0	21 8	21 0	130 0	130 0	9 8	9 8
Shahabad	14 8	14 0	17 8	17 0	9 0	9 0	13 4	12 8	...	...	...	...	...	...	...	...	19 0	18 0	...	...	12 8	13 0	120 0	120 0	10 0	10 0
Behar, north—																										
Purneah	15 0	14 0	...	...	10 0	11 0	11 0	13 0	...	...	...	...	...	...	...	...	17 0	...	...	...	16 0	...	120 0	120 0	9 0	...
Bhágalpur	16 6	15 12	17 10	17 10	10 11	10 11	12 10	12 10	...	...	...	...	...	...	...	...	17 10	17 10	21 7	17 10	17 10	17 10	151 8	164 0	10 1	10 1
Durbhunga	14 13	15 5	16 9	18 8	9 6	9 2	12 5	13 6	17 11	...	...	...	17 2	17 2	...	...	18 13	18 4	...	...	18 8	18 4	160 0	140 0	11 6	10 13
Mozufferpore	13 8	14 0	16 0	16 0	9 0	9 0	12 0	11 0	...	...	...	...	...	...	...	...	16 0	16 0	16 0	16 0	18 0	18 0	160 0	160 0	10 0	10 0
Sarun	15 4	14 8	17 12	17 8	8 0	8 4	11 8	11 2	...	...	18 8	...	12 0	10 0	19 0	17 9	17 4	17 4	20 0	19 12	160 0	160 0	10 0	10 0
Champarun	13 8	13 8	15 0	15 8	7 0	8 0	10 8	10 0	...	...	...	17 0	...	...	16 0	15 0	14 0	15 0	16 8	16 8	160 0	160 0	10 0	10 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	17 0	17 0	7 0	7 0	11 0	11 0	15 0	16 0	14 0	15 0	14 0	14 0	12 0	12 0	16 0	17 0	16 0	16 0	19 0	19 0	90 0	90 0	10 0	10 0
Benares	14 6	14 10	19 0	19 0	8 15	9 3	12 7	11 6	17 5½	16 8	14 14½	14 14½	...	...	12 8	12 0	19 0	18 11	19 0	19 0	19 8	19 4	120 0	120 0	10 6½	10 6½
Ghazipur	14 12	15 7	18 11	18 10	6 7	6 7	10 6	11 0	15 7	15 7	12 15	14 3	...	...	16 12	12 14	18 11	20 0	16 12	18 0	19 6	20 0	194 8	154 8	10 6	9 10
Jaunpur	14 8	14 0	20 0	21 0	7 0	7 0	12 0	12 0	...	...	...	...	...	...	...	...	22 0	21 0	...	...	22 0	21 0	140 0	140 0	8 8	8 8
Allahabad	14 0	14 0	18 12	18 12	7 0	7 0	10 0	10 0	...	...	16 0	16 0	...	...	...	...	20 0	20 0	16 0	16 0	20 8	20 0	120 0	120 0	11 0	10 0
Central—																										
Bánda	15 8	14 8	21 8	19 8	7 8	7 0	10 12	10 12	...	...	...	...	...	...	...	...	24 0	21 0	...	...	13 8	14 0	160 0	160 0	10 4	10 4
Fatehpur	15 0	14 8	22 0	20 0	10 4	10 4	10 12	10 12	...	...	...	...	...	...	...	...	22 8	21 8	...	...	25 0	23 12	160 0	160 0	10 4	10 4
Hamirpur	16 10	16 0	24 6	21 14	9 0	9 0	10 15	10 15	...	19 8	19 8	17 4	...	...	26 5	24 2	...	...	29 12	26 7	140 0	140 0	10 9	10 8		
Jalaun	16 0	15 0	19 0	19 0	9 0	9 0	10 0	10 0	18 0	18 0	17 0	17 0	15 0	15 0	16 0	16 0	22 0	21 0	18 0	18 0	21 0	21 0	140 0	140 0	10 0	10 0
Cawnpore	16 12	16 0	23 8	22 0	8 8	8 0	11 8	11 8	25 0	23 0	22 0	21 0	...	...	25 0	23 0	24 0	22 8	27 0	24 0	25 0	23 8	140 0	150 0	12 0	12 0
Etáwah	17 8	16 8	23 8	20 4	5 0	5 8	10 0	9 8	19 4	18 0	19 0	17 0	18 0	14 12	17 8	14 0	24 8	23 0	24 0	19 0	26 0	26 0	100 0	80 0	10 8	10 8
Farukhabad	16 0	15 4	21 8	21 4	7 0	6 8	9 8	9 8	...	...	...	...	...	...	...	...	23 8	25 8	...	...	21 8	25 8	120 0	110 0	10 8	10 0
Mainpuri	17 10	17 0	25 10	23 4	4 12	4 8	13 0	12 0	...	...	...	...	...	...	...	...	27 8	25 10	...	...	23 6	28 0	160 0	160 0	10 8	11 0
Etah	17 4	17 4	25 0	25 0	7 8	7 8	10 8	10 8	18 0	18 0	15 0	16 0	...	...	10 0	10 0	28 0	28 0	...	...	20 0	20 0	160 0	160 0	11 10	11 0
Western—																										
Lalitpur	14 12	14 8	20 0	20 0	8 8	9 0	9 8	10 0	18 0	17 0	14 0	14 0	20 0	17 0	16 0	16 0	18 8	17 8	18 0	17 0	12 8	12 0	80 0	160 0	10 4	10 0
Jhánsi	15 12	14 8¼	20 4½	21 0½	7 12	7 9	11 7½	11 5	18 12	18 12	17 12	17 12	...	...	...	...	20 0	18 12½	...	...	21 13	21 0	180 0	180 0	10 8	10 8
Agra	14 8	14 8	19 8	19 8	5 0	5 0	9 0	9 0	20 0	20 0	18 8	18 8	...	...	17 0	17 0	22 8	22 0	25 0	22 0	17 8	17 8	100 0	100 0	11 8	11 8
Muttra	15 8	15 0	22 8	21 8	7 0	7 0	10 0	10 0	22 0	18 0	22 0	18 0	...	...	8 0	8 0	23 0	22 0	20 0	20 0	27 8	27 8	120 0	120 0	11 4	11 4
Aligarh	16 4	16 6	22 12	22 12	6 0	5 8	10 0	10 0	22 0	21 0	17 0	17 0	...	...	14 8	14 8	24 8	23 12	30 0	28 8	29 0	30 0	130 0	130 0	11 8	11 8
Bulandshahr	17 8	16 14	26 0	25 8	7 0	6 0	10 0	9 0	20 0	20 0	18 0	18 0	...	...	16 0	16 0	26 0	25 8	28 0	27 0	20 0	20 0	120 0	120 0	11 4	11 4
Meerut	17 0	17 0	25 8	25 8	5 8	5 8	10 0	11 0	22 0	20 0	20 0	20 0	14 0	14 0	14 0	14 0	23 4	22 8	23 0	22 0	26 8	25 8	100 0	100 0	11 4	11 4
Sub-montane—																										
Dehra Dún	14 8	14 4	17 12	18 0	9 12	9 2	13 0	13 0	...	...	...	...	...	...	...	...	20 0	19 4	...	...	20 8	19 8	155 0	155 0	10 9	10 6
Kumaun	12 8	12 8	18 8	18 8	8 14	7 6	11 1	11 1	...	...	...	...	...	...	...	...	18 8	18 8	...	...	14 0	13 10	177 8	177 8	9 13	9 13
Garhwal	13 10	13 10	18 0	19 4	9 0	8 12	11 4	11 12	...	...	...	...	11 10½	11 10½	18 14	20 0	...	...	...	...	20 0	20 0	140 0	140 0	10 6½	10 6½
[illegible]	15 8	15 8	20 0	22 0	...	...	22 0	22 0	12 0	10 0	...	...	16 0	16 0	7 0	7 0	22 0	22 0	19 0	19 0	21 0	21 0	140 0	140 0	9 0	9 8
[illegible]	17 8	17 8	27 0	27 0	8 8	8 8	13 8	14 0	...	...	...	...	...	...	30 0	20 0	26 8	26 8	...	...	26 8	26 8	150 0	160 0	10 0	10 0
[illegible]	17 4	17 4	26 4	25 8	6 0	6 0	11 0	11 0	...	...	...	...	...	...	...	...	27 8	26 4	24 0	20 0	33 0	32 0	160 0	160 0	10 12	10 12
[illegible]	16 4	15 8	30 0	30 0	11 4	11 4	12 0	11 14	16 4	20 0	...	...	...	...	...	...	23 0	22 0	28 0	27 8	24 0	24 0	150 0	150 0	11 0	11 4
[illegible]	15 0	14 11	23 12	23 2	5 10	5 0	10 6	10 0	18 2	16 14	17 8	17 8	...	...	13 12	13 12	22 8	21 14	20 0	20 0	17 8	24 6	100 0	100 0	10 0	10 0
[illegible]	16 14	16 4	27 0	26 8	8 0	6 4	11 9	11 4	22 0	21 0	19 0	16 8	...	...	16 0	15 0	24 4	23 4	20 8	25 0	27 0	25 0	165 0	150 0	11 8	11 8
[illegible]	17 8	16 4	32 8	30 0	7 8	7 8	11 14	11 14	15 0	15 0	12 8	12 8	...	...	20 0	20 0	22 8	21 4	25 0	25 0	22 8	26 ¼	100 0	100 0	10 0	10 0
[illegible]	17 2	16 14	28 11	27 9	9 0	9 0	11 13	11 13	...	16 14	...	...	...	...	...	...	24 8	24 3	...	...	25 14	25 14	135 0	135 0	10 11	10 11
Muzaffarnagar	18 2	17 10	29 11	28 10	6 9	6 9	11 0	11 0	22 0	22 0	17 10	17 10	17 10	17 10	16 8	16 8	27 8	26 5	22 0	22 0	14 5	14 5	132 0	132 0	11 0	11 0
Saharanpur	18 4½	17 3	26 13½	25 11	7 8½	7 8½	9 11	9 11	21 8	17 3	17 3	21 8	21 8	21 8	21 8	21 8	24 11½	24 11½	21 8	27 13	18 4½	18 4½	107 8	107 8	11 4½	10 12
Dehra Dún	16 0	16 0	26 8	27 0	6 0	6 8	10 0	10 0	20 0	18 0	18 0	18 0	21 0	21 0	...	...	19 12	20 0	18 0	18 0	16 0	16 0	160 0	160 0	10 0	10 8
Kumaun	12 8	13 0	16 0	16 0	8 0	8 0	9 0	9 0	...	...	...	...	16 0	16 0	14 0	16 0	12 0	12 0	...	14 0	8 0†	10 0†	160 0	160 0	7 0	8 0
Garhwal	19 0	19 0	22 8	22 8	7 8	7 12	10 12	10 12	...	...	...	...	25 0	25 0	...	...	11 8	11 14	...	...	8 8	8 8	180 0	180 0	7 8	7 8
Oudh—																										
Southern—																										
Partabgarh	15 13	14 14	22 2	21 0	11 4	10 9	12 8	12 0	...	...	...	...	...	...	...	...	22 5	20 4	...	...	15 0	14 8	180 0	180 0	9 10	9 10
Sultánpur	15 0	14 0	22 0	21 0	9 0	9 0	13 0	12 8	19 0	19 0	16 0	16 0	24 0	24 0	20 0	20 0	24 0	23 0	16 0	16 0	20 0	20 0	160 0	160 0	10 0	10 0
Rae-Bareli	15 8	15 0	20 0	20 0	7 0	7 0	13 0	12 8	16 0	18 0	14 0	14 0	22 0	22 0	16 0	16 0	27 0	26 0	16 0	16 0	24 0	24 0	180 0	180 0	10 0	10 0
Unao	16 0	16 0	22 0	22 0	8 0	8 0	11 0	11 0	17 0	17 0	16 0	16 0	...	...	16 0	16 0	26 0	24 0	22 0	22 0	19 0	18 0	160 0	160 0	11 0	10 12
Lucknow	15 8	15 0	22 0	22 0	6 0	6 0	12 0	11 2	18 0	18 0	21 0	19 0	...	...	26 0	20 0	22 0	21 14	20 0	19 0	25 0	24 0	120 0	120 0	10 8	10 8
Hardoi	16 8	17 8	23 0	23 0	7 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	25 8	26 8	...	...	14 0	14 0	120 0	120 0	10 0	10 0
Northern—																										
Fyzabad	13 14	13 12	21 0	21 0	10 0	10 0	11 8	11 8	15 8	15 0	16 0	16 0	13 0	13 0	14 0	14 0	22 0	22 0	18 8	18 0	20 0	20 0	120 0	120 0	10 0	10 0
Barabanki	15 8	15 0	21 0	20 0	10 0	9 4	11 0	10 4	20 0	20 0	16 0	16 0	16 0	16 0	16 0	16 0	24 0	23 8	16 0	16 0	22 8	22 0	120 0	120 0	10 0	10 0
Gonda	16 0	16 0	20 8	20 8	10 8	10 8	11 8	11 8	18 0	18 0	17 0	17 0	20 0	20 0	15 0	15 0	20 12	20 12	18 0	18 0	24 0	24 0	200 0	200 0	10 12	10 8
Bahraich	16 0	16 0	21 0	21 0	10 0	10 0	12 0	12 0	19 0	19 0	...	...	...	...	...	7 0	21 0	21 0	19 0	19 0	23 0	23 0	120 0	120 0	10 0	10 0
Sitapur	17 4	17 4	24 0	25 8	8 0	8 0	12 0	12 0	26 0	20 0	23 0	20 0	23 0	24 0	24 0	21 0	26 0	26 0	27 0	24 0	25 0	25 0	160 0	160 0	10 8	10 8
Kheri	18 0	17 4	26 0	26 0	8 0	8 0	13 8	13 0	24 0	24 0	18 0	18 0	28 0	26 0	16 0	16 0	27 0	26 0	24 0	24 0	28 0	26 0	140 0	140 0	10 0	11 0
Rajputana—																										
Eastern—																										
Partábgarh	15 0	15 0	15 10	9 6	6 9	6 14	7 13	7 13	15 15	16 4	...	...	...	...	...	...	15 15	15 15	15 15	16 4	...	...	...	...	13 8	13 8
Bánswára	15 10	15 15	15 0	16 4	6 4	6 4	11 4	12 8	...	...	...	...	...	...	...	...	15 0	15 0	16 14	17 8	11 4	10 10	...	...	9 6	8 12
Meywar (Oodeypore)	10 15	10 15	14 1	13 10½	7 13	7 6½	8 3¼	7 13	10 15	10 8½	10 15	10 15	*Nil*	*Nil*	9 6	10 2½	14 1	13 4½	12 1¾	11 5¼	9 12¼	9 12¼	160 0	160 0	8 15¾	8 9½
Sirohi	12 0	11 8	16 0	16 0	6 0	6 0	7 0	7 0	13 0	13 0	13 0	13 0	...	...	19 0	19 0	14 0	9 0	13 8	13 8	10 8	10 8	160 0	160 0	11 0	10 8
Erinpura	13 15	13 15	18 1	18 1	...	...	8 0	8 0	17 0	17 0	14 8	14 8	...	...	...	...	19 0	19 0	...	...	...	...	260 0	260 0	12 0	12 0
Ajmere	14 8	14 8	20 0	19 8	3 0	3 0	8 0	8 0	18 0	18 0	15 0	15 0	...	...	...	...	19 0	18 8	17 0	17 0	...	...	80 0	80 0	12 0	12 0
Abu	12 4	12 4	15 12	15 12	6 0	6 0	7 0	7 0	...	...	13 0	13 0	...	...	...	...	15 8	15 8	14 8	14 8	10 4	10 4	...	...	11 0	11 0
Kishengarh	16 4	15 4	22 0	19 8	9 0	9 0	10 0	10 0	20 4	19 0	16 12	15 8	...	...	...	...	18 8	19 0	16 8	17 4	...	...	...	...	13 0	13 0
Boondee	18 0	17 4	26 0	25 0	7 8	7 8	8 0	8 0	26 0	24 0	...	...	...	...	...	...	25 0	24 0	...	...	...	...	160 0	160 0	10 0	10 0
Kotah	18 8	17 0	22 8	20 0	6 8	6 8	7 8	7 8	25 8	22 8	12 0	11 0	...	...	...	...	27 8	22 0	10 0	12 0	15 0	15 0	240 0	240 0	10 0	10 0
Jhallawar	15 15	15 12	21 0	19 14	7 1	7 1	8 14	8 14	24 12	22 9	16 6½	15 3	...	...	8 14	8 14	22 2½	21 11½	24 6	22 2	10 3	10 3	175 0	175 0	9 6	9 6
Tonk	16 10	16 0	22 14	21 4	7 8	7 8	8 0	8 0	25 2	24 8	...	...	...	...	...	...	19 12	19 4	...	...	...	...	80 0	80 0	10 10	10 10
Jeypore	16 0	15 12	23 8	22 0	4 12	4 12	7 4	7 4	22 8	21 8	20 0	20 0	...	...	13 8	13 8	18-4 to 21 0	18-4 to 20 12	24 0	23 8	25 0	24 0	120 0	110 0	12 0	12 0
Kerauli	15 15	15 6	22 8	20 0	10 0	10 0	11 4	11 4	22 8	20 0	18 12	17 8	...	...	12 8	12 8	21 14	20 6	...	...	27 8	28 2	200 0	185 0	10 10	9 14
Dholpur	14 10	14 7	20 2	19 7	9 0	9 9	10 11	10 11	18 7	16 15	19 1	19 0	...	...	14 6	13 8	24 0	23 5	...	...	32 9	31 6	90 0	90 0	11 8	11 8
Bhartpur	15 6	15 2	21 0	20 8	7 12	7 12	9 8	9 8	19 8	19 8	19 0	19 8	...	...	11 4	11 4	21 8	21 0	21 0	20 0	23 0	27 0	160 0	160 0	11 8	11 8
Alwar	16 7	16 4	22 11	21 9	7 12	7 12	9 11	9 11	21 8	21 8	20 0	20 0	...	...	12 0	12 0	22 12	21 15	22 15	22 15	29 6	29 2	200 0	200 0	12 8	12 8
Deoli Cantonment	16 8	16 2½	23 12	22 6	4 0	4 0	7 0	7 0	24 1	23 0	16 4	16 4	...	...	...	...	20 4	20 3	...	...	...	...	220 0	220 0	10 12	10 12
Nasirabad Cantonment	15 1½	15 8	19 14	19 8	7 8	7 5½	8 0	8 5½	17 0	17 0	17 0	16 14	...	...	10 0	10 0	20 0	19 15	18 0	18 0	12 0	12 0	95 0	95 0	12 4½	12 4
Hilly Tracts of Meywar	12 0	12 0	14 0	13 0	...	...	10 0	10 0	...	...	...	...	...	...	...	...	12 0	12 0	14 0	14 0	...	...	‡	‡	11 0	11 0
Bálmer	9 12	9 12	...	...	5 0	5 0	7 8	7 8	...	...	11 12	11 4	...	...	...	...	11 6	11 6	...	...	...	...	260 0	260 0	12 4	11 12
Anádra	12 12	12 12	17 8	17 8	6 0	6 0	8 0	8 0	...	...	14 0	14 0	...	...	...	...	15 4	15 4	14 8	14 8	10 0	10 0	...	...	12 0	12 0
Shahpura	18 1	16 6	23 10	21 8	7 12	8 12	10 8	11 0	20 0	20 0	16 8	19 0	...	...	...	...	19 0	19 0	19 12	20 0	...	...	160 0	160 0	11 0	10 12
Western—																										
Jodhpur	13 7	13 2	19 6	17 8	6 4	6 4	7 8	7 8	13 12	13 12	13 2	13 12	...	...	...	...	16 4	16 4	15 0	15 0	...	...	...	...	12 8	12 8
Jaisulmer	10 10	10 10	...	...	7 12	7 12	9 4	9 4	12 12	12 12	11 6	11 10	...	...	...	...	8 12	10 4	...	...	...	...	...	...	21 0	21 0
Bickanir	10 15	12 0	...	...	2 14	2 14½	6 3	6 2	...	...	13 11	12 12	...	...	...	...	14 0½	14 0	...	...	8 0	8 0	100 0	100 0	11 0	12 8
Central India—																										
Indore	13 14	13 12	13 0	13 0	7 0	8 0	8 0	9 0	23 0	20 0	17 0	17 0	...	§	...	§	17 7	17 0	22 0	20 0	14 0	14 0	120 0	120 0	10 4	10 4
Nimach Cantonment	13 8	13 8	21 0	21 0	7 0	7 0	9 8	9 8	19 4	18 4	14 8	14 8	...	...	...	...	19 8	19 11	18 0	17 8	18 8	18 8	160 0	160 0	12 0	12 0
Baghelkhand (Satna)	16 4	16 0	20 0	20 0	8 0	8 0	13 0	12 12	...	§	...	§	...	§	...	§	18 4	18 0	...	§	20 0	20 0	160 0	160 0	10 8	10 8
Goona	18 8	17 12	15 0	15 0	8 0	8 0	8 8	8 8	22 8	22 0	...	...	...	...	...	...	22 4	22 4	...	...	...	...	200 0	200 0	9 8	9 8
Gwalior	12 15	12 9	19 0	18 2	6 2	6 2	7 4	7 4	14 10	14 3	13 15	13 6	...	...	9 1	9 1	18 10	18 2	14 1	13 10	22 0	22 0	126 14	145 0	10 4	10 4

† For husked grain. ‡ Six pies per bundle. § Not sold.

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1889—*continued*.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum (*Sorghum vulgare*). Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi (*Eleusine coracana*). Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize (*Zea Mays*). Past fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	18 0	17 0	26 0	24 0	...	...	10 0	10 0	22 0	19 0	20 0	18 0	†	†	†	†	25 0	23 0	17 0	17 0	†	†	105 0	110 0	10 0	10 8
Ferozepore	19 0	19 0	32 0	30 0	...	...	9 0	9 0	24 0	24 0	20 0	16 0	†	†	16 0	16 0	28 0	28 0	20 0	19 0	11 0	11 0	100 0	100 0	13 4	13 0
Montgomery	18 0	18 0	25 0	24 0	...	...	9 0	9 0	24 0	18 0	15 0	15 0	‡	‡	24 0	28 0	25 0	24 0	20 0	16 0	12 0	12 0	200 0	200 0	11 0	11 0
Central—																										
Gurgaon	16 0	16 0	24 0	24 0	...	...	10 0	9 0	24 0	24 0	21 0	21 0	†	†	†	†	23 0	23 0	22 0	22 0	20 0	20 0	130 0	130 0	11 0	11 0
Delhi	17 0	17 0	24 0	23 0	...	...	10 0	10 0	23 0	21 0	19 0	18 0	†	†	12 0	12 0	23 0	22 0	22 0	20 0	24 0	25 0	80 0	80 0	11 0	11 0
Rohtak	17 0	17 0	23 0	24 0	...	...	10 0	10 0	24 0	24 0	20 0	20 0	†	†	16 0	16 0	24 0	24 0	16 0	16 0	20 0	20 0	120 0	120 0	10 0	10 0
Karnál	17 0	17 0	26 0	26 0	...	...	10 0	10 0	20 0	20 0	16 0	16 0	22 0	22 0	18 0	18 0	27 0	25 0	25 0	24 0	20 0	20 0	160 0	160 0	10 0	10 0
Lahore	18 0	18 0	32 0	32 0	...	...	9 0	9 0	28 0	22 0	16 0	16 0	‡	‡	22 0	22 0	28 0	23 0	26 0	16 0	12 0	12 0	95 0	95 0	12 0	12 0
Sub-montane—																										
Umballa	20 0	20 0	24 0	24 0	...	...	10 0	10 0	20 0	18 0	16 0	17 0	20 0	20 0	10 0	10 0	27 0	27 0	32 0	32 0	20 0	20 0	120 0	120 0	13 0	12 8
Ludhiána	21 0	22 0	36 0	32 0	...	...	10 0	10 0	30 0	27 0	19 0	23 0	†	†	21 0	21 0	31 0	29 0	30 0	32 0	14 0	14 0	110 0	110 0	12 8	12 8
Jullundur	21 0	20 0	32 0	30 0	...	...	8 0	8 0	24 0	24 0	20 0	20 0	*	*	18 0	20 0	28 0	28 0	24 0	32 0	*	*	100 0	90 0	12 8	12 8
Hoshiárpur	20 0	22 0	32 0	32 0	...	...	10 0	10 0	26 0	26 0	20 0	20 0	13 0	12 0	24 0	24 0	29 0	29 0	30 0	30 0	16 0	16 0	100 0	100 0	12 12	12 12
Gurdáspur	22 0	22 0	28 0	28 0	...	...	12 0	12 0	18 0	18 0	14 0	14 0	†	†	12 0	12 0	24 0	24 0	22 0	22 0	10 0	10 0	110 0	120 0	12 0	13 0
Amritsar	21 0	21 0	30 0	30 0	...	...	10 0	10 0	28 0	27 0	16 0	15 0	†	†	20 0	25 0	28 0	27 0	26 0	26 0	†	†	90 0	90 0	13 0	13 0
Hills—																										
Simla	13 0	13 0	20 0	20 0	...	...	8 0	8 0	15 0	15 0	11 0	11 0	22 0	22 0	8 0	8 0	18 0	16 0	19 0	19 0	9 0	9 0	60 0	60 0	8 8	8 8
Kángra	19 0	19 0	28 0	28 0	...	...	12 0	12 0	14 0	14 0	10 0	10 0	26 0	25 0	8 0	8 0	20 0	20 0	24 0	24 0	12 0	12 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkote	21 0	21 0	32 0	30 0	...	...	10 0	11 0	28 0	22 0	22 0	22 0	‡	‡	16 0	19 0	28 0	27 0	22 0	22 0	12 0	12 0	160 0	160 0	13 0	13 0
Gujranwála	20 0	19 0	35 0	35 0	...	...	11 0	9 0	23 0	23 0	16 0	16 0	†	‡	20 0	20 0	29 0	28 0	22 0	21 0	†	‡	105 0	105 0	13 0	13 0
Gujrát	21 0	22 0	33 0	34 0	...	...	10 0	10 0	24 0	23 0	22 0	20 0	†	†	12 0	12 0	26 0	27 0	22 0	23 0	†	†	120 0	120 0	14 0	14 0
Jhelum	21 0	21 0	32 0	31 0	...	...	8 0	8 0	24 0	24 0	22 0	20 0	†	†	*	*	27 0	27 0	20 0	22 0	*	†	160 0	160 0	14 0	14 0
Ráwalpindi	21 0	21 0	36 0	36 0	...	...	11 0	11 0	37 0	22 0	18 0	18 0	*	*	16 0	15 0	24 0	25 0	25 0	24 0	20 0	20 0	84 0	85 0	13 8	13 4
Hazára	20 0	22 0	35 0	37 0	...	...	11 0	11 0	‡	‡	14 0	12 0	†	†	12 0	12 0	20 0	21 0	22 0	22 0	†	†	100 0	90 0	10 8	10 8
Peshawar	21 0	21 0	45 0	44 0	...	...	10 0	10 0	33 0	40 0	15 0	15 0	†	†	18 0	19 0	23 0	22 0	30 0	30 0	22 0	22 0	109 0	105 0	38 0	38 0
Kohát	22 0	22 0	46 0	41 0	...	...	10 0	11 0	*	26 0	15 0	18 0	†	†	*	*	22 0	23 0	24 0	20 0	†	†	125 0	125 0	60 0	56 0
Western—																										
Shahpur	22 0	22 0	32 0	32 0	...	...	9 0	10 0	21 0	21 0	21 0	20 0	20 0	20 0	20 0	20 0	30 0	30 0	20 0	20 0	†	*	240 0	240 0	13 0	13 0
Jhang	20 0	20 0	30 0	28 0	...	...	10 0	10 0	18 0	20 0	16 0	16 0	20 0	20 0	20 0	20 0	18 0	20 0	16 0	16 0	10 0	‡	200 0	240 0	12 0	12 0
Mooltan	16 0	15 0	23 0	22 0	...	...	10 0	10 0	24 0	25 0	19 0	19 0	†	†	26 0	25 0	22 0	22 0	24 0	25 0	†	†	100 0	100 0	13 0	13 0
Bannu	29 0	29 0	39 0	39 0	...	...	9 0	11 0	30 0	23 0	9 0	18 0	7 0	10 0	7 0	10 0	32 0	31 0	35 0	33 0	13 0	13 0	60 0	60 0	40 0	40 0
D. I. Khán	20 0	21 0	33 0	32 0	...	...	7 0	7 0	22 0	22 0	19 0	19 0	‡	‡	6 0	6 0	20 0	27 0	16 0	16 0	14 0	14 0	112 0	112 0	42 0	42 0
Muzaffargarh	18 0	17 0	24 0	25 0	...	...	13 0	13 0	17 0	16 0	17 0	16 0	‡	‡	‡	‡	19 0	19 0	‡	‡	11 0	11 0	110 0	110 0	12 0	12 0
D. G. Khán	16 0	16 0	24 0	24 0	...	...	8 0	9 0	20 0	23 0	18 0	20 0	‡	‡	‡	‡	20 0	21 0	‡	‡	‡	‡	125 0	125 0	26 0	26 0
Sind and Baluchistan—																										
Karáchi	11 8	11 8	17 0	17 0	8 0	8 0	10 0	10 0	15 0	15 0	13 0	13 8	‡	‡	‡	‡	17 0	17 0	16 0	16 0	6 0	6 0	90 0	90 0	14 0	14 0
Hyderabad (Gidu Bandar)	12 0	12 8	16 0	15 0	7 8	6 8	9 8	9 8	17 8	18 0	14 8	14 8	...	...	...	...	8 15	14 8	...	...	...	...	160 0	160 0	11 8	11 8
Thar and Párkar (Umarkot)	13 8	13 0	...	...	...	...	10 4	10 0	...	...	13 0	13 0	...	...	...	...	...	...	...	...	...	...	160 0	160 0	12 0	12 0
Sukkur	14 0	14 0	21 0	21 8	9 8	8 0	12 8	12 0	21 0	21 0	18 0	18 0	...	...	...	...	18 8	18 0	...	...	10 8	10 8	120 0	160 0	12 8	12 8
Shikárpur	12 8	12 8	19 8	19 8	8 4	8 4	9 8	9 8	20 0	19 8	18 8	18 8	...	...	...	...	17 8	17 8	...	...	10 0	9 8	140 0	140 0	11 8	11 8
Upper Sind Frontier	12 8	12 8	18 8	18 8	9 0	8 0	10 0	10 0	22 0	22 0	19 0	19 0	...	...	...	...	19 0	19 0	...	...	9 0	9 0	160 0	160 0	11 0	11 0
Quetta	14 0	12 4	16 0	15 12	4 12	5 0	7 8½	7 14	16 0	16 8	...	...	...	...	...	...	10 0	11 4	18 0	18 0	...	...	64 0	64 0	8 0	8 8
Bombay—																										
Konkan—																										
Karwar	9 8	10 4	...	...	6 8	6 8	10 8	10 14	18 0	18 0	13 0	13 0	20 0	21 0	...	...	10 0	11 8	...	...	9 8	10 0	213 5	213 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	8 8	8 8	9 14	9 14	14 4	14 4	13 8	13 8	16 7	16 7	...	...	11 4	11 4	...	...	9 9	9 9	135 0	135 0	10 5	11 8
Colába (Alibág)	9 13	9 13	...	...	...	...	9 5	9 5	...	...	...	...	...	...	...	...	11 12	11 12	...	...	...	...	85 0	85 0	12 0	12 0
Bombay	10 4	10 0	16 15	16 5	7 1	7 2	10 8	10 10	16 4	16 0	13 10	13 9	16 13	17 14	13 1	11 4	14 7	14 4	16 9	18 5	7 4	7 6	65 8	72 13	11 3	11 3
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 0	9 7	...	...	11 4	11 4	...	...	...	...	12 5	12 5	...	...	9 12	9 12	71 2	71 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	15 0	15 0	...	...	11 0	11 0	12 0	12 0	20 0	20 0	17 0	17 0	24 0	24 0	...	...	12 0	12 0	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Belgaum	15 0	15 0	18 0	...	11 0	11 0	12 0	12 0	20 0	19 0	20 0	19 0	24 0	23 0	16 0	...	11 8	11 8	...	...	10 0	10 0	65 0	65 0	12 0	12 0
Satara	10 13	10 11	10 14	13 0	8 3	8 3	10 0	10 0	13 5	15 15	12 15	12 15	16 1	16 5	14 1	14 5	11 11	13 0	15 5	19 2	11 0	10 11	97 0	97 1	11 10	13 0
Sholápur	14 1	14 1	17 6	17 6	7 9	7 9	9 7	9 7	19 13	19 13	15 10	15 10	...	...	...	...	14 9	15 8	...	...	14 4	15 1	80 0	80 0	11 0	11 0
Bijápur	13 8	13 8	10 5	10 5	7 3	7 3	9 2	9 2	17 4	19 0	15 14	15 14	...	...	...	...	10 9	10 9	...	...	10 10	10 10	80 0	80 0	10 8	10 8
Poona (City)	11 8	11 8	13 10	13 10	8 13	8 13	9 3	9 3	15 4	13 13	13 13	13 13	16 6	16 10	...	...	12 10	12 10	...	..	14 6	14 6	60 13	60 13	10 14	10 14
Khandesh—																										
Ahmednagar	12 14	12 8	...	...	7 8	7 6	8 2	8 3	15 3	14 8	12 9	12 8	...	...	...	...	12 13	12 4	...	...	14 2	14 2	86 12	91 7	11 0	11 6
Násik	14 1	14 1	...	...	9 0	9 0	10 8	10 8	...	...	14 1	14 1	14 3	14 3	...	...	13 6	13 6	...	...	10 1	10 1	93 0	93 8	13 8	13 8
Khandesh (Dhulia)	12 7	12 7	...	...	7 8	7 8	9 6	9 6	25 7	15 7	15 0	15 0	...	...	10 14	10 14	11 13	11 13	...	...	...	...	106 0	106 0	10 8	10 8
Guserat—																										
Surat	10 0	10 0	12 0	12 0	6 0	6 0	8 0	8 0	15 0	15 0	14 0	14 0	...	...	6 0	6 0	11 0	11 0	...	...	14 0	14 0	90 0	90 0	13 0	13 0
Broach	10 8	10 8	...	...	7 8	7 8	10 0	10 0	17 0	17 0	13 4	13 4	...	...	...	...	10 8	10 8	...	...	13 4	13 4	90 0	90 0	12 12	12 12
Kaira	13 5	13 5	20 0	20 0	7 7	7 7	9 11	9 11	15 4	15 4	14 3	14 8	16 0	16 0	...	...	12 12	12 12	...	...	...	...	90 0	90 0	13 5	13 5
Baroda Camp (Sadar Bazar)	9 2	9 2	12 9	12 9	6 4½	6 4½	6 15	6 15	14 14	14 14	13 11	13 11	15 6	15 6	...	...	9 9¼	9 9¼	...	...	8 9½	9 2	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	11 0	11 8	20 0	20 0	6 0	6 0	8 0	8 0	16 0	16 0	14 0	14 8	...	...	...	...	17 0	17 0	...	...	9 8	9 8	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	10 0	10 0	...	...	9 0	7 2	11 0	10 0	18 0	17 6	16 0	14 4	18 0	17 6	...	...	15 0	15 0	21 0	16 0	9 2	9 2	160 0	160 0	11 2	11 2
Deesa Cantonment	14 0	14 0	16 2	14 8	6 2	6 8	8 0	8 0	14 3	14 8	14 0	14 8	...	...	...	...	16 0	15 8	13 3	13 0	11 7	11 0	145 0	150 0	11 0	11 0
Kathiawar—																										
Rájkot	13 0	12 12	...	...	6 0	6 0	8 0	8 0	14 8	14 4	13 0	12 12	...	...	...	...	13 4	13 4	...	...	7 0	7 0	80 0	80 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	13 8	13 8	...	...	7 8	7 8	10 9	10 9	20 11	19 1	...	...	...	...	...	...	...	...	...	...	9 14	9 14	120 0	120 0	10 13	10 13
Khandwa-Ásirgarh Cant.	12 8	12 8	...	...	8 12	8 14	10 0	10 0	19 0	17 12	16 8	16 8	...	...	...	...	14 0	13 12	...	...	10 8	11 0	160 0	160 0	8 0	9 0
Hoshangabad	14 8	14 8	...	...	6 8	6 8	7 8	7 8	...	...	...	...	...	...	...	...	17 0	17 0	...	...	13 0	13 0	120 0	120 0	9 0	9 0
Betul	15 0	15 0	...	...	...	...	10 0	10 0	17 7	17 7	...	...	...	...	...	...	16 0	16 0	...	...	9 11	9 11	320 0	320 0	7 9	7 9
Chhindwára	15 3	14 0	...	...	7 5	8 0	10 0	10 0	18 0	18 0	...	...	...	...	...	...	19 0	19 0	...	...	10 5	10 4	160 0	160 0	8 0	8 0
Nágpur	16 4	16 4	...	...	8 2	8 2	11 4	11 4	19 11	18 12	...	...	...	...	...	...	16 4	16 4	...	...	12 3	13 2	110 0	110 0	9 13	9 13
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 7	20 0	18 7	...	...	...	...	...	...	17 2	17 2	...	...	15 0	15 0	124 0	124 0	10 2	10 2
Central—																										
Narsinghpur	13 8	13 8	...	...	8 1	8 8	10 6	10 6	...	...	...	...	...	...	...	...	17 10	17 10	...	...	12 10	12 10	200 0	200 0	9 2	9 2
Saugor	14 9	14 9	...	...	8 4	8 4	9 4	9 4	...	...	...	...	...	...	...	...	16 8	16 8	...	...	11 7	11 7	140 0	140 0	9 10	9 10
Damoh	14 2	14 2	...	...	11 7	10 15	12 0	11 7	...	...	...	...	...	...	...	...	18 7	18 7	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	15 8	15 8	...	...	8 0	8 0	9 12	9 8	16 0	16 0	...	...	...	...	...	...	17 0	16 12	...	...	12 4	12 0	130 0	130 0	9 0	9 0
Mandla	16 8	16 0	...	...	9 0	9 0	12 8	11 0	...	...	...	...	...	...	...	...	19 0	18 0	...	...	9 0	9 0	256 0	256 0	9 8	9 6
Seoni	17 15	17 4	...	...	9 5	9 5	12 2	12 2	...	...	...	...	...	...	...	...	19 8	19 8	...	...	10 15	10 15	200 0	200 0	9 2	9 2
Bálághát	17 1	17 1	...	...	11 13	11 13	15 5	14 0	...	...	...	...	...	...	...	...	19 3	15 10	...	...	11 4	12 8	192 0	192 0	8 0	8 0
Bhandára	16 4	16 4	...	...	7 8	...	10 0	11 12	...	...	...	...	...	...	...	...	17 8	17 8	...	...	12 8	12 8	180 0	180 0	9 2	9 2
Chánda	14 5	15 0	...	...	...	...	12 13	12 13	20 3	20 0	...	...	...	...	...	...	19 3	19 3	...	...	12 14	12 15	615 0	615 0	8 12	9 5
Eastern—																										
Biláspur	16 11	17 12	...	...	10 3	10 2	13 8	13 8	...	...	...	...	...	...	...	...	13 10	13 10	...	...	14 4	14 4	96 0	96 0	8 8	9 0
Raipur	19 11	19 11	...	...	10 12	10 12	14 13	14 12	...	...	...	...	...	...	...	...	15 0	15 0	...	...	13 0	13 0	64 0	64 0	8 0	8 0
Sambalpur	12 4	12 4	...	...	12 4	11 6	16 10	16 10	...	...	...	...	...	...	...	...	9 0	9 12	...	...	8 0	8 0	140 0	160 0	8 12	8 12
Berar—																										
Buldána	15 0	15 0	...	...	8 0	8 0	10 0	10 0	19 0	19 0	16 0	16 0	...	...	...	...	13 0	13 0	...	...	10 0	10 0	§	§	9 0	9 0
Básim	16 13	17 2	...	...	8 8	8 6	10 8	10 8	24 6	22 12	23 0	24 0	...	...	...	...	17 12	18 0	...	...	13 10	13 8			9 10	9 8
Akola	14 0	14 0	...	...	6 8	6 8	8 0	8 0	16 0	16 0	13 0	13 0	...	...	...	...	16 8	16 8	...	...	17 0	17 0			10 8	10 8
Ellichpur	14 0	14 0	...	...	7 0	7 12	8 0	8 12	16 0	16 0	13 0	13 0	...	...	...	...	14 4	14 0	...	...	17 4	17 0			9 8	10 0
Amráoti	14 0	14 0	...	...	6 8	7 0	8 0	8 0	17 4	17 10	13 0	13 0	...	...	...	...	14 4	14 2	...	...	11 0	11 6			9 0	9 0
Wún	14 8	14 2	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	15 8	16 0	...	...	20 0	20 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	13 3	12 7	...	...	6 12	6 12	9 7	9 7	17 12	17 12	...	...	...	...	...	...	15 2	14 7	...	...	18 4	19 7	115 0	115 0	9 0	9 0
Bolárum	13 8	12 14	...	...	7 1	7 1	8 6	8 6	20 3	19 15	...	...	...	...	...	...	15 11	15 9	...	...	...	...	116 14	116 14	9 0	9 0
Chadarghat	11 0	10 0	...	...	7 0	7 0	9 8	9 8	20 0	20 0	20 0	20 0	...	...	...	...	16 0	14 12	...	...	12 8	...	120 0	120 0	9 8	9 8

* Not sold. † Not produced. ‡ Not procurable. § Firewood is sold by head-loads, cart-loads, and bullock-loads.

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1889—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thúr, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	11 13	11 5	12 10	12 3	*	*	*	*	20 6	20 6	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	8 2	8 2	...	...	10 10	10 10	11 5	11 5	*	*	*	*	19 5	21 13	...	...	...	...	...	...	...	...	128 13	128 13	12 5	12 5
South, central—																										
Coimbatore	11 8	11 8	...	...	12 10	12 10	13 10	13 10	21 11	21 11	23 14	25 6	26 3	26 3	...	...	...	...	...	...	...	...	133 10	133 10	12 11	12 11
Nílgiris	10 11	10 11	...	...	9 10	10 0	11 3	11 3	18 8	19 5	16 13	18 3	20 3	20 3	...	...	...	...	...	...	...	...	161 13	161 13	9 3	11 0
Salem	10 13	10 13	...	...	11 13	11 3	13 3	13 3	27 5	26 6	24 10	23 0	29 2	29 2	...	...	...	...	...	...	...	...	186 10	186 10	13 8	13 8
Central—																										
Bellary	13 6	13 6	...	...	12 3	11 13	13 8	13 5	28 10	28 10	21 2	21 10	33 0	34 0	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Anantapur	11 8	11 8	...	...	12 13	12 13	14 0	14 0	31 6	30 14	25 6	25 6	32 0	31 0	...	...	...	...	...	...	...	...	194 6	194 6	11 5	10 11
Cuddapah	12 8	12 14	...	...	11 10	11 10	12 8	12 14	22 14	20 8	*	*	31 8	30 0	...	...	...	...	...	...	...	...	140 0	140 0	12 2	12 2
Kurnool	10 3	11 6	...	...	10 11	10 11	11 6	11 6	26 6	24 11	21 5	20 0	*	*	...	...	...	...	...	...	...	...	142 14	142 14	11 11	11 11
East Coast, north—																										
Ganjam	6 3	7 2	...	...	9 8	9 8	10 0	10 0	*	*	*	*	15 8	16 6	...	...	...	...	...	...	...	...	167 11	167 11	12 13	11 13
Vizagapatam	12 0	12 0	...	...	9 0	9 0	10 3	10 3	20 6	17 13	23 13	15 13	18 3	18 3	...	...	...	...	...	...	...	...	116 10	116 10	11 11	11 11
Godávari	10 6	9 14	...	...	13 6	13 6	14 8	14 8	23 0	23 0	21 2	22 14	23 11	25 8	...	...	...	...	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	11 8	11 8	12 2	12 2	19 0	19 0	*	*	23 13	23 13	...	...	...	...	...	...	...	...	170 2	170 2	13 3	13 3
Nellore	10 10	10 10	...	...	12 3	12 3	13 3	13 3	22 11	22 11	*	*	27 13	27 13	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	10 13	10 13	...	...	11 8	11 6	12 13	12 10	*	*	*	*	26 5	25 11	...	...	...	...	...	...	...	...	93 11	92 6	12 5	12 5
Chingleput	*	*	...	...	12 6	12 0	13 3	12 13	*	*	*	17 3	24 11	24 11	...	...	...	...	...	...	...	...	122 8	122 8	12 6	12 6
N. Arcot	9 6	9 6	...	...	12 3	12 3	13 3	13 3	*	*	*	*	29 2	29 2	...	...	...	...	...	...	...	...	194 6	194 6	11 5	11 5
S. Arcot	8 10	8 10	...	...	13 8	13 2	14 0	14 0	*	20 3	23 2	21 10	25 6	22 5	...	...	...	...	...	...	...	...	209 0	209 0	11 11	11 11
Tanjore	8 13	8 13	...	...	13 11	13 11	*	*	*	*	23 3	23 3	27 3	26 6	...	...	...	...	...	...	...	...	166 3	166 3	12 6	12 6
Trichinopoly	8 14	8 14	...	...	12 3	11 14	12 11	12 5	21 0	21 0	21 10	20 5	26 3	24 14	...	...	...	...	...	...	...	...	143 6	143 6	13 0	13 0
Southern—																										
Tinnevelly	9 3	9 3	...	...	11 2	11 2	12 0	11 10	*	*	*	*	*	*	...	...	...	...	...	...	...	...	53 5	53 5	14 6	14 6
Madura	10 13	10 2	...	...	12 10	12 3	13 2	13 2	24 5	24 5	*	20 10	24 13	24 13	...	...	...	...	...	...	...	...	140 14	130 2	13 10	13 10
Mysore—																										
Mysore	10 0	10 0	10 0	10 0	9 4	9 0	10 4	10 0	28 0	28 0	18 0	18 0	30 0	30 0	...	...	10 8	10 0	...	...	10 8	10 8	84 0	84 0	9 0	9 0
Bangalore	9 8	10 0	10 8	10 8	9 8	9 8	10 8	10 0	22 0	23 0	...	...	32 0	32 0	...	...	11 8	11 8	...	...	13 8	13 8	84 0	84 0	9 4	9 4
Kolar	...	...	10 0	10 8	10 0	10 0	12 8	12 8	...	...	...	...	39 0	37 0	...	...	10 0	10 0	...	...	14 0	13 8	144 0	144 0	8 8	8 8
Túmkur	11 0	11 0	11 0	11 0	10 8	11 0	11 8	12 0	...	...	...	...	48 0	48 0	...	...	11 0	11 8	...	...	14 0	13 8	340 0	340 0	9 0	9 0
Hassan	...	...	11 0	11 0	11 0	11 0	13 0	13 0	...	...	...	...	38 0	38 0	...	...	12 0	12 0	...	...	12 0	8 0	96 0	96 0	8 0	8 0
Kadur	10 0	10 0	11 0	11 0	12 0	12 0	16 0	16 0	...	...	...	...	40 0	40 0	...	...	13 0	14 0	...	...	8 0	8 0	240 0	240 0	8 0	8 0
Shimoga	12 10	12 10	13 10	15 10	12 10	11 9	14 11	14 11	31 8	33 10	...	...	48 5	48 5	...	...	13 10	14 11	...	...	...	...	480 0	480 0	8 6	8 6
Chitaldrug	12 0	12 0	14 0	13 0	11 0	11 0	13 0	13 0	40 0	36 0	32 0	32 0	50 0	50 0	65 0	60 0	12 8	12 0	...	...	16 0	14 0	320 0	320 0	9 0	8 8
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	10 8	10 0	12 8	12 8	...	...	...	...	35 0	33 0	...	...	19 8	19 8	...	...	...	...	110 0	110 0	8 ·8	8 8
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

E. J. SINKINSON,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

GENERAL RULES FOR WORKING INDIAN RAILWAYS.

No. 512 R. T., dated Simla, the 23rd September, 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Section 8 of Act IV (the Indian Railway Act) of 1879.

Public Works Department Notification No. 299, dated 13th September 1880 (publishing the General Rules for all Railways in India) and Public Works Department Circular No. 17 Railway, dated 21st August 1880.

Public Works Department Resolution No. 504 R.T., dated 21st May 1886.

Read also—

Letter from the Consulting Engineer to the Government of India for Railways, Central Division, No. 2019 T., dated 29th August 1889.

OBSERVATIONS.—In accordance with the provisions of Section 8 of the Indian Railway Act IV of 1879, the Agent and Chief Engineer of the Indian Midland Railway has applied that Rules 342 and 343 of the General Rules for Indian Railways, which have been made applicable to the Indian Midland Railway under the Resolution read above, should be modified so as to read as follows:—

"No. 342.—No engine or train shall be moved from any station until the Driver has in his possession a "Line Clear," "Caution Message," or other permission written on the authorized form showing that he can proceed to the next station. The Driver is to receive this written permission from no other person than the Guard of his own train, or from the Station Master, or from one of the Station staff duly authorised for such duty; but on all occasions when the Guard does not personally deliver the permission to the Driver, it must be countersigned by the Guard before delivery to the Driver. The Driver must also receive from the Guard the usual starting signal before moving.

When a train is arranged to run through a station without stopping, the written permission to proceed to the next station may be handed to the Driver direct by the Station Master or other authorised person of the Station staff, and a duplicate of it handed to the Guard in the same manner.

"No. 343.—The Station Master, or other authorised person of the Station staff, is to hand the written permission to the Guard, who must satisfy himself that it is properly filled up and dated, with the time added, and is signed in full and in ink, and that it applies to the particular train or engine for which it is given and received, before handing it to the Driver. The Driver must also satisfy himself on these points before starting.

This written permission is never to be given to the Driver until the train is to start; and when waiting to pass another train, it must not be given to the Driver until the whole of such other train has come in and is clear of the points.

When a train is not timed to stop at a station, and the written permission is handed both to the Driver and Guard of the train, the Station Master will be held wholly responsible that it applies to the particular train or engine for which it is given, and that it is properly filled up and dated, with the time added, and is signed in full and in ink."

RESOLUTION.—The Governor General in Council is pleased, under Section 8 of the said Act, to sanction the application to the Indian Midland Railway of Rules 342 and 343 of the General Rules for Indian Railways modified as shown above.

ORDER.—Ordered, that Rules 342 and 343 of the General Rules for Indian Railways, modified as shown above, be notified to the Railway servants and the public by a copy of this Resolution being kept open to inspection, free of charge, together with a copy of the General Rules and of Public Works Department Resolution No. 504 R.T., dated 21st May 1886, in the Office of the Station Master of every station on the said Railway.

Ordered also, that this Resolution be communicated to the Consulting Engineer to the Government of India for Railways, Central Division, for information and guidance; and that it be published in the *Gazette of India*.

R. C. B. PEMBERTON, *Colonel, R.E.*,
Secretary.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

The Governor-General in Council directs the publication of the following papers for general information:

NOTE ON THE PROGRESS MADE IN THE SETTLEMENT OF UPPER BURMA FROM APRIL 1887 TO AUGUST 1889.

No. 1759 (Public), dated Simla, the 4th October, 1889.

From—C. J. LYALL, Esq., C.I.E., Officiating Secretary to the Government of India, Home Department,

To—The Chief Commissioner of Burma.

I am directed to acknowledge the receipt of your Secretary's letter No. 41—274, dated the 3rd ultimo, with which you forward a Note on the progress made in the pacification of Upper Burma from April 1887 to August 1889.

2. In reply I am to say that the Governor-General in Council is of opinion that the record of progress which the Note contains is in a high degree creditable to Sir Charles Crosthwaite's administration of the Province. His Excellency in Council desires to take this opportunity of publicly expressing his appreciation of the ability, energy, and consideration which the Chief Commissioner has brought to bear on one of the most difficult tasks which have fallen to the lot of any administrator in India in recent years, and his approbation of the unwearied attention which the Chief Commissioner has devoted to every branch of the administration. His Excellency in Council feels assured that now that the return of the peaceful inhabitants of the country to their daily pursuits has been rendered possible by the suppression or surrender of almost all the principal leaders of organized crime, the revenues of Upper Burma will rapidly develop, and has in particular noticed with much satisfaction the measures which the Chief Commissioner has in contemplation for some reduction of the most serious burden on the revenues of the Province, *viz.*, the cost of the Military police. While however the Governor-General in Council would welcome any measure of economy which could be carried out without affecting the efficiency of the administration, he is content to leave to you the determination of the time and measure of the reduction that should be effected in the police, and has no wish to press upon you any curtailment of the forces available for the maintenance of order which might result in the recrudescence of those forms of crime which have now been so successfully suppressed.

No. 41—274-N., dated Rangoon, the 3rd September, 1889.

From—H. THIRKELL WHITE, Esq., C.S., Officiating Chief Secretary to the Chief Commissioner, Burma,

To—The Secretary to the Government of India, Home Department.

I am directed to submit for the information of the Government of India a Note on the progress made in the Settlement of Upper Burma from April 1887 to August 1889.

NOTE.

At the beginning of the year 1887, though much had been done to break the power of the most important opponents of the British Government in Upper Burma, and though the foundations of order had been laid, District Officers had not yet found time to seriously undertake the task of organizing the civil administration of their districts. The work of the first year of the occupation was to a great extent the work of the soldier, the task of dealing with leaders who, nominally at least, aimed at overthrowing the new Government. It is not too much to say that although much remains to be done before the administration of Upper Burma can bear strict comparison with that of settled provinces in India, the last two years and a half have witnessed good progress made. It may certainly be said that disorder and lawlessness have been put down, and that the power of the Government is firmly established and fully

acknowledged. To describe rapidly but precisely the progress of this work is the object of this Note.

2. The town of Mandalay, which contains nearly 200,000 inhabitants and is the centre of any political intrigue or discontent that may exist, has been undisturbed by any serious outbreak since April 1886. Since the beginning of 1887 it has been as free from serious crime as any town in India. A Municipality has been established; and the Committee, which comprises representatives of all classes of the community, takes much intelligent interest in the affairs of the town. Many good roads have been made, the principal quarters are well lighted, and a very large number of substantial masonry houses have been erected within the last two years, and building is still going on. In April 1887 the condition of the district was less satisfactory than that of the town. The south-eastern parts of the district were troubled by the Setkya Pretender, who was reported in August 1887 to have a permanent following of 200 men and to be able to call out about 300 when required. Nga To and Nga Yaing held the islands of the Irrawaddy and were harboured and supported by the villages near the river bank. Nga Zeya held the tract of country known as Yegyi-Kyabin to the north and north-east of the district. Among many minor leaders may be mentioned Nga Pan Gaing, Nga Lan, Nga Thein, Nga Tha Aung, Nga Tha Maung, Nga Aung Min, and Nga Nu. The whole district outside the walls of Mandalay was more or less under the influence of these leaders, who levied contributions on the villages in the tracts which they dominated. By steady perseverence, and without demanding more than occasional assistance from the troops, the district has been freed from all these leaders. Since the 1st April 1887 three have been killed, seven have been captured, and twenty-five have surrendered. The Setkya Pretender, driven out of the Mandalay district into Kyauksè and thence into the Shan States within the present year, has been captured, tried, and executed. Nga Yaing's gang has been dispersed and he himself recently captured in Shwebo and executed. Nga Zeya, at one time the most formidable of all, has been driven out of the district and forced to take refuge on the borders of Taungbaing and Momeik. Nga To, the last of the leaders who gave serious trouble in the Mandalay district, was hotly pursued during the early months of the current year and every member of his gang either killed, captured, or compelled to surrender. Nga To himself, without a single follower and with his influence thoroughly broken, is now a fugitive and has disappeared. At the present time there is in the Mandalay district not a single dacoit leader and not a single organized band of dacoits. The only probable source of trouble is Nga Kyaw Zaw, one of the Setkya Pretender's leaders, who still lingers on the borders of the Pyinulwin subdivision and the Kyauksè district. The number of violent crimes during the current year has not been greater than in an ordinary district in Lower Burma, and such crimes as are committed have been the work of local criminals, not of regularly organized bands of dacoits. Survey operations have been undertaken in the district and regular methods of administration everywhere introduced. In the open season thousands of pack-bullocks and footmen carrying loads come down from the Shan States and from China. The Municipal returns show that the trade by the Thibaw route has doubled. In 1887-88 13,300 pack-bullocks, with merchandise valued at Rs. 4,56,518, entered Mandalay. In 1888-89 the number of laden bullocks was 27,170, and the value of the goods Rs. 7,30,279. It may safely be asserted that the town and district of Mandalay have seldom been so secure and peaceful as at present. On 1st July 1889 the Deputy Commissioner wrote:

"I have quite recently visited a large portion of the Pyinulwin subdivision and of the Madaya and Kutywa townships, and nowhere did I see any distress. The villagers appeared to me to be remarkably happy and contented, and they commented frequently on the abnormal freedom from dacoity and cattle-lifting which they were enjoying.

"There was no appearance of discontent. On the contrary, the people were most loyal in their manner and seemed to be in good health and spirits."

3. The Shwebo district has always been noted for the turbulent character of its inhabitants. In this district the progress made has been almost as marked as in Mandalay. In the beginning of 1887 Nga Yaing and Nga To were still powerful in the south of the district; Nga Kyauk Lôn was giving trouble in the north; and Nga Thôn and Nga Aga, with a band of about 30 men, disturbed the central part of the district from Male to the borders of Ye-u on the west. Of these Nga Yaing, who troubled the district from 1886 to the middle of 1889, has recently been arrested by a local Burmese official; Nga To, as already explained, has disappeared. Kyauk Lôn, Aga, and Nga Thôn have still to be accounted for. They haunt the forests in the northern part of the district, but have recently committed no serious crimes. The southern part of the district is perfectly quiet; the people are everywhere disposed to take part with the Government against the dacoits. The condition of the Shwebo district is in striking contrast with its condition a year or two ago, when violent crimes were of common occurrence. During the past three months violent crimes have been less frequent in Shwebo than in many districts in Lower Burma. Mr. Morison, Deputy Commissioner of Shwebo, wrote on 30th June 1889:

"The exodus from Upper Burma which commenced in 1882 continued until the end of 1887, but I am glad to be able to report that it has now ceased from this district, and numbers of families are now returning from Lower Burma—a fact which in itself would prove the untruth of the assertion of widespread discontent. It will however take many years for the country to regain the prosperity which it enjoyed during the reign of King Mindôn Min.

"Dacoity has now almost entirely ceased in this district, and villages which were removed to other sites are being permitted to return. Trade is reviving and cultivation is everywhere being pushed on to the full capacity of the stock of plough-cattle."

4. The greater part of the Katha district which lies to the north of Shwebo is and has been undisturbed. The proximity of the State of Wuntho under Native administration is however a permanent source of trouble, especially in the Kawlin subdivision. While the people of Wuntho are allowed to possess arms practically without restraint, it has been difficult to insist on the complete disarmament of the adjoining subdivision of Kawlin. In consequence of this, dacoity by organized bands has not been entirely stamped out. Moreover, gangs from Wuntho occasionally raid in our territory. It is impossible to remedy this evil all at once. It is not neglected, and the Sawbwa will in time learn the advantage of assisting the Government to maintain order. The attitude of the Wuntho Sawbwa has not been entirely satisfactory; but he has not been openly unfriendly, and recently he has co-operated with the officers of the Katha district in dealing with dacoit gangs on his borders, and is reported to have punished some local officials who were in the habit of harbouring dacoits. The rest of the district, as has already been said, is quiet. The Deputy Commissioner has recently succeeded in establishing friendly relations with the Kachins on the north of the district. During the past open season a Survey party carried a reconnaissance for the Mu Valley Railway right through the State of Wuntho and were assisted by the local officials under the Sawbwa's orders.

5. In the Bhamo district the results attained have been most important. In 1887 the Mogaung subdivision had been visited; but it was practically beyond the limits of our control. The Kachin tribes of Mogaung, who, under the influence of the *ex*-Myoôk Maung Po Saw and his lieutenant Nga Ti, gave much trouble in the spring of 1888, have now been severely punished by a mixed force of troops and police, which operated in the hills from February to May in the current year. The result has been that about a hundred Kachin villages have tendered their submission and are now on friendly terms with the local officers. The rebel leaders above mentioned have disappeared. The road to the jade mines is open and protected by a military police post at Kamaing, which commands the principal route. Travellers can now proceed from Mogaung to the jade mines and back without fear of molestation by the Kachin tribes. In the part of the district nearer to the town of Bhamo equally good results have been attained. The Pônkan Kachins, who defied our authority successfully in 1886, and who during the past open season raided within a few miles of Bhamo itself, have been punished and compelled to make terms. This was accomplished almost without opposition. A military force under General Wolseley occupied the principal village of the tribe and remained there long enough to make it evident that the Government intended to compel complete submission. The Kachins complied with the terms imposed on them, which included the restoration of captives, the payment of a moderate indemnity, and the surrender of a number of guns. The results of the past two years in the Bhamo district include the settlement of the Mogaung subdivision and the establishment of police posts there; the adjustment of our relations with the Kachin tribes, most of whom may now be regarded as friendly; and the opening out of the route to the jade mines. The Kachins nearer Bhamo have also been taught

that they cannot raid with impunity, and it is probable that raids will not now be of frequent occurrence.

6. The remaining district of the Northern division, the Ruby Mines district, lies on the borders of the dependent States of Thibaw, Mainglôn, Taungbaing, and Momeik. Such elements of disorder as still exist in this district are the result of the imperfect administration of these States. From the beginning of 1887, after the occupation of the district by General Stewart's force till the end of 1888, this district was undisturbed. Towards the end of 1888 reports were current that the town of Momeik, the capital of the State of that name, was threatened by a large gathering of dacoits or rebels under Saw Yan Naing, a grandson of Mindôn Min, whose headquarters was at Binbong or Manpun,* some three days' march to the north-east of Momeik. In consequence of these reports a small detachment of troops was stationed at Momeik; and after an unfortunate encounter in which, owing to insufficient information, a handful of troops suffered a reverse, a considerable body of dacoits which had advanced towards Momeik was attacked and defeated with heavy loss. These disturbances however affected the rest of Momeik and the Ruby Mines district, the garrison of which had been weakened by the withdrawal of part of a Gurkha regiment for the Chin expedition. Twinngè is an important village of 300 houses on the bank of the Irrawaddy, at that time included in the State of Momeik; it was attacked and burnt by a gang under Nga Maung of Twinngè, one of the lieutenants of Kan Hlaing, the claimant to the Sawbwaship of Momeik. Another man of the same name, known as Nga Maung of Mainglôn, formerly Myoza of that State, and other minor dacoits from the same neighbourhood threatened the district and caused a feeling of insecurity to be felt. On the Taungbaing border, Nga Zeya, the noted dacoit leader who had been driven out of the Mandalay district, was reported to have a considerable following. Some dacoities were committed in the district, and travellers on the road from Thabeikkyin to the Ruby Mines were attacked. A general feeling of insecurity prevailed; and the state of the district was less satisfactory in the early months of 1889 than it had been for the past two years. In order to deal effectually with the dacoit gangs which were reported to be in or on the borders of the district, the military garrison was strengthened and the command of all the troops and police was placed in the hand of Colonel Cochrane of the Hampshire Regiment. Under his orders an attack was made on Saw Yan Naing's stronghold at Binbong and his gathering was dispersed. At the same time steps were taken to strike at the root of the evil by improving the administration of the neighbouring States. The Sawbwa of Thibaw was induced to reform his administration in Mainglôn, a more competent ruler was established in Momeik, and the Sawbwa of Taungbaing was enjoined to look to his borders. In view of the great importance of keeping order in the Ruby Mines district, the civil police has been reorganized and strengthened and an extra company, which will consist of Gurkhas, will be added to the military police battalion. The military garrison will also be strengthened by the substitution of Gurkha for Madras troops. At present, except for a small gang which commits petty robberies on travellers, the district is quiet.

7. The districts in the Central division of Upper Burma are Sagaing, Lower Chindwin, Upper Chindwin, Kyauksé, and Ye-u. Writing on the 1st June 1889, the Commissioner of this division says:

"During a recent tour, extending from the 20th March to the 27th May, I have travelled through all the districts of this division; have visited nearly all the townships and many villages in four of these districts. * * * *

"The crops have been good and cultivation is extending. I saw evidence of this everywhere. * * * * * * *

"In nearly all the townships of the division visited during my recent tour I saw evidences of comfort and in parts of affluence. 'Pwès,' 'ahlus,' and other festivities were going on in all quarters, even where least to be expected. The only exception to this condition was in a part of the Ava subdivision, where cattle-disease has lately been literally raging and smallpox has been very prevalent. In some of the Ava villages these two afflictions had retarded cultivation. But these are epidemic, and although very serious indeed, they did not seem to have left the same mark on the people as they would have done in Lower Burma."

8. In the beginning of 1887 Sagaing and Ava, which were then separate districts, were practically held by dacoit bands, who levied contributions on the villages and kept the country side in terror. The most important leader in Sagaing, Hla U, was killed by his own followers early in 1887; but his lieutenants, among whom the chief were Nyo U, Nyo Pu, and Min O, remained and, notwithstanding that numerous bodies of troops were employed to pursue the gangs, gathered strength as the year advanced. On the Ava side Shwe Yan and Bo Tôk, with large gatherings, committed many dacoities and successfully defied the local officials. The pacification of the Sagaing district (including the Ava district, which had been incorporated with it) was systematically undertaken early in 1888 by Colonel (now Brigadier-General) W. P. Symons, assisted by various civil officers. It was found impossible to make any way by the methods hitherto employed. The troops never saw the dacoits, who continued to levy taxes from the villagers and to murder village officials and others suspected of aiding the Government. The Village Regulation was made use of, villages which fed the gangs were removed or fined, and the relatives of the dacoits who furnished them with supplies and with information and were the chief instruments in assassinating the friends of the Government were removed until the dacoits surrendered or were captured. A great change for the better soon followed these measures. The operations were steadily continued, and by the beginning of the current year all parts of the Sagaing district were in perfect order. Up to the present time twenty-six leaders, among whom were Nyo U, Nyo Pu, Shwe Yan, and Bo Tôk, have been killed; twenty-six, including Nga Sawbwa and Min O, captured; and seven have surrendered. Many followers of these leaders have also surrendered, the rank-and-file having been allowed to return to their homes on furnishing security for their good behaviour. The whole of the district has been thoroughly disarmed. Both Sagaing and Ava are now as peaceful as an ordinary Lower Burma district; the people live undisturbed in their villages and cultivate their fields; and, according to the statements of the people themselves, the district is more free from crime than it has ever been before. The dacoit leaders who remain at large are of no importance and have given no trouble.

9. The Ye-u district borders on the Upper and Lower Chindwin districts, Shwebo, and Katha, while on the north it touches the territory of Wuntho. It is in many parts covered by extensive forests which afford shelter to dacoits and in which it is difficult for troops or police to operate. Since April 1887 eight dacoit leaders have been killed and only four, of whom the most important is Yan Gyi Aung, remain at large. The greater part of the district is in good order. But the northern township is still troubled by dacoits from the adjacent territory of Wuntho.

10. The Lower Chindwin district is in excellent order. In October 1887 a rising occurred in Pagyi, the south-western part of the district bordering on the Yaw country. This was suppressed after one encounter with the dacoits, in which two British officers were killed, and the country was for the time restored to order. The elements of mischief were however not entirely removed. The country is exceedingly malarious, and it was not thought right to maintain police posts in the Shitywagyaung tract, which is the part of the Western Pagyi township adjacent to Yaw where the disturbances occurred. Towards the end of 1888 another attempt was made to excite a rising in this tract, but the ringleader, a pseudo-prince, was arrested, tried, and executed. Military police were sent to Shitywagyaung, and the dacoits and disaffected persons moved westward towards Gangaw and caused serious disorder in the Yaw country. The rising was not promptly and effectually dealt with by the troops at Gangaw and the adjacent posts, and reinforcements had to be sent. The Yaw country was then settled without much difficulty, the great majority of the persons who had taken part in the rising being allowed to return to their homes. But some of the Pagyi dacoits, under the leadership of a noted local dacoit called Saga, driven back towards the Lower Chindwin district, continued to give trouble. A military police post was therefore established in the Shitywagyaung country and a special officer was deputed to bring this tract into order. The result has been entirely satisfactory. Under the direction of the Commissioner of the Central Division, Mr. Smeaton, the operations have resulted in the death of Bo Saga, who was recently killed by a party headed by the loyal and zealous Myoôk of Western

* Binbong and Manpun are not, as had been supposed, the same. They are about 10 miles apart in the hills north-east of Momeik. Both places have been named at various times as the headquarters of Saw Yan Naing.

Pagyi, Maung Po O,* and many of the members of Saga's gang have surrendered. The result is that the whole of the Lower Chindwin district is quiet. Since April 1887 fifty dacoit leaders have been killed and captured or have surrendered in this district, and only five remain who are included in the list of dacoit leaders reported as still at large in Sagaing and Ye-u.

11. The Upper Chindwin district includes a vast extent of territory, part of which is still practically unknown. It extends to the borders of Manipur on the north-west and to the Mogaung country on the north and east. Except for slight disturbances in Mingin, caused by the gang of Saga above mentioned, the whole of the district has been little troubled by ordinary dacoity. Raids on the State of Kale, which adjoins the Upper Chindwin district, and on the Kubo valley, which forms part of it, were committed in 1887-88 by Chins of the Tashôn, Siyin, and Kanhaw tribes. The two last named tribes were severely punished during the open season of 1888-89, and preparations for an expedition on an extensive scale for the subjugation of the Tashôns and other tribes to the south are now being made. On the east of the Chindwin river a dacoit leader named Naga Le still holds out. He was attacked two or three months ago and his camp destroyed. Since then he has not been heard of. But till he is captured or killed the peace of the district will not be secure. During the coming open season it is proposed to explore the country between the Chindwin river and the jade mines of Mogaung; and advantage will be taken of the opportunity to establish friendly relations with the Kachin Chiefs in this part of the country.

12. The Kyauksè district, the remaining district of the Central Division, was in 1886 one of the most disturbed parts of Upper Burma. In 1887 and 1888 it was disturbed by a pretender known as the Setkya Mintha, against whom operations had to be undertaken in October last. The result was that the Mintha was driven out of the district into the Shan hills to the east. There he was captured and handed over by the loyal Sawbwa of Yat Sauk; he was tried and executed. Another noted leader, Myat Hmôn, who had surrendered and afterwards absconded in 1887, again surrendered with his followers towards the end of 1888, and is now living quietly in his own village. The only dacoit leader of any note still at large in Kyauksè is Kyaw Zaw, one of the Setkya Pretender's lieutenants, who still haunts the difficult and wild hills to the north-east on the borders of Kyauksè and Mandalay, but does little mischief. It will be necessary to dispose of him. Subject to this, which is scarcely an exception, the Kyauksè district is perfectly quiet. It has recently been found possible to effect a considerable reduction in the military police force of the district—a sure indication of tranquillity.

13. The Myingyan district, which includes the country between Ava and Magwe and between the Irrawaddy river and the Eastern Division, was disturbed during 1887 and 1888. Two notorious dacoit leaders named Yan Nyun and Bo Cho, with their bands, infested the western part of the district and committed atrocious crimes. In the early part of the current year special measures were taken to reduce this part of the district to order. The result was that the gangs of Bo Cho and Yan Nyun were entirely broken up and dispersed. Most of the members of these gangs were permitted to surrender and are now living quietly in their villages. Bo Cho and Yan Nyun have not been captured; but they have no following and are not now actively mischievous. There will be however no security against new outbreaks until they are taken. The district, which includes the very difficult country in the vicinity of Popa hill, is now quiet. Many of the villages which had been temporarily moved have been allowed to return to their former sites, and the state of this part of the country is becoming satisfactory. The result of the past two-and-a-half years' work in the Myingyan district has been the death in action of 17 dacoit leaders, the capture of 16 others, and the surrender of 18 besides. There are still 14 leaders unaccounted for, but they are no longer at the head of gangs of dacoits.

14. The Pakôkku district includes the Yaw country, to which reference has already been made. The rising in the neighbourhood of Gangaw in December last having been suppressed, that part of the district is in good order. The rest

* Maung Po O, who has recently been decorated by His Excellency the Viceroy, is an Upper Burman, a nephew of the Kinwun Mingyi, one of the Chief Ministers of Mindôn Min.

of the district was disturbed by local gangs during the greater part of the years 1887 and 1888. None of these gangs were formidable in point of numbers; but they committed many local dacoities. Of late the people have evinced a most praiseworthy spirit in affording information and in resisting attacks by dacoits. The result is that the whole district is in excellent order and that serious crime is practically extinct. Only three leaders, who have of late given no trouble, remain undisposed of.

15. The result of the work done in the last two years in the Minbu district may be regarded with pleasure. Ever since the annexation of Upper Burma this district had been in a most disturbed state. Bo Swé, Ôktama, Ôktaya, Byaing Gyi, Tha Do, and Tha Tu were among the best known leaders: for many months they held almost the whole of the district. The well-directed and sustained efforts of the Deputy Commissioner, Mr. Hartnoll, and of his Assistants, Mr. Collins and Mr. Hertz, have resulted in the complete pacification of this important district. Bo Swè was killed in the Thayetmyo district towards the end of 1887: the credit of this is due to the Military Officers working the Thayetmyo district. Every other leader of note in the Minbu district has now been either killed or captured or has surrendered. Ôktama was at the head of a large organization and at one time numbered his followers by hundreds. In 1886 he attacked and burnt Sagu, and later on besieged Salin with a large force. Gradually his power was broken, and finally, within the last few weeks, he was captured by a Burmese Myoôk. At the time of his capture he was in hiding, with only one follower. A few days before Ôktaya, Ôktama's principal lieutenant, and Byaing Gyi, another leader who had given much trouble, had been captured, the latter being given up by his own men. The list of dacoit leaders killed, captured, or surrendered since April 1887 in the Minbu district includes the names of 106 persons. This takes no account of the individual members of the various gangs, hundreds of whom have been permitted to surrender. The Deputy Commissioner reckons that there are left eight leaders on the borders of the Minbu and Thayetmyo districts. None of these are of any importance.

16. The Magwe district is the only part of Upper Burma which is still disturbed otherwise than by outlaws, who have been driven to the hills, or by raiders from Native States. In this district, owing to the inefficiency of the staff and the inferior quality of the military police who were recruited in Bombay, dacoit bands have been allowed to gather strength and to remain unpunished. Till recently, dacoities on a large scale were of almost daily occurrence. Special measures, of which the result is already apparent, have recently been taken to restore order in Magwe. There is every reason to expect that within the next few months the Magwe district will be as orderly as other parts of the province. General Symons reports that the situation is changing daily for the better, and that numbers of men are surrendering. The Chief Commissioner marched through the district in July, in company with General Symons.

17. In the Eastern Division excellent work has been done in every district. On the 8th June 1889 the Commissioner wrote:

"The extraordinary increase in the thathameda collections of 1888-89 as compared with those of 1887-88 is, I think, a marked indication of the improved state of affairs. The figures of the two years are as follows:

District.	1887-88.	1888-89.
	Rs.	*Rs.*
Pyinmana	49,028	67,680
Yamèthin	1,60,372	2,14,780
Meiktila	1,99,507	2,64,600
Total	4,08,907	5,44,060

"The increase in the collections under this head, which are based on the number of households in each village, is no doubt due in some measure to the return to their villages

of a large number of people who in the previous year had either fled from the dacoits or were themselves members of dacoit or rebel bands. There are now no large dacoit gangs in any part of the division. English officers ride all over the Yamèthin and Meiktila districts unarmed and without escort of any kind, while in most parts of the Pyinmana district also an escort is unnecessary."

In the early months of 1887 Meiktila was much disturbed by large gangs of dacoits on the north and west. These were for the most part disposed of in May 1887. During the last two years and a half eleven dacoit leaders have been killed, six have been captured, and nine have surrendered. There are now no dacoit gangs or leaders in the Meiktila district. The Deputy Commissioner writes:

"Every one is hard at work ploughing, and we have just had most excellent rains. In short, the Meiktila district has almost recovered from the ravages of 1886; the people are happy and contented, but are of course unhappy at having lost so many bullocks this year from disease. If only the crops are good this year, the district will be in perfect order in 1890."

The Yamèthin district is also perfectly quiet, and the strength of the military police force has been reduced. The Deputy Commissioner reports:

"Speaking from an acquaintance of nearly two years with the district, I can say with knowledge that the condition of the people is improving in every way. In the first place, violent crime has decreased in such a way that it may be almost said not to exist, which means that the element of fear and insecurity has been correspondingly reduced. Again, the thathameda revenue, though regularly increasing very largely in amount, was collected with a rapidity which astonished us and which shows that no difficulty was experienced in paying it. People who had fled during the disturbances to the Shan States and to other districts are returning to their old homes; the value of landed property for purposes of sale or mortgage is rising largely, showing that a feeling of security prevails."

The Chief Commissioner visited this district lately, and was informed by the Commissioner and Deputy Commissioner that they could give up four or five companies of military police without risk.

The Pyinmana district, which was for a long time one of the most disturbed districts in Upper Burma, is now in good order. Since April 1887 sixteen prominent leaders have surrendered and ten have been killed or captured. Only three leaders of any note remain at large, and none of these is now in the Pyinmana district. In this district the Bombay Burma Trading Corporation are carrying on extensive work in the forests. They have recently returned to Rangoon one-hundred muskets which they had obtained for the protection of their employés, the orderly state of the district rendering the retention of these weapons no longer necessary. On the 5th June last the Deputy Commissioner wrote:

"The gangs of dacoits which have not yet been disposed of are few in number, receive no fresh accession of strength, and are of no political significance. They are mainly composed of men who under the Burmese régime were known as bad characters, or who have placed themselves outside the pale of mercy by their own misdeeds. The sympathy at first extended to them by the population at large is fast disappearing, and public feeling is being rapidly enlisted on the side of law and order, as is shown by the frequent information received from the people themselves as to the doings of dacoits, which have led to important arrests of late, and by the fact that captured dacoits admit that they have to commit dacoity to save themselves from starvation, because they can no longer depend on villagers giving them the food they require. To such straits have dacoits been reduced by the indifference and in some cases the active opposition of their quondam friends, that they have preferred in some cases quite lately to surrender unconditionally, with their arms, to leading the miserable life they now do. I have five such cases under trial. The attitude of the country towards officials and Europeans generally is tested by the fact that though officers of all ranks ride through the wildest parts of this wild district with an escort of not more than two mounted orderlies, they are never in any way interfered with. The Bombay Burma Corporation Assistants often travel alone and sometimes unarmed on forest duty in outlying tracts with perfect safety. I do not wish in any way to minimize the difficulties which still exist and which must be overcome before this district is brought into perfect order. My only object in stating the above facts is to show that headway is being made against crime and criminals, and that the majority of the population is siding with, and to a certain extent assisting, us in our struggle against disorder. Possibly the district may be again disturbed. If so, it will be the result of outside influences and not from an uprising of internal elements of disorder."

18. It is hoped that the facts stated in the preceding paragraphs will be held to show that progress has been made during the past two or three years in the pacification of Upper Burma. The districts of Mandalay, Sagaing,

the Lower and Upper Chindwin, Kyauksè, Myingyan, Pakôkku, Minbu, Meiktila, Yamèthin, and Pyinmana are in excellent order: there is not more crime in them than in an ordinary Lower Burma district. The same remarks apply to a great part of the Shwebo, Ye-u, and Katha districts. The Bhamo district, essentially a hill and frontier district, is untroubled. The only noted dacoit leaders who remain have been driven out of the plain country and have sought refuge in the hills among the wild tribes which inhabit the fringe of the upper province. The statement which has been made that Upper Burma is becoming depopulated is not only false but entirely the reverse of the truth. In most districts people who had left their homes and gone to Lower Burma in the time of disturbance are now returning to their former districts in large numbers.

19. Frontier affairs have also been efficiently dealt with. Before the arrival of British troops at Nyaungywe in 1887 the whole of the States were in a condition of anarchy. Desolating wars were being waged between the rulers of the several States and the country was rapidly falling to ruin. Now profound tranquillity rules throughout the whole of the Shan country; and the Chiefs are not only at peace, but on terms of friendship, with each other. The attitude of all the Shan Sawbwas, including the Chief of the important State of Theinni, is most satisfactory; and order is maintained without difficulty by the mere presence of six companies of military police. In Eastern Karenni a satisfactory settlement has been made, and the Chief who wantonly attacked territory under British protection has been deposed to make room for a ruler who is actively loyal and anxious to stand well with the British Government. Mention has already been made of the measures taken to reduce to order the wild Kachins of the Bhamo district. These measures were entirely successful, and there is every reason to expect that friendly relations with these tribes will now be maintained. Active operations were undertaken against the Chins who inhabit the hills between Bengal and Arakan and Upper Burma. These operations will be continued during the coming cold season.

20. Of the material progress of the country the revenue returns afford satisfactory indications. The revenue collected in Upper Burma during the past three years was as follows:

	Rs.
1886-87	22,24,980
1887-88	50,16,360
1888-89	73,45,435

The figures for 1888-89 do not include Public Works or Railway receipts. The actual receipts exceeded the estimate by Rs. 4,85,435. The land revenue collections have increased from Rs. 16,71,730 in 1886-87 to Rs. 37,87,730 in 1887-88 and to Rs. 43,65,375 in 1888-89. There has been also an increase under the heads of Stamps and Excise. The estimated revenue for the current year is Rs. 76,74,000. One of the best tests of the state of the country is the amount of the thathameda, which is a tax on households, not on individuals. In two districts, Katha and Pyinmana, the only districts from which the figures are available, the number of households has increased from 9,624 to 10,677 and from 5,769 to 6,782 respectively. In Bhamo the thathameda collections increased from Rs. 48,890 in 1887-88 to Rs. 54,275 in the past year. In Katha the increase was from Rs. 83,470 to Rs. 1,06,385. The figures of thathameda for the Eastern Division, as given by the Financial Commissioner, are as follows:

	1887-88.	1888-89.
	Rs.	Rs.
Meiktila	1,99 508	2,73,336
Yamèthin	2,15,312	2,18,188
Pyinmana	37,465	74,950
TOTAL	4,52,285	5,66,474

21. The recently published report on the inland trade of the province for the past year shows that there has been on the whole a large increase in the volume of the trade between Upper and Lower Burma. The following table shows the trade between Upper and Lower Burma during the past five years:

Routes.	Years.	Exports to Lower Burma.	Imports from Lower Burma.	Total.
		Rs.	*Rs.*	*Rs.*
River Routes.				
Irrawaddy	1884-85	1,70,87,169	1,99 36,690	3,70,23,859
	1885 86	1,24,69,382	1 53 66,706	2,78,35,088
	1886-87	1,21,51,429	2,06,10,160	3,27,61,589
	1887-88	1,34,96,388	3,27,45,145	4,62,41,533
	1888-89	1,78,69,581	2,75,03,370	4,53,72,951
Sittang	1884-85	17,07,371	2,76,667	19,84,038
	1885-86	25 06,865	1,85,675	26,92,540
	1886-87	7,35 209	1,36,314	8,71,523
	1887-88	10,10 180	84,072	10 94,252
	1888-89	24,97,639	...	24,97,639
Land Routes.				
Kyaukpyu	1884-85	33 361	43,219	76,580
	1885-86	16,238	16,546	32,784
	1886-87	24,326	19 014	43,340
	1887-88	33,866	25,973	59,839
	1888-89	37,234	24,455	61,689
Thayetmyo	1884-85	8,06,272	96,902	9,03,174
	1885-86	3,32,700	44,281	3,76 981
	1886-87	6,07 766	28,423	6,36,189
	1887-88	8,97,556	42,349	9 39,905
	1888-89	6,78,977	54,623	7,33,600
Toungoo	1884-85	6,05,157	3,60,760	9 65,917
	1885-86	1,96,638	4,66,711	6,63,349
	1886-87	58,521	1,62,613	2,21,134
	1887-88	1,10,320	21,725	1,38,045
	1888-89	3,27,074	26,31,092	29,58,166

The total value of the exports from Upper Burma into Lower Burma was Rs. 2,14,10,505 in 1888-89 as compared with Rs. 1,55,54,310 in the preceding year; of imports into Upper Burma, Rs. 3,02,13,540 as compared with Rs. 3,29,19,264 in 1887-88. The total value of the trade by the Irrawaddy river was less than in the previous year, aggregating Rs. 4,53,72,951 against Rs. 4,62,41,533. There was however a large increase under the head of exports to Lower Burma, the difference in favour of the past year being Rs. 43,73,193. In the value of imports from Lower Burma by the Irrawaddy route there was a decrease of Rs. 52,41,775. The increase in the case of exports occurred under the head of cattle, fruits, oils, silk goods, unrefined sugar, jade, letpet (pickled tea), and timber. Imports of piece-goods were less than in 1887-88 owing to the markets being overstocked by large imports in the previous year. The largest decrease (Rs. 24,00,000) occurred under the head of cleaned rice. This is a satisfactory sign as showing that the food-supply of the upper districts had become more nearly equal to the consumption. The trade by land routes increased from Rs. 11,37,789 in 1887-88 to Rs. 37,53,455 in the past year. Commenting on the inland trade of the quarter ending on the 31st December 1888. one of the local newspapers* remarked as follows:

"The report on the inland trade of Burma for the quarter ending the 31st December last shows signs of steady progress. There is a decline of about three lakhs, it is true, in

* *Rangoon Gazette*, dated 23rd March 1889.

the exports from Lower to Upper Burma; but as two lakhs of this are due to the exports of paddy and rice having been reduced to about 12½ lakhs of rupees worth in the third quarter of 1888-89 against about 14½ lakhs worth in the corresponding quarter of the preceding year, this decline is satisfactory. It is altogether an unusual and unsatisfactory condition of things that Upper Burma, with its scanty and poor population, should be in any way dependent on an imported supply of food; and a decrease in the imports of paddy and rice to the extent of two lakhs of rupees a quarter may show that, although parts of the country are still disturbed, throughout a considerable portion of the settled tracts the people are taking more to agriculture, and in the course of a few years more Upper Burma should be in a position to export a large quantity of surplus grain instead of having to import considerable supplies of food, because cultivation is neglected and the people are wholly given over to dacoity and lawlessness, as has been the case far too much during the past decade."

22. The completion without difficulty of the railway between Toungoo and Mandalay may be mentioned among the works of great importance accomplished during the past three years. The line has now been open without interruption for nearly six months. The following are the figures of the gross earnings of the line since March 1889:

	Rs.
March	1,44,789
April	1,29,859
May	1,56,484
June	1,22,616
July	1,16,955

Preparations have been made for the construction of a railway from Sagaing to Mogaung along the valley of the Mu river, which will be taken in hand as soon as the season permits. It is probable also that a reconnaissance will be made for the purpose of fixing on a line for a railway through the Shan States to China.

23. It may be as well to note that the action of the Government has not been confined to the suppression of disorder. Besides the large sums spent on the railway and on military works, the following sums have been spent in the civil department of public works:

Upper Burma.		Civil Buildings.	Communications.	Irrigation.	Total.
Original Works.		*Rs.*	*Rs.*	*Rs.*	*Rs.*
Official year	1887-88	8,84,621	16,60,634	35,300	25,80,555
	1888-89	11,76,433	12,48,775	81,808	25,07,016
April 1889		18,774	69,858	4	88,636
May 1889		44,369	1,01,249	5,133	1,50,751
Total Works		21,24,197	30,80,516	1,22,245	53,26,958

A further sum of Rs. 3,83,935 was spent on miscellaneous public improvements and a sum of Rs. 5,12,544 on repairs, making in all a total of Rs. 62,23,437 expended on civil works.

Much has been done to open up communications. A cart-road is open from Mandalay to Maymyo, 42 miles, on the Shan plateau. The cart-road to the Ruby Mines, 64 miles, is nearly complete. The cart-road to Fort Stedman and the Southern Shan States, from the Meiktila road railway station *viâ* Hlaingdet, has made good progress. The hitherto completely landlocked country of the Yaw is being opened up both from the Irrawaddy and the Chindwin. Shwebo has been connected with the river. These are some of the works that

have been done. In almost every district proper court-houses have been provided and good jails or lock-ups have been built. The military police battalions have been everywhere comfortably sheltered and provided with hospitals.

24. The system of making agricultural advances has been extended to Upper Burma with good results. The people are beginning to see that the Government takes an interest in their welfare, and they have shown their gratitude by punctually fulfilling their obligations. In 1888-89 the following advances have been given for the purchase of seed and plough-cattle :

	Rs.
Pyinmana	37,000
Pakôkku	10,000
Minbu	7,000
Magwe	26,000
Shwebo	20,000
Ruby Mines	500
Sagaing	20,000
Northern Shan States	5,000
TOTAL	1,25,500

In some districts the cattle have suffered from disease. But plenty of cattle are procurable by those who have money. Cattle suffered principally from smallpox and from rinderpest. The contagion is believed to have been brought from the Shan States, and was communicated to the village cattle owing to their mixing with the infected cattle in the village grazing-grounds. Ample security was given for all advances, which shows that the people of Upper Burma are not destitute, notwithstanding the losses which they must have sustained at the hands of dacoits and insurgents.

By order of the Chief Commissioner,

H. THIRKELL WHITE,
Officiating Chief Secretary.

The 20th August, 1889.

C. J. LYALL,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

WEATHER SUMMARY FOR AUGUST 1889.

General Weather conditions of the month.—The conditions of August are very similar to those of July. The monsoon currents usually prevail with great steadiness and extend over the greater part of the country. It is hence a month of frequent and in some districts of almost constant precipitation and of comparatively uniform temperature and high humidity. It is also usually the month of the greatest extension of the monsoon currents, and hence that in which Upper India obtains the largest amount of rain. Temperature hence falls to some extent in Sind and the West Punjab, which are in this, as in the three preceding months, the hottest districts of India. Pressure also tends to rise permanently in Upper India with the decrease of temperature, and before the end of the month the first indications of increasing weakness of the monsoon current are usually shown.

One of the most important features of the month is the position of the trough of low pressure in Northern India, the character of which was stated in last month's report. During the month of August last it generally occupied a somewhat more southerly position than usual, stretching across from Orissa to the Central Provinces and thence to Upper Sind.

A second important feature of the month is the small cyclonic storms which form at the head of the Bay and advance landwards. They always give more or less general rain, but its distribution depends largely upon the amount of concentration of the storm. If the depressions be shallow and extensive, the rainfall is generally moderate in amount and widely spread. If on the other they are deep and concentrated depressions, they give heavy or excessive rainfall to narrow belts of country at the expense of neighbouring districts, and are hence frequently a cause of several local floods and inundations.

The Bombay current has been stronger and steadier than usual during the month. Winds of force 9 (hard gale) have been reported from the centre of the Arabian Sea. The Bengal current (as measured by the strength of the winds) has on the other hand been feeble and more largely diverted to Burmah than usual. The storms of the month have been due to shallower and more extensive depressions than usual, and hence have given widely spread and moderate rain. In consequence of the pressure conditions these storms advanced in every case to the Central Provinces and thence to Central India, and hence those areas received frequent and abundant rain. There was no prolonged general break in the rains such as sometimes occurs in August. The month has hence been more or less favourable over the whole of India and the rainfall generally abundant and well distributed.

Barometric depressions and cyclonic storms of the month.—There were three depressions during the month, but they were shallower and more diffused than usually occur in the month of August.

(1) *Shallow depression of the 4th to the 11th August.*—The first indications of the formation of this depression were shown by the observations of the morning of the 4th, when the winds were shifting round to north-east on the Orissa and Bengal Coasts. The depression concentrated slightly during the day, and on the morning of the 5th a well marked moderate cyclonic circulation was established in the north-west angle of the Bay and adjacent coast districts. The centre crossed the Balasore Coast on the night of the 5th and moved westwards across Orissa into the Central Provinces on the 6th. The disturbance on the morning of the 7th covered the whole of the Central Provinces and part of Central India, the centre being a little to the east of Seoni. It now began to move slowly to the north-north-west, but was, as it had hitherto been, a shallow and

extensive depression. The centre was between Seoni and Saugor on the morning of the 8th and near Saugor on the 9th. It was then commencing to break up as the air motion was becoming irregular over the area of depression. The centre was midway between Saugor and Jhansi at 8 A.M. of the 10th. It filled up during the day after an existence of a week. This disturbance gave moderate rain to Bengal and Orissa during its earlier stages and a prolonged heavy burst of rain to the Central Provinces and eastern districts of Central India whilst it was advancing slowly northwards from Nagpur and Seoni to Jhansi. It recurved from west to north in the Central Provinces. It was throughout a shallow but somewhat extensive disturbance, and hence gave moderate and diffused rainfall over a large area rather than heavy concentrated rainfall over a narrow belt of country.

(2) *Shallow depression of 13th to the 20th of August.*—Almost immediately after the breaking up of the previous feeble storm the winds on the Bengal and Orissa Coasts shifted in the manner usually indicative of the commencement of the formation of a cyclonic storm in the north-west angle of the Bay. The indications of the storm were feeble from the 13th to the 15th, but on the morning of the 16th a shallow depression and moderate cyclonic circulation was established in the north-west angle of the Bay and adjacent coast districts. The centre crossed the coast near Saugor Island on the evening of the 16th, when it was advancing in a north-westerly direction. On the morning of the 17th the centre was a little to the south of Burdwan. The weather was now and during the next forty-eight hours stormy with heavy westerly gales over the whole of the north of the Bay. The centre moved more westerly than previously on the 17th and on the morning of the 18th was south of Benares. At that time the depression covered Behar, Chutia Nagpur, and the eastern districts of the North-Western Provinces. The centre advanced in a westerly direction during the next twenty-four hours and was a little to the north of Jhansi at 8 A M. of the 19th. The depression had intensified to some extent, and during the previous day the cyclonic circulation was more vigorous than it had been since it crossed the Bengal Coast. Strong westerly winds blew across Central India and the Central Provinces and gave general rain to these areas at this time, whilst the easterly winds from the Bay of Bengal fell off in strength. The depression hence was almost stationary during the next twenty-four hours, the centre being a little to the north of Jhansi at 8 A.M. of the 20th. There were indications of the formation of a shallow depression at this time in Bengal and the humid winds from the Bay had hence ceased to feed into the depression. The winds from the Arabian Sea fell off rapidly during the day, and the depression hence filled up with unusual quickness on the evening of the 20th. Its existence extended over a period of eight days. It was a slightly more concentrated storm than the previous and gave a general burst of rain to Bengal, Orissa, Behar, the Central Provinces, and Central India.

(3) *Land formed depression of 21st to 28th August.*—As already noted, there was a tendency to the formation of a shallow depression in Bengal shown by the barometer and wind observations of the 20th. A very shallow depression covered that area on the morning of the 21st. It moved very slowly to the west-south-west during the next three days, but showed no signs of concentration. It then advanced westwards into the Central Provinces on the 26th and filled up in that area on the 28th. It was hence throughout a very shallow and diffused depression of comparatively little importance. It gave moderate rain over a large area, including Bengal, Behar, the Central Provinces, and eastern districts of the North-Western Provinces.

Pressure.—The chief barometric movements occurred in connection with the feeble cyclonic storms described above. As they were shallower than usual, the pressure changes were somewhat less marked than is generally the case in August. The following table gives the larger oscillations of the barometric differences between Southern and Upper India during the month. They indicate roughly the variations in the general strength of the monsoon currents (more especially the Bombay current) blowing into India during the month:

Date.	Highest Pressure in Southern India or Ceylon.	Lowest Pressure in Upper India.	Range of Pressure or total gradient over In
1st	29·78″	29·52″	·26″
4th	29·80″	29·38″	·42″
12th	29·85″	29·56″	·29″
18th	29·87″	29·37″	·50″
27th	29·82″	29·52″	·30″
29th	29·86″	29·51″	·35″
31st	29·89″	29·59″	·30″

The average range of pressure over India in the month of August is slightly less than a third of an inch, and the average for the past month was slightly greater, and was associated with a strong monsoon current from the Arabian Sea.

The mean pressure of the month of the whole of India was ·018″ in defect.

The following table gives the barometric anomalies or local pressure variations in different parts of the country and those of June and July for comparison:

Province.	Barometric Anomaly.		
	June 1889.	July 1889.	August 1889.
Burmah	+ ·011	+ ·004	+ ·008
Bengal	+ ·008	+ ·017	— ·014
Assam	+ ·019	+ ·019	+ ·002
Behar and Chutia Nagpur	+ ·006	+ ·019	— ·007
North-Western Provinces	+ ·003	+ ·015	+ ·005
Punjab	— ·016	— ·004	+ ·019
Sind and Rajputana	— ·013	+ ·005	+ ·005
Central India	— ·001	+ ·012	— ·001
Central Provinces	— ·004	+ ·005	— ·048
Bombay	— ·001	— ·025	+ ·002
Madras	— ·002	— ·026	+ ·012

The preceding table shows that the pressure relations changed considerably during the month of August. The most important features were the great deficiency in the Central Provinces and Berar and the excess in Upper India. The deficiency was absolutely greatest at the following stations:

Stations.	Deficiency.
Seoni	·074
Hoshangabad	·072
Jubbulpore	·064
Nagpur	·055

The excess in Upper India was greatest at Peshawar (·033″).

Temperature.—The temperature conditions of the month do not call for much remark. The month was one of fairly steady rainfall over by far the greater part of the country, and the variations of the temperature from the normal were hence generally small in amount. The variation of the mean

temperature from the normal from week to week and for the whole month is shown for different districts in the following table:

Province.	Difference of Mean Temperature from Normal for Week ending August				Difference of Mean Temperature from the Normal for the Month.
	5th.	12th.	19th.	26th.	
Burmah	+1·5	+0·6	+0·4	—0·8	+0·2
Bengal	+0·9	+1·2	+0·6	+0·5	+0·7
North-Western Provinces	—1·2	+2·2	—0·3	+0·3	+0·1
Punjab	+0·4	+1·1	—1·4	+0·6	+0·1
Bombay	+1·8	+0·7	+0·3	+0·6	+0·7
Central Provinces and Berar.	+1·8	—0·6	—1·9	—1·1	—0·9
Guzerat and Central India	+1·7	+0·5	—1·2	—0·9	—0·1
Sind and Rajputana	+2·9	+1·2	+0·5	—0·9	+0·8
Madras	—0·2	—0·1	0	—0·2	0

The variation of the average temperature of the month from the normal was hence less than 1° in all districts.

The hottest part of India during the month included Upper Sind and the West Punjab.

The following were the highest temperatures registered in that area during the month:

Jacobabad	112·2°	on the 8th.
Multan	111·2°	" "
Dera Ismail Khan	108·5°	" 7th.
Peshawar	108·5°	" 6th.
Lahore	105·6°	" 5th.

Rainfall.—As already noted, there were fewer cyclonic storms than usual during the month. The three which occurred were much shallower and more extensive and diffused depressions than usual. Hence the rainfall of the month was on the whole very uniformly distributed. The Arabian Sea current blew with unusual steadiness during the month, whilst the Bengal current was below its normal force.

During the first week of the month the rainfall was normal or slightly in excess over the whole of India, with the exception of Sind, Rajputana and the Punjab, in which the rainfall was unusually scanty. The hottest temperatures of the month were recorded in Upper India at the end of this dry period. In the second week of the month larger amounts of rain were generally recorded. The Central Provinces and Central India received abundant rain from the storm which passed through them. The Punjab and Rajputana obtained moderate rain during the latter part of the week, chiefly from the Bombay current. In other districts the rainfall was generally slightly in excess.

The storm of the third week of the month gave rise for some time to strong winds of indraught from the Arabian Sea and Bay of Bengal, and hence general and favourable rain fell over nearly the whole country. The Central Provinces, Central India, and East Rajputana received the most abundant rain from the storm. Frequent showers fell in the Punjab, but the total amounts were generally below the average.

During the last week of the month the rainfall was larger than hitherto in Northern India, whilst smaller amounts fell in Southern and Central India. The districts of most abundant rainfall during the week were the North-Western Provinces and the eastern districts of Rajputana and Central India.

The rainfall of the month has hence on the whole been favourably distributed. It was in excess over nearly the whole of the interior and in moderate defect in the coast districts, where deficiency is least prejudicial. There was a moderate excess in Lower Burmah averaging 4·6 inches, and a deficiency ranging from 3·6 inches to 4·9 inches in Bengal, Assam and Chutia Nagpur. In Behar the rainfall of the month was very slightly below the normal. It was in excess over the whole of the North-Western Provinces (with some local exceptions), the Punjab, Rajputana, Central India, Berar, and the Central Provinces. The southern half of the Central Provinces received 7·14 inches, or 58 per cent. more than its normal amount. The rainfall of the month was deficient in the West Coast districts of Guzerat and the Konkan, and also in Hyderabad, but nowhere does the deficiency appear to have been large in amount except perhaps locally in some parts of the North Bombay Deccan. Over the whole of Southern India, including Malabar, Mysore and the Carnatic, there was a moderate excess.

The following table gives complete data, and shows the actual average rainfall and the normal rainfall of the month of the twenty-one districts into which the country is divided, so far as it is indicated by the telegraphic reports of a few stations in each district:

Districts.	Number of Stations.	Normal Average Rainfall in August.	Actual Average Rainfall in August 1889.	Difference from the Average in August 1889.
Punjab, West	7	5·94	6·40	+ 0·46
" East	4	9·42	10·81	+ 1·39
North-Western Provinces, Trans-Gangetic	8	13·95	18·69	+ 4·74
" " Cis-Gangetic	3	10·53	9·96	— 0·57
Behar	2	12·75	11·96	— 0·79
North Bengal	3	18·99	14·11	— 4·88
Assam—Cachar	3	16·02	12·21	— 3·81
Lower Bengal and Chutia Nagpur	8	14·30	10·67	— 3·63
Orissa—North Circars	5	9·56	10·37	+ 0·81
Central Provinces, South	7	12·34	19·48	+ 7·14
Berar—Khandeish	2	6·78	8·31	+ 1·53
Rajputana, Central India, Saugor, and Nerbudda.	9	11·89	16·30	+ 4·41
Sind—Cutch	3	1·99	2·03	+ 0·04
Guzerat	3	7·70	5·30	— 2·40
Konkan	4	15·30	9·49	— 5·81
Deccan—Hyderabad	5	6·59	4·95	— 1·64
Malabar	5	20·69	21·76	+ 1·07
Mysore—Bellary	4	5·06	5·46	+ 0·40
Carnatic	6	4·04	5·13	+ 1·09
Lower Burmah	7	25·01	29·63	+ 4·62
Ceylon	1	5·22	4·49	— 0·73

SIMLA, *27th September, 1889.*

JOHN ELIOT,
Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, September 30th, 1889.

The meteorological changes of the past week have exhibited a steady advance towards cold weather conditions, the rainfall area has contracted and the fine settled conditions which in the preceding week were confined to North-Western India spread eastward and southward so as by the end of the week to include nearly the whole of the Indian region except Burmah and Assam. The Commander of the Mail Steamer which crossed the Arabian Sea during the week experienced light to moderate westerly to southerly winds and fine weather during the passage. Hence it may fairly be concluded that so far as the greater part of the Indian region is concerned the monsoon season of 1889 is ended, and that the period of calms and light variable breezes which annually precedes the appearance of the north-east monsoon is apparently setting in. In the extreme south there is still a certain amount of monsoon current which at the close of the week swept across Ceylon and the Bay and gave general rain to Burmah, South-East Bengal and Assam, but this was the only region where anything approaching monsoon conditions prevailed. A very feeble low pressure area was established over the Bay, Burmah and Lower Bengal on the 25th, and for a time conditions were favourable to the formation of a considerable depression, but the barometer rose on the 26th and the depression slowly moved northward into Bengal, where it filled up.

On the 24th pressure was high on the Malabar Coast, low in Sind, and low within a large area which enclosed Bengal, the North-Western Provinces, the Circars and the north of the Bay. The winds varied largely in direction. There was a fairly steady westerly and south-westerly current across the Sind and Guzerat Coasts into Rajputana, a north-westerly current in the Central Provinces, and a south-easterly and easterly current along the foot of the hills. Elsewhere the directions were very variable. On the 25th a well marked but shallow depression overlay the Bay, Burmah and Bengal. The barometric depression was however apparently very slight, and beyond north-easterly winds in Bengal there was very little trace of cyclonic movement. Light easterly and south-easterly winds prevailed along the foot of the hills and north-westerly to westerly winds over the central parts of the country and the Gangetic plain, but elsewhere the directions were very variable. On the 26th the barometer was rising generally, but owing to the comparatively slight increase over the Bay, the depression in that region was somewhat more strongly marked than on the previous day, more particularly to the southward, where gradients were moderately steep and where probably a moderately strong monsoon current was blowing. Cyclonic movements around the Bay were more marked than on the preceding day, there being a general indraught from the shores towards the centre of the Bay. A north-westerly and westerly current is blowing down the Gangetic plain and variable breezes over the Peninsula. The Chart of the 27th showed that the depression had moved quickly northward and lay over Bengal and that it had become very much smaller. The cyclonic movements over the Bay had consequently disappeared and westerly and west-north-westerly winds prevailed over Northern India, south-easterly and easterly winds in Burmah, and calms and variable winds in the Peninsula and at the central stations. Gradients were still moderately steep in the south, and a fairly strong monsoon current prevailed at Colombo and across the south of the Bay. On the 28th the general features of the pressure distribution were the same, readings decreasing from a high pressure area overlying the Malabar Coast and the south of the Bay to a low pressure area over Bengal. Over the Peninsula calms and variable breezes still prevailed, but over the greater part of India there was a fairly general westerly or west-north-westerly current, and over Burmah winds from south-west to south-east. In Ceylon and across the south of the Bay a fairly strong monsoon current still prevailed. On the 29th pressure fell over North-Western India, while it rose slowly over the Peninsula. In consequence barometric gradients became steeper generally and much of the variability which had previously characterised the wind directions disappeared, and a fairly general westerly or west-north-westerly current prevailed over a large part of India. In Burmah the wind was south-westerly and south-easterly. On the 30th the barometer had risen briskly over Northern India and slightly in the south. Hence the gradient had decreased and the wind, more particularly over the Peninsula and the central parts of the country, become again variable. In Northern India the wind was west-south-westerly and in Burmah southerly and south-westerly.

Temperature.—Most of the variations of temperature from the mean during the past week have been due to the varying amount of rain received in the different Provinces compared with the average, but the relative coolness of the Punjab and North-Western Provinces is due to other causes. The day temperatures over the region including the North-Western Provinces, the north of Rajputana, the Punjab, Upper Sind, and Baluchistan have on nearly all days exceeded the normal average, but the night temperatures, owing probably to extreme dryness of the air permitting excessive radiation, have been largely below the average, and hence the mean of the day and night observations over this region exhibits a deficiency. In the other Provinces, as stated above, the variations of temperature coincide roughly with the variations of rainfall. Thus in Burmah the earlier days, when rain was slight, were warmer and the latter days, when rain was heavy, were cooler than usual. In Bengal, where rain ceased on the 24th, one day was cooler and six warmer than the average. Bombay and Sind showed the same proportion, and the Central Provinces and Central India were warmer than the average throughout. Madras, where there was a good deal of rain, was cooler than usual. The warmest day was the 26th, when only two Provinces, *viz.*, the Punjab and Madras, reported any deficiency of heat. Maxima exceeding 100° were recorded in several parts of North-Western India throughout the week, the highest reading being 105·4° at Jacobabad on the 24th.

The following table shows the amount of excess or defect of the mean average temperature of the different Provinces for the present and for the preceding week:

PROVINCES.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of Present Week from Normal.
Burmah	— 0·1°	— 1·0°
Bengal	— 0·9°	+ 1·0°
North-Western Provinces	+ 0·2°	— 0·7°
Punjab	+ 1·0°	— 0·8°
Bombay	+ 2·0°	+ 0·9°
Central Provinces	+ 2·2°	+ 2·1°
Guzerat and Central India	+ 2·9°	+ 1·6°
Sind and Rajputana	+ 3·5°	+ 0·6°
Madras	— 0·7°	— 0·9°

This table shows that except in Bengal the weather has on the whole, and relatively to the average, been cooler during the present than during the past week.

Rain.—As mentioned above, the amount and extent of rainfall have both decreased during the past week. The rainbearing monsoon current has practically ceased except in the extreme south, and there have been no travelling cyclones such as occasionally carry heavy rain over a large tract of country. Hence conditions have been generally unfavourable to rainfall and the most part of the rain shown in the concluding table is due to showers.

The following is a brief description of the daily distribution of rainfall:

On the 24th a few slight showers were reported from parts of the Punjab and general rain from Lower Bengal, Assam, Lower Burmah and the whole of the

Peninsula south of Vizagapatam on the one side and Ratnagiri on the other. On the South-West Coast the amounts were large. On the 25th rain had ceased in the north-west and almost ceased in Bengal, but in Burmah and the Peninsula general rain continued. A similar distribution prevailed on the 26th, 27th, 28th, and 29th, the amount of rain over the Peninsula steadily becoming less, though the extent of the rainfall area remained little altered. On the 30th rain practically ceased over the Peninsula. It continued to fall in Burmah, and a patch of rain also occurred over the Central Provinces.

The concluding table shows that the rainfall of the week was in excess at only sixteen of the rainfall districts and in defect at thirty-two districts, while in two there was no variation from the average. Sind and Chutia Nagpur have received no rainfall whatever. In the former division none is expected and the defect is unimportant, but in Chutia Nagpur the normal fall is about 1½ inch. In the Punjab the average rainfall throughout the whole Province is less than $\frac{1}{10}$ of an inch, and in some districts in that Province the deficiency is large. In the North-Western Provinces and Rajputana the rainfall has been almost equally scanty both absolutely and relatively to the average. In contrast with these scanty rainfalls are the rainfalls of Tenasserim, Arakan and the west of the Peninsula, where the amount of rain received during the week has been from two to three times the normal.

The whole of Burmah and the Surma Valley of Assam have received excessive rain, the excess in Tenasserim and Arakan being large and in Cachar and Lower Burmah small. The whole of Northern India, comprising Bengal, the North-Western Provinces, the Punjab and Rajputana, has on the contrary received a short supply, the deficiency ranging from only a few hundredths in parts of the Punjab to as much as 3 inches in North Bengal. The rainfall of the west of the Peninsula comprising the divisions of Malabar, Coorg, Mysore, the Konkan and the Bombay Deccan, as well as northward over Khandeish and the west of the Central Provinces, has been everywhere in excess of the average. The heaviest fall relatively to the average was in the Konkan, where the amount was three times the average. In the central parts of the country including Berar, the greater part of the Central Provinces, Central India, Kathiawar and Guzerat the rainfall was more or less short; but as the amount ordinarily received over the greater part of this district is not large at this season, the deficiency is probably unimportant. Over the east of the Peninsula the rainfall in relation to the average varies a good deal, excessive falls being reported from Jeypore (Madras), Hyderabad, and the centre and south of the East Coast, and defective falls from the Circars and Central and South Madras.

The returns of maximum falls now show very few large amounts. In Tenasserim one station received 21 and another 18 inches of rain during the week, but these amounts were exceptional, and in other parts of Burmah there were no heavy amounts recorded. Cherrapunji received only 4½ inches and in most of the other districts in Bengal and Assam the falls were proportionately low; but in some parts of Behar amounts varying between 3 and 9 inches were reported. In the North-Western Provinces, the Punjab, Rajputana, Sind and Guzerat there were hardly any stations the total rainfall of which exceeded 1 inch; but in the central parts of the North-Western Provinces there was a local patch of rain where the week's amounts varied between 2 and 6 inches. In the West Coast districts there were several instances of heavy falls, the largest being 15 inches at Karwar and 10½ inches at Cannanore. In the central parts of the country the falls were fairly large, and in Madras they varied between 2 and 7 inches.

The state of the seasonal rainfall is shown in the concluding column of the table. The following are the divisions in which the total rainfall since the middle of May is deficient by amounts exceeding 10 per cent.:—Lower and Central Burmah, East and Deltaic Bengal, the west of the North-Western Provinces, the Central, Submontane, Hill and north-west districts of the Punjab, Khandeish, Guzerat, Sind and Rajputana West. Of these the only addition since last week is Deltaic Bengal.

PROVINCE.	DIVISION.	Rainfall Data for Week ending September 30th, 1889.			Rainfall Data from May 13th to September 30th, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to September 30th.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	15·38	5·18	+10·20	181·04	170·47	+ 6
	Lower Burmah	4·33	3·22	+ 1·11	71·77	86·23	— 17
	Central Burmah	3·41	2·59	+ 0·82	55·11	68·96	— 20
	Upper Burmah	3·46	?	?	28·60	?	?
	Arakan	6·68	3·21	+ 3·47	164·64	171·67	— 4
Bengal and Assam	Eastern Bengal	1·45	2·45	— 1·00	64·94	75·47	— 14
	Assam (Surma)	4·08	3·92	+ 0·16	114·39	90·09	+ 27
	Do. (Brahmaputra)	2·15	2·50	— 0·35	93·82	77·03	+ 22
	Deltaic Bengal	0·36	1·42	— 1·06	42·47	48·08	— 11
	Central Bengal	0·43	1·90	— 1·47	46·08	47·93	— 3
	North Bengal	1·11	3·95	— 2·84	90·40	89·96	+ 7
	Orissa	0·46	1·80	— 1·34	41·32	45·44	— 1
	Chutia Nagpur	0	1·39	— 1·39	42·22	44·92	— 6
	Behar (South)	0·55	1·93	— 1·38	40·33	37·86	+ 7
	Do. (North)	1·36	2·15	— 0·79	52·58	43·32	+ 21
North-Western Provinces and Oudh.	North-Western Provinces (East).	0·10	0·94	— 0·84	43·70	32·67	+ 34
	Oudh (South)	0·20	0·91	— 0·71	40·43	33·01	+ 22
	Do. (North)	0·10	1·17	— 1·07	42·21	35·64	+ 18
	North-Western Provinces (Central).	0·49	0·49	0	26·98	28·19	— 4
	North-Western Provinces (West).	0·03	0·25	— 0·22	21·64	25·57	— 15
	North-Western Provinces (Submontane).	0·09	0·97	— 0·88	48·54	38·99	+ 25
Punjab	Punjab (South)	0·19	0·22	— 0·03	11·62	12·29	— 4
	Do. (Central)	0·06	0·25	— 0·19	16·75	21·09	— 21
	Do. (Submontane)	0·03	0·56	— 0·53	20·52	24·62	— 17
	Do. (Hill Districts)	0·05	1·93	— 1·88	59·28	77·35	— 23
	Do. (North-West)	0·11	0·32	— 0·21	16·09	18·42	— 13
	Do. (West)	0·01	0·12	— 0·11	6·72	6·53	+ 3
Bombay and Malabar Coast Districts (Madras).	Malabar	4·34	2·16	+ 2·18	103·03	97·11	+ 6
	Madras (South Central)	1·05	1·31	— 0·26	31·53	15·59	+110
	Coorg	5·23	2·61	+ 2·62	99·01	92·84	+ 7
	Mysore	2·63	1·11	+ 1·53	21·54	19·25	+ 12
	Konkan	5·23	1·76	+ 3·47	122·89	93·94	+ 31
	Bombay Deccan	3·58	1·29	+ 2·29	28·56	27·12	+ 5
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	2·51	1·51	+ 1·00	19·44	22·28	— 13
Central Provinces and Berar.	Berar	1·09	1·59	— 0·50	30·64	30·35	+ 1
	Central Provinces (West)	1·14	1·05	+ 0·09	34·37	38·29	— 10
	Ditto (Central)	0·21	1·00	— 0·79	49·84	48·06	+ 4
	Ditto (East)	1·15	1·34	— 0·19	53·09	47·46	+ 12
Bombay (North)	Guzerat	0·29	1·05	— 0·76	33·68	37·89	— 11
	Kathiawar	0·20	0·20	— 0·00	26·05	26·34	— 1
	Sind	0	0	0	1·55	4·39	— 64
Rajputana and Central India.	Central India (East)	0·30	1·19	— 0·89	37·31	34·56	+ 8
	Rajputana (East), Central India (West).	0·05	0·54	— 0·49	28·51	25·41	+ 12
	Rajputana (West)	0·12	0·21	— 0·09	8·73	12·89	— 32
Madras	East Coast (North)	0·54	1·76	— 1·22	31·95	24·53	+ 30
	Do. (North)	2·26	1·13	+ 1·07	34·85	35·51	— 2
	Hyderabad (South)	1·19	1·00	+ 0·19	24·05	20·61	+ 17
	Madras (Central)	1·45	1·72	— 0·27	21·39	16·91	+ 26
	East Coast (Central)	1·56	1·41	+ 0·15	18·53	17·91	+ 3
	Ditto (South)	2·13	1·17	+ 0·96	18·05	15·33	+ 22
	Madras (South)	0·14	0·88	— 0·74	9·31	8·37	+ 11

SIMLA, *3rd October, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 28th September.*—Rainfall fair and general; slight in Madras, Tinnevelly and Coimbatore. Crops generally good, but dry crops suffering from excessive rain in parts of Kistna, Bellary and Anantapur; damaged by floods in Kurnool, and withering from want of rain or water in parts of Chingleput and South Arcot. Prices rising in five districts, falling in eleven, and stationary in others. Labourers employed on last day of week on Rushikulya works, 3,618; Gopalpore Canal, 744; Ghat Roads, 3,971; other minor works, 6,376. Number on village relief on 21st September, 38,222, including 23,090 children; fed in kitchens, 10,628, including 7,645 children. Imports into Ganjam during week by sea and land, 636 tons. General prospects favourable.

Bombay.—*For week ending 2nd October.*—Rain during week good and beneficial to crops and fodder throughout the Deccan, Southern Mahratta Country, and Ratnagiri; moderate or slight in other districts of the Presidency Proper. More rain needed in one taluka of Khandesh and parts of Guzerat, Nasik, Thana and Colaba. Standing crops damaged by locusts almost throughout Sind and in parts of Ahmedabad, Khandesh and Baroda. Cotton blighted in parts of Hyderabad, and *bajri* damaged by excessive rain in one taluka of Poona. Crops otherwise good except in one taluka of Khandesh. Sowing of late crops retarded by excessive rain in parts of Ahmednagar and Dharwar; progressing in other districts. Fodder scarce in parts of Dharwar.

Bengal.—*For week ending 1st October.*—Practically no rainfall during the week except in the eastern districts and Darjeeling. The break has been beneficial in the northern districts, where heavy rain fell in the previous week; but more rain is wanted in some of the western districts and in Balasore and Singhbhum. Winter rice is generally promising except in parts of Burdwan, Hughli and Balasore where the rainfall has been scanty, and in places in Central and Northern Bengal where some damage has been done by floods. The floods in Murshidabad, Nadiya, and Jessore are subsiding rapidly. Harvesting of early rice, jute and other autumn crops is nearly over, and cultivation for *rabi* crops has begun. Sugarcane is generally in fair condition. Scarcity of fodder reported in some places in Dacca and in the east of Bogra. Sufficient foodstocks in the affected tracts. In Chumparun and Muzaffarpur loans and charitable reliefs are being given, but in the latter district the demand for charity is decreasing. In Midnapur 349 persons received charity during the past week.

North-Western Provinces and Oudh.—*For week ending 2nd October.*—The weather has been bright and seasonable. More rain is wanted in some places. *Kharif* harvesting continues; a good outturn expected. Ploughing for and sowing of the *rabi* are in progress. Markets are well supplied, and prices remain steady or show a tendency to fall.

Punjab.—*For week ending 2nd October.*—Slight rain has fallen in Ferozepore and Rawalpindi districts. Prices unsettled in Sialkot, rising in Rawalpindi, and stationary elsewhere. Harvesting of *kharif* crops commenced in certain districts; ploughings for *rabi* sowings commenced. Rain much wanted throughout the Province. Standing crops are reported to be generally good. *Kharif* outturn below average in Umballa. Locust swarms were frequent lately in Mooltan, but did no great damage. Fodder is sufficient everywhere.

Central Provinces.—*For week ending 2nd October.*—Weather cloudy and close, with occasional heavy showers in a few districts; more rain would be

beneficial in Jubbulpore and Bilaspur, but the prospects of the *kharif* crops are generally very good. Ground being ploughed for *rabi* sowings. Linseed sowing commencing in Chhattisgarh. Prices steady.

Burma.—*For week ending 28th September.*—There has been a fair fall of rain throughout Lower Burma, and agricultural prospects are good in all districts. In Upper Burma more rain is wanted in Shwebo; in other districts the fall is reported to have been sufficient and the crop prospect is fair. In Lower Burma the price of paddy has fallen slightly in Akyab, Thongwa, Thayetmyo, Amherst and Mergui, and risen slightly in Tharrawaddy and Henzada; in other districts the price is unchanged. In Upper Burma the price has risen slightly in Shwebo; in the other districts there are no fluctuations. The foodsupply is sufficient throughout the Province.

Assam.—*For week ending 2nd October.*—Weather seasonable. Rainfall light. Reaping of early and transplanting of late rice nearly over. Tea and other crops generally doing well.

Mysore and Coorg.—*For week ending 2nd October.*—Rain in the Civil and Military Station of Bangalore 5·38 inches. Rainfall good throughout the State. Condition of crops and prospects good. No material change in prices.

Rainfall 2·73 inches in Coorg. *Ragi* crops damaged by unseasonable rains; other crops in good condition.

Berar and Hyderabad.—*For week ending 2nd October.*—Average rainfall 1·10 inch in Berar. Weather warm and cloudy. Crops in good condition. Fodder sufficient. Prices of foodgrains stationary. Cattle free from disease.

Rainfall in Hyderabad during the week 3·4 inches. Total since 1st January 32·7 inches. *Abi* crops prospering. Harvesting of some *kharif* crops commenced. Prices stationary.

Central India.—*For week ending 2nd October.*—Rain slight and partial; more wanted in Bundelkhand, elsewhere sufficient. Crops generally good. Prices falling in Goona and parts of Bhopawar; steady elsewhere.

Rajputana.—*For week ending 2nd October.*—Slight rain in a few places. Standing crops slightly damaged by locusts in Meywar, Jeypore, and Marwar. Rain much needed in Kerowlee, Harowtee, Ulwar, and Sirohi. Agricultural stock good. Pasturage sufficient. Fodder dear in Marwar. Prices steady generally.

Nepal.—*For week ending 26th September.*—Unusually heavy rainfall during two days. No damage however to the ripening crops. Prospects remain very good.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XXIII. OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Week ending 8th September 1888. Total mean length open.	Week ending 8th September 1888. Receipts. Total.	Week ending 8th September 1888. Receipts. Per mile open.	Week ending 7th September 1889. Total mean length open.	Week ending 7th September 1889. Receipts. Total.	Week ending 7th September 1889. Receipts. Per mile open.	Total Receipts from 1st April to 8th September 1888. Total.	Total Receipts from 1st April to 8th September 1888. Per mile open per week.	Total Receipts from 1st April to 7th September 1889. Total.	Total Receipts from 1st April to 7th September 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State Lines worked by Companies.												
14th September 1889	East Indian (a)	1,526	6,77,883	444	1,526	6,97,728	457	1,84,98,207	527	1,89,29,603	540	4,31,396	...
14th ditto	Patna-Gya	57	7,448	131	57	7,475	131	1,53,878	140	1,88,233	143	4,355	...
.....	Dildárnagar-Gházipur	...	(b)	...	...	(b)	...	(b)	...	(b)	...	...	...
.....	Sindia	75	4,848	65	...	(c)	...	1,63,410	95	(c)	...	...	...
14th September 1889	Rajputana-Malwa	1,664	3,33,944	204	1,672	2,32,000	139	78,27,646	205	86,85,593	228	8,57,947	1,63,410
14th ditto	Bengal-Nágpur (d)	186	17,597	94	305	(e) 21,507	71	6,97,374	163	(e) 8,02,660	117	1,05,286	...
14th ditto	Southern Mahratta (f)	850	68,651	81	850	54,958	64	17,34,841	89	18,57,418	94	1,22,576	...
14th ditto	Do. Mysore Section	140	10,871	78	299	17,418	59	2,40,436	75	3,39,616	64	99,180	...
7th ditto	Indian Midland	136	7,927	58	749	(g) 41,475	56	3,20,572	102	(g) 12,18,804	82	8,98,232	...
7th ditto	Villupuram-Dharmaveram (Nellore Branch)	83	5,139	62	83	4,418	53	1,12,405	59	1,10,773	58	...	1,632
7th ditto	Bareilly-Pilibhit	30	1,151	32	30	1,175	33	34,768	44	42,850	54	8,082	...
	TOTAL	4,753	11,41,369	240	5,577	10,78,254	193	2,98,13,538	273	3,21,75,550	260	23,62,012	...
	State Lines worked by Government.												
14th September 1889	North Western (h)	2,469	5,70,510	231	2,386	4,78,627	201	1,06,52,356	188	1,18,21,095	217	11,68,739	...
14th ditto	Oudh and Rohilkhand	692	1,03,541	150	692	94,204	136	30,62,310	192	34,37,661	216	3,75,351	...
7th ditto	Bengal Central	125	20,370	163	125	15,370	123	2,78,915	97	3,13,709	109	34,794	...
14th ditto	Wardha Coal	45	11,103	248	45	7,885	175	3,23,706	313	3,40,931	331	17,225	...
7th ditto	Eastern Bengal	673	2,53,335	376	747	2,65,980	300	38,42,737	248	41,79,801	258	3,37,064	...
14th ditto	Nalháti	27	1,256	47	27	1,832	68	43,651	70	43,181	70	...	470
14th ditto	Tirhoot	259	25,179	97	273	24,405	89	7,30,945	128	8,51,007	142	1,20,062	...
14th ditto	Lucknow-Sitapur-Sihrámau	105	4,183	40	105	4,234	40	1,13,246	47	1,49,262	62	36,016	...
7th ditto	Jorhát	25	1,451	58	25	1,090	63	27,056	47	28,182	49	1,126	...
7th ditto	Cherra-Companyganj	7	242	35	7	335	44	2,057	13	3,117	19	1,060	...
7th ditto	Burma (i)	392	41,123	105	553	72,430	131	12,73,121	145	19,40,138	153	6,67,017	...
	TOTAL	4,819	10,32,403	214	4,985	9,70,019	195	2,03,50,100	184	2,31,03,084	204	27,57,984	...
	Lines worked by Guaranteed Companies.												
14th September 1889	Madras	840	1,59,516	190	840	1,58,662	189	37,51,763	194	40,97,423	213	3,45,660	...
7th ditto	South Indian	654	1,10,334	169	654	1,14,912	176	24,94,329	160	26,10,493	175	1,16,164	...
14th ditto	Great Indian Peninsula	1,497	(j) 5,40,554	361	1,440	(k) 3,90,736	271	1,90,85,902	553	1,44,86,540	439	...	45,99,356
7th ditto	Bombay, Baroda and Central India (l)	461	2,22,525	483	461	1,55,000	336	(j) 55,01,814	519	(k) 57,36,381	544	2,34,567	...
	TOTAL	3,452	10,32,929	299	3,395	8,19,310	241	3,08,31,808	388	2,69,30,843	347	...	39,00,965
	GRAND TOTAL (GUARANTEED AND STATE)	13,024	32,06,701	246	13,957	28,07,583	205	8,09,95,446	271	8,22,14,477	262	12,19,031	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	4,24,62,725	142	4,29,79,044	137	5,16,319	...
	NET RECEIPTS	...	...	...	...	...	...	3,85,32,721	129	3,92,35,433	125	7,02,712	...
	Assisted Companies.												
14th September 1889	Tárakeshwar	22	3,850	175	22	4,162	189	1,26,226	249	1,29,411	257	3,185	...
31st August 1889	Dibru Sadiya	...	...	...	...	(m)	...	(n) 1,88,254	110	(o) 2,10,857	123	22,603	...
14th September 1889	Bengal and North-Western	376	28,194	75	376	26,670	71	10,97,161	186	11,62,401	133	65,240	...
7th ditto	Rohilkhand-Kumaun	67	4,904	74	67	6,166	92	1,57,772	107	1,71,051	116	13,279	...
	TOTAL	465	37,008	80	465	39,998	80	15,69,413	126	16,73,720	135	1,04,307	...
	Native States.												
14th September 1889	His Highness the Nizam's Guaranteed	310	33,153	107	354	41,868	118	7,13,461	109	9,88,897	122	2,75,436	...
14th ditto	His Highness the Gaekwar's	59	1,927	33	59	2,260	38	59,327	44	59,434	44	107	...
14th ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	759	36	27	650	24	20,992	43	24,962	40	3,970	...
14th ditto	Bhávnagar-Gondal-Junagarh-Porbandar	209	14,900	71	261	15,846	61	4,42,226	99	6,06,812	102	1,64,586	...
14th ditto	Morvi	65	2,410	35	68	2,741	40	83,971	54	93,099	60	9,128	...
14th ditto	Jodhpore	124	4,249	34	124	5,100	41	1,50,448	56	1,50,989	53	...	8,459
	TOTAL	791	57,404	73	893	68,465	77	14,79,125	86	19,24,193	94	4,45,068	...

(a) Includes the Dildárnagar Gházipur State Railway.
(b) Included with East Indian Railway.
(c) Included with Indian Midland Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itársi State Railways.
(h) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(i) Includes the Toungoo-Mandalay extension.
(j) Includes the Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itársi State Railways.
(k) Includes the Dhond-Manmád, Khámgaon, and Amráoti State Railways.
(l) Includes the Patri Branch.
(m) Return not received
(n) Total receipts from 1st April to 1st September 1888.
(o) Total receipts from 1st April to 31st August 1889.

SIMLA, *3rd October, 1889.*

M. C. BRACKENBURY, *Major, R.E.,*
Under-Secretary.

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SUPPLEMENT TO

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No. 41.} CALCUTTA, SATURDAY, OCTOBER 12, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE FIRST QUARTER OF 1889.

No. 496 R. T., dated Simla, the 17th September, 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Public Works Department Resolution No. 840-R. T., dated 9th September 1884.
" " " " No. 810-R. T., dated 8th September 1885.
" " " " No. 902-R. T., dated 11th September 1886.
" " " " No. 1106-R. T., dated 19th September 1887.
" " " " No. 0102-R. T., dated 28th December 1888.
" " " " No. 298-R. T., dated 3rd July 1889.

Read also—

Director General of Railways' No. 157 (Statistical), dated the 23rd August 1889, forwarding the Abstract Returns of Accidents to Trains, &c., on the open lines of Railway in India for the quarter ended 31st March 1889.

OBSERVATIONS.—As compared with the average of the five* corresponding previous quarters, the number of accidents to trains, rolling stock, permanent-way, &c., shows an increase of 42, or 6·59 per cent., with an increase of 1,977 miles, or 15·43 per cent. in the mean mileage open, and of 1,441,969 miles, or 12·24 per cent. in the train-mileage. The following are the Railways on which the more important fluctuations occurred :—

Railway.	Number of accidents.	Accidents. Increase.	Accidents. Decrease.	Accidents. Percentage of increase.	Accidents. Percentage of decrease.	Train-mileage. Percentage of increase.	Train-mileage. Percentage of decrease.
Rajputana-Malwa	80	9	...	12·70	...	16·34	...
Bengal-Nagpur	24	13	...	118·18	...	30·20	...
Southern Mahratta	50	21	...	72·41	...	78·53	...
Indian Midland	26	19	...	271·43	...	462·17	...
North-Western	75	...	26	...	25·74	15·46	...
Great Indian Peninsula	61	15	...	32·61	...	5·71	...
Dibru-Sadiya	11	...	19	...	63·33	12·08	...
The Nizam's	18	9	...	100·00	...	47·62	...

* Except where statistics for five quarters are not available for any line.

2. The increase of 9 accidents on the Rajputana-Malwa State Railway is chiefly attributable to 14 cases of "Failure of axles" having been reported against 4, and 16 cases of "Failure of couplings" against 10. There was a decrease of 3 accidents under "Trains or engines travelling in the wrong direction through points"; and of 3 under "Broken rails."

3. Of the increase of 13 accidents on the Bengal-Nagpur Railway, 5 were under "Goods trains or parts of Goods trains, engines, &c., leaving the rails" and 5 under "Trains running over cattle on the line."

4. On the Southern Mahratta Railway the number of accidents rose from 29 to 50 or 72·41 per cent., with an increase of 380·25 miles, or 80·05 per cent., in the mean mileage worked, and of 161,616 miles, or 78·53 per cent., in the train-mileage run. The increase chiefly occurred under "Trains running over cattle on the line" and "Trains running over obstructions on the line," the number recorded under the former being 26 against 16 and under the latter 6 against 1.

5. On the Indian Midland Railway, the number of accidents rose from 7 to 26 or 271·43 per cent.; the mean mileage worked increased by 352·75 miles, or 339·18 per cent.; and the train-mileage by 205,925 miles, or 462·17 per cent. The number chiefly increased under "Goods trains or part of Goods trains, engines, &c., leaving the rails," *viz.*, from 1 to 11.

6. Of the decrease of 26 accidents on the North-Western Railway, 6 appear under "Goods trains or parts of Goods trains, engines, &c., leaving the rails"; 7 under "Failure of couplings"; and 5 under "Fire in trains."

7. On the Great Indian Peninsula Railway, there was an increase of 16 accidents under "Fire in trains," and a decrease of 7 under "Goods trains, or parts of Goods trains, engines, &c., leaving the rails."

8. The decrease on the Dibru-Sadiya Railway mainly occurred under "Passenger trains or parts of Passenger trains leaving the rails," from 7 to 2; under "Trains running over cattle on the line," from 7 to 1; and under "Failure of couplings," from 6 to *nil*.

9. On His Highness the Nizam's Guaranteed State Railway, the only noticeable difference was an increase from 3 to 9 under "Trains running over cattle on the line."

10. The casualties resulting from accidents to trains, &c., were among passengers and others: 1 killed and 9 injured, against 1 killed and 18 injured; and among servants 2 killed and 8 injured, against 2 killed and 9 injured.

11. Of the casualties to passengers, 1 was killed and 4 were injured on the North-Western Railway in consequence of an up mixed train colliding with a ballast train at Kallúr Kot, due to the driver of the mixed train running into the station against signals and on to the line where the ballast train was standing Three persons were slightly injured on the Great Indian Peninsula Railway by a down passenger train running into Nándgaon siding and colliding with a ballast train.

12. On the East Indian Railway when a pilot engine was returning to mile 130 for the balance of an up train, which had been left behind owing to the inability of the train engine to drag the load, it collided with the wagons which had not been protected by danger signals. Three railway servants were injured.

13. The following table exhibits the number of accidents under the different classes, due to accidents to trains, rolling stock, permanent-way, &c., and the number of persons killed and injured thereby, *vide* Tables Nos. 3 and 4:—

Serial No.	Causes of Accidents.	Average of corresponding quarters of five previous years.*	First Quarter, 1889.					Total all classes.	
			No.	No. of passengers and others.		No. of Servants.			
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Collisions between passenger trains, or parts of passenger trains	1	1	...	...	...	...	...	...
2	Collisions between passenger trains and goods, or mineral trains, engines and vehicles standing foul of the line	10	9	1	7	...	2	1	9
3	Collisions between goods trains, or parts of goods trains	19	22	...	...	...	3	...	3
4	Collisions between light engines	...	1	...	...	...	...	...	...

* Except where statistics for five quarters are not available for any line.

Serial No.	Causes of Accidents.	Average of corresponding quarters of five previous years.*	First Quarter, 1889.					Total all classes.	
			No.	No. of passengers and others.		No. of Servants.			
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
5	Passenger trains, or parts of passenger trains leaving the rails	26	13	...	...	...	...	...	...
6	Goods trains or parts of goods trains, engines, &c., leaving the rails	70	77	...	...	...	1	...	1
7	Trains or engines travelling in the wrong direction through points	14	12	...	...	...	...	...	...
8	Trains running into stations or sidings at too high a speed	3	3	...	...	...	...	...	...
9	Trains running over cattle on the line	228	229	...	...	...	...	...	...
10	" over obstructions on the line	26	43	...	1	...	...	...	1
11	" through gates at level crossings	11	14	...	...	...	...	...	...
12	The bursting of boilers of engines	} 18	20	...	...	...	...	...	...
12(a)	" of tubes, &c., of engines								
13	The failure of machinery, springs, &c., of engines	49	45	...	...	...	...	...	...
14	" of tyres	1	1	...	...	...	...	...	...
15	" wheels	...	3	...	...	...	...	...	...
16	" axles	6	21	...	...	...	...	...	...
17	" brake apparatus	...	2	...	...	...	...	...	...
18	" couplings	37	29	..	...	...	...	...	...
19	" tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...
20	Broken rails	5	9	...	...	...	...	...	...
21	The flooding of portions of permanent-way	1	2	...	...	...	...	...	...
22	Slips in cuttings or embankments	1	2	...	...	...	...	...	...
23	Fire in trains	57	64	...	...	...	...	...	...
24	Fire at stations, or involving injury to bridges or viaducts	8	15	...	...	1	...	1	...
25	Other accidents	46	42	...	1	1	2	1	3
	1889	...	679	1	9	2	8	3	17
	Total average of corresponding quarters of five previous years*	...	637	1	18	2	9	3	27

* Except where statistics for five quarters are not available for any line.

14. The principal variations occurred under "Passenger trains, or parts of passenger trains, leaving the rails," 13 against 26; "Trains running over obstructions on the line," 43 against 26; "Failure of axles," 21 against 6; and "Failure of couplings," 29 against 37.

15. The decrease under "Passenger trains, or parts of passenger trains leaving the rails" was chiefly due to the number of accidents recorded on the Jorhat and Dibru-Sadiya Railways, being *nil* against 4 and 2 against 7, respectively.

16. Of the 77 cases of "Goods trains or parts of Goods trains, engines, &c., leaving the rails," 11 occurred on the Indian Midland Railway and the same number on the Madras Railway; 8 on the Jorhat State Railway and a similar number on the Dibru-Sadiya Railway; 7 on the Eastern Bengal State Railway; 6 on the East Indian; and 6 on the Bengal-Nagpur Railway.

17. Of the 229 cases of "Trains running over cattle on the line;" 44 occurred on the Eastern Bengal State Railway; 27 on the Rajputana-Malwa State Railway; 26 on the Southern Mahratta Railway; 23 on the North-Western Railway; and 16, 15 and 14, respectively, on the South Indian, Madras, and East Indian Railways.

18. The increase under "Trains running over obstructions on the line" occurred mainly on the Rajputana-Malwa, Southern Mahratta, Oudh and Rohilkhand, Eastern Bengal, and South Indian Railways.

19. Of the 45 cases of "Failure of machinery, springs, &c., of engines," 12 occurred on the North-Western Railway; 6 on the South Indian Railway; 5 on the Rajputana-Malwa; and 5 on the Southern Mahratta Railway.

20. On the Rajputana-Malwa State Railway there were 14 cases of "Failure of axles" out of a total of 21.

21. The decrease of 8 accidents under "Failure of couplings" was mainly due to decreases on the North-Western, Eastern Bengal, and Dibru-Sadiya Railways.

22. The number of cases of "Fire in trains" was the largest on the Great Indian Peninsula Railway, *viz.*, 32 out of a total of 64.

23. Of the 42 accidents classified as "Other accidents," 23 have been returned by the Bombay, Baroda and Central India Railway.

24. The casualties to passengers from causes other than accidents to trains, &c., *vide* Table No. 2, were —

Causes of Accident.	First Quarter, 1889.		Average of corresponding quarters of five previous years.*	
	Killed.	Injured.	Killed.	Injured.
From falling between carriages and platforms	...	4	1	2
Falling on to the platform, ballast, &c., when getting into or out of trains	2	2	2	3
Whilst crossing the line at stations	2	...	1	...
Falling out of carriages during the travelling of trains	3	19	2	14
Other accidents	1	10	3	5
Total	8	35	9	24

* Except where statistics for five quarters are not available for any line.

25. The accidents to servants in the employ of Railways or of Contractors, whilst performing duties connected directly with the transit of passengers and goods, from causes other than accidents to trains, &c., were as follows, *vide* Table No. 2 :—

Causes of Accidents.	First Quarter, 1889.		Average of corresponding quarters of five previous years.*	
	Killed.	Injured.	Killed.	Injured.
During shunting operations	8	11	7	11
Falling of engines, vans, wagons, &c.	...	11	2	11
Coming in contact with over-bridges, &c., during the travelling of trains	...	1	...	2
Coming in contact, while shunting, with vehicles, &c, standing in adjoining lines	2	...	1	1
Getting on or off trains, engines, &c.	1	7	4	10
Whilst loading, unloading or sheeting	...	22	2	17
Whilst breaking, spragging, or choking wheels	...	3	...	2
Whilst working at cranes or capstans	...	5	...	3
Whilst working on the permanent-way or in sidings	...	6	2	6
Whilst walking along the line on the way home, or to work	1	...	1	1
Whilst walking, crossing, or standing on the line	6	8	6	5
Whilst passing between vehicles	1	1	1	2
Whilst attending to the machinery of engines, cleaning them, &c.	...	5	1	5
Whilst attending to gates at level crossings	1	1	...	2
Falling or being caught between vehicles and platforms	...	3	1	1
Falling of ladders, scaffolds, platforms, &c.	1	6	1	3
By falling of lamps, wagon doors, timber, weights, &c.	...	16	1	6
Whilst coupling or uncoupling wagons	2	9	1	7
Miscellaneous	5	35	4	26
Total	28	150	35	121

* Except where statistics for five quarters are not available for any line.

26. Of other persons killed and injured by running trains, &c., 3 were killed and 5 injured, whilst passing over the line at level crossings; 34 were killed and 15 injured, whilst trespassing on the line; 11 committed suicide, and 7 were killed and 1 was injured from miscellaneous causes.

27. The following table exhibits the total number of persons killed and injured from all causes on the whole Indian Railway system, as compared

sponding quarters of five previous years, *vide*

Causes of Accidents.	First Quarter, 1889.		Average of corresponding quarters of five previous years.*	
	Killed.	Injured.	Killed.	Injured.
Passengers.				
From causes beyond their own control	1	11	1	20
From misconduct or want of caution	8	32	8	23
Servants.				
From causes beyond their own control	9	30	5	13
From misconduct or want of caution	21	128	33	119
Others.				
Whilst passing at level crossings	3	5	1	1
Trespassers including suicides	45	15	36	10
Other persons	7	1	2	2
Total	94	222	86	185
Total open mileage	14,792		12,815	
Total train-mileage	13,224,461		11,782,492	

* Except where statistics for five quarters are not available for any line.

28. In addition to the above, 4 persons are reported to have been killed and 40 injured in yards, workshops, &c., and 160 persons to have died in carriages and at stations from causes unconnected with the working of trains.

Resolution.—The large number of failures of axles on the Rajputana-Malwa Railway again attracts notice, 14 cases having occurred during the quarter under review. Failures of couplings on the Rajputana-Malwa Railway take a large proportion, the failures being 16 in a total for all Railways of 29.

The Government of India also observes that, in the cases of "Fire in trains," the large number of 32, or one-half, is recorded as having occurred on the Great Indian Peninsula Railway, out of a total of 64 for all Railways.

Cases of trains running over obstructions on the line have increased considerably, the number reported for the quarter being 43 against an average of 26 in the corresponding quarter of five previous years. The increases are mainly on the Rajputana-Malwa, Southern Mahratta, Oudh and Rohilkhand, Eastern Bengal and South Indian Railways.

The decrease in the total number of accidents on the North-Western and on the Dibru-Sadiya Railways is satisfactory.

Order.—Ordered that this Resolution be communicated, for information, to the Local Governments, Administrations and Officers noted in the margin.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, and Assam.
The Resident at Hyderabad.
The Agents to the Governor General for Central India, Rajputana and Baluchistan.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Central Division.

Ordered also that copies be forwarded for the information of Her Majesty's Government.

Ordered further that this Resolution, with the Abstract Returns, be published in the Supplement to the *Gazette of India*.

M. C. BRACKENBURY, *Major, R.E.*,
Under-Secretary.

Documents accompanying.

Abstract Returns of Accidents for the first quarter of 1889.

TABLE No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported during the First Quarter of 1889 as KILLED or INJURED on the several RAILWAYS open for Traffic in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also in the case of the two former classes between ACCIDENTS happening from Causes beyond their own Control, and ACCIDENTS happening otherwise.

Mean mileage open.	RAILWAYS.		Passengers. From Causes beyond their own Control.		Passengers. From their own Misconduct or want of Caution.		Passengers. Total.		Railway Servants, or Servants of Contractors. From Causes beyond their own Control.		Railway Servants. From their own Misconduct or want of Caution.		Railway Servants. Total.		Other Persons. Whilst passing over Railways at Level-Crossings.		Other Persons. Trespassers and Suicides.		Other Persons. Miscellaneous, not included in preceding columns.		Other Persons. Total.		Total all Classes.	
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	STATE IMPERIAL.																							
(a)1,681¼	East Indian ...	Average for 5 corresponding previous quarters.	...	5	3	7	3	12	3	6	5	24	8	30	...	...	13	2	1	...	14	2	25	44
(b)1,650¼		1889	...	...	4	3	4	3	4	25	1	30	5	55	...	...	14	2	1	...	15	2	24	60
(c) 1,614¼	Rajputana-Malwa ...	Average for 5 corresponding previous quarters.	...	1	1	2	1	3	...	2	2	7	2	9	...	...	1	...	1	...	2	...	5	12
1,691¾		1889	...	...	1	8	1	8	...	...	2	6	2	6	...	...	3	2	...	...	3	2	6	16
(d) 186	Bengal-Nágpur	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	1	...	...	...	1	...	2
286¼		1889	...	...	...	...	...	...	...	...	1	...	1	...	...	1	...	...	...	...	...	1	1	1
(e) 475	Southern Mahratta ...	Average for 4 corresponding previous quarters.	...	...	...	...	...	...	...	...	1	2	1	2	...	...	1	1	...	...	1	1	2	3
855¼		1889	...	1	...	2	...	3	1	2	...	1	1	3	...	...	...	1	...	...	...	1		
129	Ditto, Mysore Section ...	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...		
174		1889	...	...	...	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	...	...		
104	Indian Midland	Corresponding previous quarter.	...	...	...	...	...	...	...	...	...	3	...	3	...	...	...	...	...	...	...	...		
(f)456¾		1889	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	1	...	...	...			
(g) 2,008	North Western	Average for 5 corresponding previous quarters.	1	2	3	5	4	7	1	1	6	12	7	13	...	...	5	1	...	...	5			
2,386		1889	1	4	...	6	1	10	...	1	4	6	4	7	...	...	7	3	...	1	7			
(h) 626¼	Oudh and Rohilkhand . .	Average for 5 corresponding previous quarters.	...	1	...	1	...	2	...	...	2	5	2	5	...	...	3	1	...	...	3			
692¼		1889	...	...	...	2	...	2	..	...	1	3	1	3	...	...	4	...	1	...	5			
45	Wardha Coal	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
45		1889	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	
	STATE PROVINCIAL.																							
(i) 701	Eastern Bengal . . .	Average for 5 corresponding previous quarters.	...	2	...	1	...	3	...	1	2	7	2	8	...	...	4	1	...	...	4	1	6	
798		1889	...	...	...	2	...	2	1	...	4	12	5	12	...	...	5	1	...	...	5	1		
27¼	Nalháti	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27¼		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
224¼	Tirhoot	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...
273		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	2	...	2	...
79	Lucknow-Sitapur-Sihrámau ...	Average for 2 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
105		1889	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
30¼	Jorhát	Average for 3 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30¼		1889	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6¼	Cherra-Companyganj . .	Average for 2 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7¼		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
289¾	Burma	Average for 5 corresponding previous quarters.	...	...	...	1	...	1	...	...	...	2	...	2	...	...	...	1	...	...	...	1	...	4
(j) 392		1889	...	...	1	2	1	2	...	...	1	1	1	1	...	...	...	...	1	...	1	...	3	3
	GUARANTEED COMPANIES.																							
851	Madras	Average for 5 corresponding previous quarters.	...	2	...	...	...	2	...	...	3	6	3	6	...	1	1	...	...	...	1	1	4	9
839		1889	...	...	1	...	1	...	1	...	2	10	3	10	...	...	2	...	2	...	4	...	8	10
(k) 670¼	South Indian . . .	Average for 5 corresponding previous quarters.	...	1	...	1	...	2	...	...	2	12	2	12	...	...	1	...	...	1	1	1	3	15
738		1889	...	...	...	3	...	3	...	...	...	6	...	6	1	...	1	...	...	...	2	...	2	9
(l)1,494¼	Great Indian Peninsula . .	Average for 5 corresponding previous quarters.	...	6	1	1	1	7	...	...	6	26	6	26	1	...	3	1	...	1	4	2	11	35
(m)1,446¼		1889	...	3	...	...	...	3	...	...	1	35	1	35	...	1	4	4	2	...	6	5	7	43
(n) 461	Bombay, Baroda and Central India	Average for 5 corresponding previous quarters.	...	...	...	1	...	1	...	...	2	10	2	10	...	...	1	...	...	...	1	...	3	11
461		1889	...	3	...	2	...	5	1	...	1	10	2	10	2	1	...	...	...	...	2	1	4	16
	ASSISTED COMPANIES.																							
51	Darjeeling-Himalayan . .	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...
51		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	1	1	1	1
5¼	Deoghur	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4¾		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
78	Dibru-Sadiya . . .	Average for 2 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
78		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
330¼	Bengal and North-Western .	Average for 4 corresponding previous quarters.	...	...	...	...	...	...	...	1	1	...	1	1	...	1	...	...	...	...	...	1	1	
376		1889	...	...	1	...	1	...	1	1	1	2	2	3	...	1	1	...	...	...	1	1	4	

(a) Includes the Patna-Gya, Sindia, Dildárnagar-Ghazipur and Tárakeshwar Railways for five quarters; and the Indian Midland Railway for four quarters.
(b) Includes the Patna-Gya, Dildárnagar-Ghazipur and Tárakeshwar Railways for three months; and the Sindia State Railway for two months.
(c) Includes H. H. the Gaekwar's Viramgam Mehsána-Vadnagar State Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Bellary-Kistna State Railway.
(f) Includes the Bhopal-Itársi State Railway for three months; and the Sindia State Railway for one month.
(g) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(h) Includes the Benares Branch.
(i) Includes the Bengal Central Railway.
(j) Includes the Toungoo-Mandalay Extension.
(k) Includes the Villupuram-Dharmavaram State Railway, Nellore Branch. Excludes the mileage, but includes the accidents of the Pondicherry Railway.
(l) Includes the Dhond-Manmád, Amráoti, Khámgaon, and Bhopal-Itársi State Railways.
(m) Includes the Dhond-Manmád, Amráoti, and Khámgaon State Railways.
(n) Includes the Patri Branch.

SUPPLEMENT TO THE GAZETTE OF INDI

TABLE No. 1—*concluded.*

GENERAL TOTAL.

Number of Persons reported during the First Quarter of 1889 as KILLED or INJURED on the several Railways open for Traffic in INDIA, &c.—*concluded.*

Mean mileage open.	RAILWAYS.		Passengers. From Causes beyond their own Control. Killed.	Injured.	From their own Misconduct or want of Caution. Killed.	Injured.	Total. Killed.	Injured.	Railway Servants or Servants of Contractors. From Causes beyond their own Control. Killed.	Injured.	From their own Misconduct or want of Caution. Killed.	Injured.	Total. Killed	Injured.	Other Persons. Whilst passing over Railways at Level-Crossings. Killed.	Injured.	Trespassers and Suicides. Killed.	Injured.	Miscellaneous, not included in preceding columns. Killed.	Injured.	Total. Killed.	Injured.	Total Class Killed.	
	ASSISTED COMPANIES—*concld.*																							
(a) 91	Rohilkhand-Kumaun	Average for 4 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
91		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8	Thatôn-Duyinzáik	Average for 2 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	FOREIGN.																							
	Pondicherry		...	...	...	...	...	...	...	Worked by the South Indian Railway.					...	...	...	...	...	...	...	...	...	...
	West of India Portuguese		...	...	...	...	...	...	...	...	Information not furnished.				...	...	...	...	...	...	...	...	...	...
	NATIVE STATES.																							
169½	H. H. the Nizam's Guaranteed	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	2	...	1	...	3	...	...	1	...	...	...	1	...	1	3
(b) 334		1889	...	...	...	1	...	1	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	3
59	H. H. the Gaekwar's	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
58¾		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
193	Bhávnagar-Gondal-Junágarh-Porbandar.	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
242½		1889	...	...	...	...	...	...	...	...	1	...	1	...	...	...	1	...	...	...	1	...	2	...
60	Morvi	Average for 2 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
68		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
65¼	Jodhpore	Average for 5 corresponding previous quarters.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
124		1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12,815	TOTAL	Average for 5 corresponding previous quarters(c).	1	20	8	20	9	40	5	13	33	119	38	132	1	1	36	10	2	2	39	13	86	185
14,793		1889	1	11	8	32	9	43	9	30	21	128	30	158	3	5	45	15	7	1	55	21	94	222

(a) Includes the Bareilly-Pilibhit State Railway.

(b) Includes the Berrada Extension.

(c) Except where statistics for five quarters are not available for any line.

TABLE No. 2.

TABLE No. 2.

NUMBER of PERSONS reported during the First Quarter of 1889 as KILLED or INJURED on all RAILWAYS open for Traffic in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable, the Nature and Causes of the Accidents occasioning the Death or Injury.

Serial Number.	RAILWAYS.	PASSENGERS. From accidents to trains, &c. See Table No. 4. Killed.	Injured.	From causes other than accidents to Trains, &c. 1. From falling between carriages and platforms. Killed.	Injured.	2. Falling on to the platform, ballast, &c., when getting into or out of trains. Killed.	Injured.	3. Whilst crossing the line at stations. Killed.	Injured.	4. By closing of carriage doors. Killed.	Injured.	5. Falling out of carriages during the travelling of trains. Killed.	Injured.	6. Other accidents. Killed.	Injured.	Total. Killed.	Injured.	Total Passengers. Killed.	Injured.
	STATE IMPERIAL.																		
1	East Indian (a) ...	...	...	...	1	1	...	1	...	...	...	1	1	1	1	4	3	4	3
2	Rajputana-Malwa (b) ...	...	...	...	...	...	...	...	...	...	...	1	4	...	4	1	8	1	8
3	Bengal-Nágpur (c) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4	Southern Mahratta (d) ...	...	...	...	...	...	...	...	...	...	...	...	1	...	2	...	3	...	3
5	Ditto Mysore Section	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	Indian Midland (e) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	North Western (f) ...	1	4	...	...	...	...	...	...	...	...	...	6	...	...	...	6	1	10
8	Oudh and Rohilkhand (g)	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	2	...	2
9	Wardha Coal ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL.																		
10	Eastern Bengal (h) ...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	2	...	2
11	Nalháti ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	Tirhoot ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	Lucknow-Sitapur-Sihrámau	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1
14	Jorhát ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	Cherra-Companyganj ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	Burma (i) ...	...	...	...	2	1	...	...	...	...	...	...	...	...	...	1	2	1	2
	GUARANTEED COMPANIES.																		
17	Madras ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1	...	1	...
18	South Indian (j) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19	Great Indian Peninsula (k) ...	...	3	...	...	...	...	...	...	...	...	...	3	...	...	...	3	...	3
20	Bombay, Baroda and Central India (l).	...	1	...	...	...	...	...	...	...	...	...	1	...	3	...	4	...	5
	ASSISTED COMPANIES.																		
21	Darjeeling-Himalayan ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22	Deoghur ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	Dibru-Sadiya ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	Bengal and North-Western ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	..
25	Rohilkhand-Kumaun (m) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Thâton-Duyinzsik ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	FOREIGN.																		
27	Pondicherry ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	West of India Portuguese ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	NATIVE STATES.																		
29	H. H. the Nizam's Guaranteed (n)	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	1	...	1
30	H. H. the Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	Bhávnagar-Gondal-Junágarh-Porbandar.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
32	Morvi ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	Jodhpore ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ... 1889...	1	8	...	4	2	2	2	...	...	...	3	19	1	10	8	35	9	43
	TOTAL ... Average for 5 corresponding previous quarters (o) ...	...	16	1	2	2	3	1	...	...	...	2	14	3	5	9	24	9	40

Serial Number.	RAILWAYS.	SERVANTS. From accidents to trains, &c. See Table No. 4. Killed.	Injured.	From causes other than accidents to Trains, &c. 1. During shunting operations. Killed.	Injured.	2. Falling of engine vans, wagons, &c. Killed.	Injured.	3. Coming in contact with overbridges, &c., during the travelling of trains. Killed.	Injured.	4. Coming in contact, while shunting, with vehicles, &c., standing in adjoining lines. Killed.	Injured.	5. Getting on or off trains, engines, &c. Killed.	Injured.	6. Whilst loading, unloading, or sheeting. Killed.	Injured.
	STATE IMPERIAL.														
1	East Indian (a) ...	...	3	...	3	...	...	...	1	...	...	...	...	...	4
2	Rajputana-Malwa (b) ...	...	...	1	...	...	2	...	...	...	...	...	...	...	1
3	Bengal-Nágpur (c) ...	...	...	1	...	...	...	...	...	...	...	...	...	...	...
4	Southern Mahratta (d) ...	1	1	...	...	...	...	...	...	...	...	...	1	...	...
5	Ditto Mysore Section	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	Indian Midland (e) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
7	North Western (f) ...	...	...	1	1	2	...	1	..	...	...	...	1	...	...
8	Oudh and Rohilkhand (g)	...	...	...	...	1	...	...	...	...	...	...	...	...	...
9	Wardha Coal ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...
	STATE PROVINCIAL.														
10	Eastern Bengal (h) ...	...	1	...	1	...	1	...	...	2	...	...	...	...	5
11	Nalháti ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	Tirhoot ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	Lucknow-Sitapur-Sihrámau	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14	Jorhát ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	Cherra-Companyganj ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	Burma (i) ...	...	...	1	...	...	...	...	...	...	...	...	...	1	...
	GUARANTEED COMPANIES.														
17	Madras ...	...	...	1	...	...	...	2	...	...	...	1	...	2	...
18	South Indian (j) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19	Great Indian Peninsula (k) ...	...	...	...	...	...	1	...	...	...	...	1	...	1	...
20	Bombay, Baroda and Central India (l).	...	1	...	4	1	3	...	...	...	...	...	...	...	...
	ASSISTED COMPANIES.														
21	Darjeeling-Himalayan ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22	Deoghur ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	Dibru-Sadiya ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	Bengal and North-Western ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	Rohilkhand-Kumaun (m) ...	1	1	1	...	...	1	...	...	...	...	...	...	...	...
26	Thâton-Duyinzsik ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	FOREIGN.														
27	Pondicherry ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	West of India Portuguese ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	NATIVE STATES.														
29	H. H. the Nizam's Guaranteed (n)	...	...	...	...	...	1	...	...	...	...	...	...	...	...
30	H. H. the Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	Bhávnagar-Gondal-Junágarh-Porbandar.	...	...	1	...	...	...	...	...	...	...	...	...	...	...
32	Morvi ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	Jodhpore ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ... 1889...	2	8	8	11	...	11	...	1	2	...	1	7	...	22
	TOTAL ... Average for 5 corresponding previous quarters (o) ...	3	11	7	11	2	11	...	2	1	1	4	10	2	17

Serial Number.	RAILWAYS.	SERVANTS. From causes other than accidents to Trains, &c. 7. Whilst braking, spragging or chocking wheels. Killed.	Injured.	8. Whilst working at cranes or capstans. Killed.	Injured.	9. Whilst working on the permanent-way or in sidings. Killed.	Injured.	10. Whilst walking along the line on the way home or to work. Killed.	Injured.	11. Whilst walking, crossing, or standing on the line. Killed.	Injured.	12. Whilst passing between vehicles. Killed.	Injured.	13. Whilst attending to the machinery of engines, cleaning them, &c. Killed.	Injured.	14. Whilst attending to gates at level-crossings. Killed.	Injured.	15. Falling or being caught between vehicles and platforms. Killed.	Injured.	16. Falling off ladders, scaffolds, platforms, &c. Killed.	Injured.	17. By falling of lamps, wagon-doors, timber, weights, &c. Killed.	Injured.	18. Whilst coupling or uncoupling wagons. Killed.	Injured.	19. Miscellaneous. Killed.	Injured.	Total. Killed.	Injured.	Total Servants. Killed.	Injured.
	STATE IMPERIAL.																														
1	East Indian (a) ...	...	1	...	3	...	1	1	...	2	1	..	1	...	...	...	1	...	...	1	1	..	10	...	...	1	25	5	52	5	55
2	Rajputana-Malwa (b) ...	...	...	...	...	...	...	...	...	...	2	...	...	...	1	...	...	...	...	...	...	...	1	...	...	...	...	2	6	2	6
3	Bengal-Nágpur (c) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	..
4	Southern Mahratta (d) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	2	1	3	...
5	Ditto Mysore Section	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	2	...	2	...
6	Indian Midland (e) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...
7	North Western (f) ...	...	...	1	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	4	6	4	7	...
8	Oudh and Rohilkhand (g)	...	...	...	...	...	...	...	...	...	...	1	...	...	1	...	...	...	...	...	...	...	...	...	...	1	...	1	3	1	3
9	Wardha Coal ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
	STATE PROVINCIAL.																														
10	Eastern Bengal (h) ...	...	1	...	...	...	...	...	...	1	...	...	..	...	...	1	...	...	...	1	..	2	...	...	...	...	1	...	5	11	5
11	Nalháti ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	Tirhoot ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	Lucknow-Sitapur-Sihrámau	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14	Jorhát ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	Cherra-Companyganj ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	Burma (i) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	1	1
	GUARANTEED COMPANIES.																														
17	Madras ...	...	...	...	...	1	...	...	1	...	...	...	...	2	...	...	...	1	...	2	...	1	...	1	1	1	3	10	3	10	...
18	South Indian (j) ...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	6	...	6	1
19	Great Indian Peninsula (k) ...	...	1	...	...	...	...	...	...	...	5	...	...	...	...	...	...	1	...	1	...	2	...	3	...	5	1	35	1	35	...
20	Bombay, Baroda and Central India (l).	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	1	2	2	2	9	2	10	2
	ASSISTED COMPANIES.																														
21	Darjeeling-Himalayan ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22	Deoghur ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23	Dibru-Sadiya ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	1	1	1	...
24	Bengal and North-Western ...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	2	2	3	...
25	Rohilkhand-Kumaun (m) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Thâton-Duyinzsik ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	FOREIGN.																														
27	Pondicherry ...	South Indian Railway.																													
28	West of India Portuguese ...	not furnished.																													
	NATIVE STATES.																														
29	H. H. the Nizam's Guaranteed (n)	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2	...
30	H. H. the Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	Bhávnagar-Gondal-Junágarh-Porbandar.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...
32	Morvi ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	Jodhpore ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL ... 1889...	...	3	...	5	...	6	1	...	6	8	1	1	...	5	1	1	...	8	1	6	...	16	2	9	5	35	28	150	30	158
	TOTAL ... Average for 5 corresponding previous quarters (o) ...	...	2	...	3	2	6	1	1	6	5	1	2	1	5	...	2	1	1	1	3	1	6	1	7	4	26	35	121	38	132

Serial Number.	RAILWAYS.	OTHERS. Whilst passing over the line at level-crossings. Killed.	Injured.	Trespassers. Killed.	Injured.	Suicides. Killed.	Injured.	Miscellaneous. Killed.	Injured.	Total Others. Killed.	Injured.	Totals all Classes. Killed.	Injured.	Serial Number.
	STATE IMPERIAL.													
1	East Indian (a) ...	...	...	8	2	6	...	1	...	15	2	24	66	1
2	Rajputana-Malwa (b) ...	...	...	3	2	...	...	...	...	3	2	6	16	2
3	Bengal-Nágpur (c) ...	...	1	...	...	...	...	...	...	...	1	1	1	3
4	Southern Mahratta (d) ...	...	...	...	1	...	...	...	...	...	1	1	7	4
5	Ditto Mysore Section	...	...	...	...	...	...	...	...	...	...	...	2	5
6	Indian Midland (e) ...	...	...	...	1	...	...	...	...	...	1	...	2	6
7	North Western (f) ...	...	...	6	3	1	..	..	1	7	4	12	21	7
8	Oudh and Rohilkhand (g)	...	...	2	...	2	...	1	...	5	...	6	5	8
9	Wardha Coal ...	...	...	...	...	...	...	...	...	...	...	...	1	9
	STATE PROVINCIAL.													
10	Eastern Bengal (h) ...	...	...	5	1	...	...	...	...	5	1	10	15	10
11	Nalháti ...	...	...	...	...	...	...	...	...	...	...	...	...	11
12	Tirhoot ...	...	...	2	...	...	...	...	...	2	...	2	...	12
13	Lucknow-Sitapur-Sihrámau	...	...	...	...	...	...	...	...	...	...	...	1	13
14	Jorhát ...	...	...	...	...	...	...	...	...	...	...	...	...	14
15	Cherra-Companyganj ...	...	...	...	...	...	...	...	...	...	...	...	...	15
16	Burma (i) ...	...	...	...	...	...	...	1	...	1	...	3	3	16
	GUARANTEED COMPANIES.													
17	Madras ...	...	...	1	...	1	...	2	...	4	...	8	10	17
18	South Indian (j) ...	1	...	1	...	...	...	...	...	2	...	2	9	18
19	Great Indian Peninsula (k) ...	...	1	4	4	...	...	2	...	6	5	7	43	19
20	Bombay, Baroda and Central India (l).	2	1	...	...	...	...	...	...	2	1	4	16	20
	ASSISTED COMPANIES.													
21	Darjeeling-Himalayan ...	...	...	1	1	...	...	...	...	1	1	1	1	21
22	Deoghur ...	...	...	...	...	...	...	...	...	...	...	...	...	22
23	Dibru-Sadiya ...	...	1	...	...	...	...	...	...	...	1	1	2	23
24	Bengal and North-Western ...	...	1	...	...	1	...	...	...	1	1	4	4	24
25	Rohilkhand-Kumaun (m) ...	...	...	...	...	...	...	...	...	...	...	...	...	25
26	Thâton-Duyinzsik ...	...	...	...	...	...	...	...	...	...	...	...	...	26
	FOREIGN.													
27	Pondicherry ...	...	...	...	...	...	...	...	...	...	...	...	...	27
28	West of India Portuguese ...	...	...	...	...	...	...	...	...	...	...	...	...	28
	NATIVE STATES.													
29	H. H. the Nizam's Guaranteed (n)	...	...	...	...	...	...	...	...	...	...	...	3	29
30	H. H. the Gaekwar's	...	...	...	...	...	...	...	...	...	...	...	...	30
31	Bhávnagar-Gondal-Junágarh-Porbandar.	...	...	1	...	...	...	...	...	1	...	2	...	31
32	Morvi ...	...	...	...	...	...	...	...	...	...	...	...	...	32
33	Jodhpore ...	...	...	...	...	...	...	...	...	...	...	...	...	33
	TOTAL ... 1889...	3	5	34	15	11	...	7	1	55	21	94	222	
	TOTAL ... Average for 5 corresponding previous quarters (o) ...	1	1	28	10	8	...	2	2	39	13	86	185	

(a) Includes the Patna-Gya, Dildárnagar-Ghazipur and Tárakeshwar Railways for three months; and the Sindia State Railway for two months.
(b) Includes H. H. the Gaekwar's Viramgam-Mehsána-Vadnagar State Railway.
(c) Includes the Kalgi-Umaria Branch.
(d) Includes the Ballary-Kistna State Railway.
(e) Includes the Bhopal-Itársi State Railway for three months; and the Sindh State Railway for one month.
(f) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(g) Includes the Benares Branch.
(h) Includes the Bengal Central Railway.
(i) Includes the Tonngo-Mandalay Extension.
(j) Includes the Villupuram-Dharmavaram State Railway, Nellore Branch, and Pondicherry Railway.
(k) Includes the Dhond-Manmad, Amraoti and Khámgam State Railways.
(l) Includes the Patri Branch.
(m) Includes the Bareilly-Pilibhit State Railway.
(n) Includes the Bezvada Extension.
(o) Except where statistics for five quarters are not available, the average is for four quarters.

TABLE No. 3.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1889 as having occurred on the several RAILWAYS open for Traffic in INDIA, distinguishing the different Classes of Accidents and the Number of Passengers and Others, and of Railway Servants KILLED or INJURED in each Class of Accident.

SEE ALSO TABLE No. 4.

STATE IMPERIAL.

	East Indian (a).							Rajputana-Malwa (b).							Bengal-Na'gpur. (c).						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	6	...	...	...	3	...	3	1	...	...	...	...	...	...	1	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	6	...	...	...	...	...	...	3	...	...	...	...	...	...	6	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
9. Trains running over cattle on the line ...	14	...	...	...	...	...	...	27	...	...	...	...	...	...	8	...	...	...	...	...	...
10. Ditto over obstructions on the line..	4	...	1*	...	...	...	1	6	...	...	...	...	...	...	2	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	1	...	...	...	...	...	...	16	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	2	...	...	...	...	...	...	2	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES ...	31	...	1*	...	3	...	4	80	...	...	...	...	...	...	24	...	...	...	...	...	...
Number of passenger miles	268,100,045							123,359,961							7,255,122						
" of servants employed	26,971							12,158							2,465						
Train-mileage of all descriptions ...	2,180,442							1,643,862							175,052						

	Southern Mahratta (d).															Southern Mahratta Mysore Section.								
	No.	Number of Passengers and others.				Number of Servants.			Total all Classes.				No.	Number of Passengers and others.				Number of Servants.			Total all Classes.			
		Killed.	Injured.			Killed.	Injured.		Killed.	Injured.				Killed.	Injured.			Killed.	Injured.		Killed.	Injured.		
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
4. Collisions between light engines	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...		...	...			1	...	...			...	...		...	...		
7. Trains or engines travelling in the wrong direction through points	1	...	...	...	1	..	1		...	...			...	...	...			...	...		...	...		
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
9. Trains running over cattle on the line ...	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
10. Ditto over obstructions on the line..	26	...	...	...	...	...	...		...	...			7	...	...			...	...		...	...		
11. Ditto through gates at level-crossings	6	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
12(a). Ditto of tubes, &c., of engines ...	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
13. The failure of machinery, springs, &c., of engines	1	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
14. Ditto of tyres	5	...	...	...	...	...	...		...	...			3	...	...			...	...		...	...		
15. Ditto of wheels	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
16. Ditto of axles	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
17. Ditto of brake apparatus	...	...	...	...	...	...	...		...	...			1	...	...			...	...		...	...		
18. Ditto of couplings	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	2	...	...	...	...	...	...		...	...			4	...	...			...	...		...	...		
20. Broken rails	...	...	...	...	...	...	...		...	...			1	...	...			...	...		...	...		
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
23. Fire in trains	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
24. Fire at stations, or involving injury to bridges or viaducts	8	...	...	...	...	...	...		...	...			2	...	...			...	...		...	...		
25. Other accidents	1	...	...	1	...	1	...		...	...			4	...	...			...	...		...	...		
													3	...	...			...	...		...	...		
TOTAL ALL CLASSES ...	50	...	...	1	1	1	1		...	...			9	...	...			...	...		...	...		
Number of passenger miles	28,735,828												5,605,293											
" of servants employed	5,935												1,723											
Train-mileage of all descriptions ...	367,411												46,963											

* Not a passenger, but a cart man was injured on the Sindia State Railway.
(a) Includes the Patna-Gya, Dildárnagar-Ghazipur and Tárakeshwar Railways for three months; and the Sindia State Railway for two months.
(b) Includes H. H. the Gaekwar's Viramgam-Mehsána-Vadnagar State Railway.
(c) Includes the Katni-Umaria Branch.
(d) Includes the Bellary-Kistna State Railway.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1889, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE IMPERIAL—*concluded.*

	Indian-Midland (a).							North Western (b).							Oudh and Rohilkhand (c).						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line..	...	...	...	...	...	...	...	1	1	4	...	1	1	5	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	11	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains of engines travelling in the wrong direction through points	3	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	4	...	..	...	...	...	...	23	...	...	...	...	...	...	8	...	...	...	...	...	...
10. Ditto over obstructions on the line ...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines ...	...	...	...	...	...	...	...	13	...	...	...	...	...	...	3	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	4	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.... ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	1	...	...	...	...	...	...	3	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
25. Other accidents	2	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...
TOTAL ALL CLASSES ...	26	...	..	...	...	...	...	75	1	4	...	1	1	5	21	...	...	...	...	...	...
Number of passenger miles	13,131,810							137,311,658							51,450,036						
" of servants employed	4,553							23,278							6,419						
Train mileage of all descriptions	250,481							1,779,114							653,482						

	Wardha Coal.												State Provincial. Eastern Bengal (e).											
	No.	Number of Passengers and others.				Number of Servants.			Total all Classes.				No.	Number of Passengers and others.				Number of Servants.			Total all Classes.			
		Killed.	Injured.			Killed.	Injured.		Killed.	Injured.				Killed.	Injured.			Killed.	Injured.		Killed.	Injured.		
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line..	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...		...	...			4	...	...			...	1		...	1		
4. Collisions between light engines	...	...	...	...	...	...	...		...	...			5	...	...			...	...		...	...		
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	..	...	...	...	...	...		...	...			1	...	...			...	...		...	...		
7. Trains of engines travelling in the wrong direction through points	...	...	...	...	...	...	...		...	...			7	...	...			...	...		...	...		
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...		...	...			5	...	...			...	...		...	...		
9. Trains running over cattle on the line ...	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
10. Ditto over obstructions on the line ...	...	...	...	...	...	...	...		...	...			44	...	...			...	...		...	...		
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...		...	...			8	...	...			...	...		...	...		
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...		...	...			1	...	...			...	...		...	...		
12(a). Ditto of tubes, &c., of engines ...	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
14. Ditto of tyres	...	...	...	...	...	...	...		...	...			3	...	...			...	...		...	...		
15. Ditto of wheels	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
16. Ditto of axles	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
17. Ditto of brake apparatus	...	...	...	...	...	...	...		...	...			1	...	...			...	...		...	...		
18. Ditto of couplings	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
19. Ditto of tunnels, bridges, viaducts, culverts, &c.... ...	...	...	...	...	...	...	...		...	...			4	...	...			...	...		...	...		
20. Broken rails	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...		...	...			1	...	...			...	...		...	...		
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
23. Fire in trains	...	...	...	...	...	...	...		...	...			...	...	...			...	...		...	...		
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...		...	...			2	...	...			...	...		...	...		
25. Other accidents	...	...	...	...	...	...	...		...	...			4	...	...			...	...		...	...		
													3	...	...			...	...		...	...		
TOTAL ALL CLASSES ...	...	...	...	...	...	...	...		...	...			93	...	...			...	1		...	1		
Number of passenger miles	1,011,594												69,853,774											
" of servants employed	413(d)												10,073											
Train mileage of all descriptions	24,166												681,635											

(a) Includes the Bhopal-Itársi State Railway for three months; and the Sindia State Railway for one month.
(b) Includes the Amritsar-Pathánkot and Rajpura-Bhátinda State Railways.
(c) Includes the Benares Branch.
(d) Includes 21 servants employed on Colliery.
(e) Includes the Bengal Central Railway.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1889, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE PROVINCIAL—*continued.*

	NALHA'TI.							TIRHOOT.							LUCKNOW-SITAPUR-SIHRA'MAU.							JORHA'T.							CHHERA-COMPANYGANJ.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...
Number of passenger miles ...	871,250							19,788,543							3,472,410							130,131							35,230						
" of servants employed ...	109							1,814							538							167							46						
Train mileage of all descriptions ...	12,984							143,282							44,001							4,482							3,390						

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1889, &c.—*continued.*

SEE ALSO TABLE No. 4.

STATE PROVINCIAL—*concluded.* | GUARANTEED COMPANIES.

	BURMA(a).							MADRAS.							SOUTH INDIAN(b).							GREAT INDIAN PENINSULA(c).							BOMBAY, BARODA AND CENTRAL INDIA(d).						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line ...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	3	...	...	...	3	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains ...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains leaving the rails ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails ...	4	...	...	...	...	...	...	11	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	3	...	...	...	...	...	...	15	...	...	...	...	...	...	16	...	...	...	...	...	...	9	...	...	...	...	...	...	2	...	...	...	...	...	...
10. Ditto over obstructions on the line ...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	5	...	...	...	...	...	...	2	...	...	...	...	...	...	2	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a.) Ditto of tubes, &c., of engines ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	1	...	...	...	...	...	...	2	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
14. Ditto of tyres ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles ...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains ...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	3	...	...	...	...	...	...	32	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...
25. Other accidents ...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...	1	...	...	...	...	...	...	23	...	1	...	1	...	2
TOTAL ALL CLASSES ...	12	...	...	...	...	...	...	47	...	...	...	...	...	...	43	...	...	...	...	...	...	61	...	3	...	...	...	3	35	...	1	...	1	...	2
Number of Passenger miles ...	38,128,024							78,793,800							65,845,149							126,337,384							68,260,023						
" of Servants employed ...	4,420							6,466							10,114							25,418							6,350						
Train mileage of all descriptions ...	364,726							570,018							519,507							2,579,414							569,972						

(a) Includes the Toungoo-Mandalay Extension. (b) Includes the Villupuram-Dharmavaram State Railway, Nellore Branch, and Pondicherry Railway. (c) Includes the Dhond-Manmád, Amráoti and Khámgaon State Railways. (d) Includes the Patri Branch.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1889, &c.—*continued.*

SEE ALSO TABLE No. 4.

ASSISTED COMPANIES.

	Darjeeling-Himalayan.							Deoghur.							Dibru-Sadiya.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains leaving the rails	2	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
10. Ditto over obstructions on the line...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES ...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	11	...	...	...	...	...	...
Number of passenger miles	223,987							355,456							191,765						
„ of servants employed	528							54							685						
Train mileage of all descriptions ...	35,112							3,249							28,188						

	Bengal and North-Western.							Rohilkhand-Kumaun(a).						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains leaving the rails	4	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	2	...	...	...	...	...	...	3	...	...	...	...	...	...
10. Ditto over obstructions on the line...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	1	...	...	...	...	...	...	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	3	...	...	1	1	1	1	1	...	...	...	...	...	...
TOTAL ALL CLASSES ...	10	...	...	1	1	1	1	6	...	...	...	...	...	...
Number of passenger miles	17,652,292							1,772,403						
„ of servants employed	3,360							741						
Train mileage of all descriptions ...	194,825							21,376						

(a) Includes the Bareilly-Pilibhit State Railway.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1889—*continued.*

SEE ALSO TABLE NO. 4.

ASSISTED COMPANIES—*concluded.* / FOREIGN. / NATIVE STATES.

	Thatón-Duyinza'ik.							Pondicherry.							West of India Portuguese.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	Worked by the South Indian Railway.							Information not furnished.						
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...														
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...														
4. Collisions between light engines	...	...	...	...	...	...	...														
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...														
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...														
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...														
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...														
9. Trains running over cattle on the line ...	...	...	...	...	...	...	...														
10. Ditto over obstructions on the line...	...	...	...	...	...	...	...														
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...														
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...														
12(a). The bursting of tubes, &c., of engines ...	...	...	...	...	...	...	...														
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...														
14. Ditto of tyres	...	...	...	...	...	...	...														
15. Ditto of wheels	...	...	...	...	...	...	...														
16. Ditto of axles	...	...	...	...	...	...	...														
17. Ditto of brake apparatus	...	...	...	...	...	...	...														
18. Ditto of couplings	...	...	...	...	...	...	...														
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...														
20. Broken rails	...	...	...	...	...	...	...														
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...														
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...														
23. Fire in trains	...	...	...	...	...	...	...														
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...														
25. Other accidents	...	...	...	...	...	...	...														
TOTAL ALL CLASSES ...	...	...	...	...	...	...	...														
Number of passenger miles	72,144							...							...						
„ of servants employed	63							...							...						
Train mileage of all descriptions... ...	3,718							...							...						

	His Highness the Nizam's Guaranteed(a).							H. H. the Gaekwar's.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains, or parts of goods trains	2	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	1	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line ...	9	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, &c., of engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	2	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	1	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	2	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	1	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES ...	18	...	...	...	...	...	...	...	...	...	...	...	...	...
Number of passenger miles	13,526,409							1,358,515						
„ of servants employed	1,606							231						
Train mileage of all descriptions... ...	131,740							16,853						

(a) Includes the Bezvada Extension.

TABLE No. 3.—ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the First Quarter of 1889, &c.—*concluded.*

SEE ALSO TABLE No. 4.

NATIVE STATES—*concluded.*

	Bhavnagar-Gondal-Junagarh-Porbandar.							Morvi.							Jodhpore.							Total of all Railways.						
	No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.		No.	Number of Passengers and others.		Number of Servants.		Total all Classes.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains, or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	1	7	...	2	1	9
3. Collisions between goods trains, or parts of goods trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22	...	...	...	3	...	3
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
5. Passenger trains, or parts of passenger trains, leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, &c., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	77	...	...	...	1	...	1
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...
9. Trains running over cattle on the line	...	5	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	...	...	229	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43	...	(a)1	...	...	...	1
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	...	...	...	...	...	...
13. The failure of machinery, springs, &c., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	45	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	64	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	...	...	1	...	1	...
25. Other accidents	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42	...	1	1	2	1	3
TOTAL ALL CLASSES	...	5	...	...	...	...	...	2	...	...	...	...	...	...	2	...	...	...	...	...	...	679	1	(b)9	2	8	3	17

Number of passenger miles	11,943,616	1,280,767	3,470,703	1,159,325,131
" of Servants employed	746	210	383	158,037
Train mileage of all descriptions	123,825	18,594	32,497	13,224,461

(a) Not a passenger, see note * under East Indian Railway.

(b) One was not a passenger, see note (a).

TABLE No. 4.

TABLE No. 4.

ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., on the several RAILWAYS open for Traffic in INDIA during the First Quarter of 1889, distinguishing the different Classes of ACCIDENTS, the Number of PASSENGERS and OTHERS, and the Number of RAILWAY SERVANTS KILLED or INJURED thereby.

Serial Number.	RAILWAYS.	1. Collisions between passenger trains, or parts of passenger trains.	2. Collisions between passenger trains and goods, or mineral trains, engines, and vehicles standing full of the line.	3. Collisions between goods trains, or parts of goods trains.	4. Collisions between light engines.	5. Passenger trains, or parts of passenger trains, leaving the rails.	6. Goods trains, or parts of goods trains, engines, &c., leaving the rails.	7. Trains or engines travelling in the wrong direction through points.	8. Trains running into stations or sidings at too high a speed.	9. Trains running over cattle on the line.	10. Trains running over obstructions on the line.	11. Trains running through gates at level-crossings.	12. The bursting of boilers of engines.	12(a). The bursting of tubes, &c., of engines.	13. The failure of machinery, springs, &c., of engines.	14. The failure of tyres.	15. The failure of wheels.	16. The failure of axles.	17. The failure of brake apparatus.	18. The failure of couplings.	19. The failure of tunnels, bridges, viaducts, culverts, &c.	20. Broken rails.	21. The flooding of portions of permanent-way.
	STATE IMPERIAL.																						
1	East Indian (a) ...	...	...	6	...	...	6	...	...	14	4	...	...	...	...	...	...	...	...	1	...	...	...
2	Rajputana Malwa (b) ...	...	...	1	...	...	3	...	..	27	6	2	...	1	5	...	...	11	...	16	...	1	...
3	Bengal-Nágpur (c) ...	...	...	1	...	...	6	3	2	8	2	...	...	...	...	...	...	...	...	...	...	...	...
4	Southern Mahratta (d)	...	...	...	...	...	1	...	...	26	6	...	...	1	5	...	...	...	...	2	...	...	...
5	Ditto Mysore Section	...	...	...	...	1	...	...	...	7	...	...	...	...	...	...	...	...	...	1	...	...	...
6	Indian Midland (e) ...	...	...	...	...	...	11	3	...	4	2	...	...	...	4	...	...	...	...	..	...	...	...
7	North Western (f) ...	..	...	...	...	...	4	...	...	23	...	3	...	13	12	...	...	...	...	...	...	1	2
8	Oudh and Rohilkhand(g)	...	...	1	3	...	1	1	...	8	4	...	...	3	...	...	...	...	...	...	...	3	...
9	Wardha Coal ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL.																						
10	Eastern Bengal (h) ...	...	4	5	...	1	7	5	...	44	8	1	...	...	3	...	...	1	...	4	...	1	...
11	Nalháti ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	Tirhoot ...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	Lucknow-Sitapur-Sihráman	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...
14	Jorhát ...	...	...	...	...	...	8	...	...	...	...	...	...	...	1	...	1	3	...	1	...	...	...
15	Cherra-Companyganj ...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...
16	Burma (i) ...	...	1	...	...	...	4	...	...	3	1	...	...	...	1	...	...	1	...	...	...	...	...
	GUARANTEED COMPANIES.																						
17	Madras ...	1	...	3	...	1	11	...	...	15	1	1	...	1	2	...	...	...	...	...	...	...	...
18	South Indian (j) ...	...	1	1	...	...	2	...	1	16	5	2	...	1	6	...	...	...	1	...	...	2	...
19	Great Indian Peninsula (k)	...	2	...	1	...	1	...	...	9	2	5	...	...	...	1	1	2	1	..	...	1	...
20	Bombay, Baroda, and Central India(l) ...	...	...	...	...	1	2	...	...	2	2	...	...	...	2	...	...	...	...	2	...	...	...
	ASSISTED COMPANIES.																						
21	Darjeeling-Himalyan ...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22	Deoghur ...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...
23	Dibru-Sadiya ...	...	...	...	...	2	8	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
24	Bengal and North-Western	...	...	...	...	4	...	...	...	2	...	...	...	...	1	...	...	...	...	...	...	...	...
25	Rohilkhand-Kumaun (n)	...	...	...	...	...	1	...	...	3	...	...	...	...	1	...	...	...	...	...	...	...	...
26	Thâton-Duyinzáik ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	FOREIGN.																						
27	Pondicherry ...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	...	...	Worked by the South Indian Railway. No information.				
28	West of Indian Portuguese ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
	NATIVE STATES.																						
29	H. H. the Nizam's Guaranteed (o)...	...	...	2	...	...	1	...	...	9	...	...	...	...	2	...	...	...	...	1	...	...	...
30	H. H. the Gaekwar's ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...
31	Bhávnagar-Goudal-Junágarh-Porbandar ...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...
32	Morvi ...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...
33	Jodhpore ...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL — 1889...	1	9	22	1	18	77	12	3	229	43	14	...	20	45	1	3	21	2	29	...	9	2
	TOTAL — Average for 5 corresponding previous quarters (p)	1	10	19	...	26	70	14	3	228	26	11	1	17	49	1	...	6	..	37	...	5	1

Serial Number.	22. Slips in cuttings or embankments.	23. Fire in trains.	24. Fire at stations, or involving injury to bridges or viaducts.	25. Other accidents.	Total all Classes.	Number of Passengers and others. Killed.	Number of Passengers and others. Injured.	Number of Servants. Killed.	Number of Servants. Injured.	Total all Classes. Killed.	Total all Classes. Injured.	Mean miles of Railway open.	Number of Passengers carried.	Train mileage of all descriptions.	Passenger mileage.	Per mile open. Number of passengers carried.	Per mile open. Train mileage of all descriptions.	Per mile open. Passenger mileage.	Total passengers. Per million of passengers. Killed.	Total passengers. Per million of passengers. Injured.	Total passengers. Per million of passenger miles. Killed.	Total passengers. Per million of passenger miles. Injured.	Serial Number.
1	...	...	...	...	31	...	1(q)	...	3	...	4	1,650½	4,008,177	2,180,442	268,100,045	2,428	1,321	162,436	...	...	...	...	1
2	...	1	2	1	80	...	...	...	...	...	...	1,691¾	2,191,278	1,643,862	123,359,961	1,295	972	72,919	...	...	...	...	2
3	...	..	2	...	24	...	...	...	...	...	..	286¼	229,227	175,052	7,255,122	801	612	25,345	...	...	...	...	3
4	...	8	1	...	50	...	...	1	1	1	1	855¼	576,095	367,411	28,735,828	674	430	33,599	...	...	...	...	4
5	...	...	...	...	9	...	...	...	...	...	...	174	157,146	46,963	5,605,293	903	270	32,214	...	...	...	...	5
6	...	...	...	2	26	...	...	...	...	...	...	456¾	204,262	250,481	13,131,810	447	548	28,751	...	...	...	...	6
7	...	...	...	2	75	1	4	...	1	1	5	2,386	2,425,755	1,779,114	137,311,658	1,017	746	57,549	0·412	1·649	0·007	0·029	7
8	2	8	...	1	21	...	...	...	...	...	...	692½	171,532	653,482	51,450,036	1,692	944	74,296	...	...	...	...	8
9	...	...	...	...	...	...	...	...	...	...	...	45	37,020	24,166	1,011,594	823	537	22,480	...	...	...	...	9
10	...	2	4	3	93	...	...	...	1	...	1	798	2,081,435	681,635	69,853,774	2,608	854	87,536	...	...	...	...	10
11	...	...	...	...	...	...	...	...	...	...	...	27¼	43,275	12,984	871,259	1,588	476	31,973	...	...	...	...	11
12	...	...	...	...	1	...	...	...	...	...	...	273	539,245	143,382	19,788,543	1,975	525	72,485	...	...	...	...	12
13	...	...	...	...	1	...	...	...	...	...	...	105	115,942	44,001	3,472,410	1,104	419	33,071	...	...	...	...	13
14	...	...	...	...	14	..	...	...	...	...	...	30¼	13,484	4,482	130,131	442	114	4,267	...	...	...	...	14
15	..	...	...	...	...	...	...	...	...	...	...	7¼	7,445	3,390	35,230	993	452	4,697	...	...	...	...	15
16	...	...	...	1	12	...	...	...	...	...	...	892	1,211,924	864,726	88,128,024	3,092	930	97,265	...	...	...	...	16
17	...	10	...	1	47	...	...	...	...	...	...	839 (m)	2,023,790 (m)	570,018 (m)	78,793,800 (m)	2,412	679	93,914	...	...	...	...	17
18	...	3	...	2	43	...	...	...	...	...	...	738	1,901,932	519,507	65,845,149	2,577	704	89,221	...	...	...	...	18
19	...	32	2	1	61	...	3	...	...	...	3	1,446¼	2,471,677	2,579,414	126,337,384	1,708	1,783	87,325	...	1·214	...	0·024	19
20	...	...	1	23	35	...	1	...	1	...	2	461	2,611,362	569,972	68,260,023	5,665	1,236	148,069	...	0·383	...	0·015	20
21	...	...	...	...	2	...	...	...	...	...	...	51	8,875	35,112	223,987	174	688	4,392	...	...	...	...	21
22	...	...	...	...	...	...	...	...	...	...	...	4¾	74,208	3,249	355,456	15,623	684	74,833	...	...	...	...	22
23	...	...	...	...	11	...	...	...	..	...	...	78	23,585	28,188	191,765	302	361	2,459	...	...	...	...	23
24	...	...	...	3	10	...	...	1	1	1	1	376	464,482	194,825	17,652,292	1,235	518	46,948	...	...	...	...	24
25	...	...	...	1	6	...	...	...	...	...	...	91	58,697	21,376	1,772,403	645	235	19,477	...	...	...	...	25
26	...	...	...	...	...	...	...	...	...	...	...	8	9,018	3,718	72,144	1,127	465	9,018	...	...	...	...	26
27	Indian Railway not furnished.											...	...	...	...	...	...	...	...	...	...	...	27
28												...	...	...	...	...	...	...	...	...	...	...	28
29	...	...	2	1	18	...	...	...	...	...	...	334	243,472	131,740	13,526,409	729	394	40,498	...	...	...	...	29
30	...	...	...	...	...	...	...	...	...	...	...	58¾	66,320	16,853	1,358,515	1,128	287	23,124	...	...	...	...	30
31	...	...	...	...	5	...	...	...	...	...	...	242½	300,957	123,825	11,943,616	1,241	511	49,252	...	...	...	...	31
32	...	...	...	...	2	...	...	...	...	...	...	68	36,155	18,594	1,280,767	532	273	18,835	...	...	...	...	32
33	...	...	...	...	2	...	...	...	...	...	...	124	74,094	32,497	3,470,703	597	262	27,989	...	...	...	...	33
TOTAL — 1889...	2	64	15	42	679	1	(r) 9	2	8	3	17	14,792	25,381,866	13,224,461	1,159,325,131	1,716	894	78,375	0·039	0·315	0·001	0·007	
TOTAL — Average for 5 corresponding previous quarters (p)	1	57	8	46	637	1	18	2	9	3	27	12,815	20,831,883	11,782,492	974,884,383	1,626	919	76,074	0·048	0·864	0·001	0·018	

(a) Includes the Patna-Gya, Dildárnagar-Gházipur and Táraketwar Railways, for three months; and the Sindia State Railway for two months.
(b) Includes H. H. the Gaekwar's Viramgam-Mehsána-Vadnagar State Railway.
(c) Includes the Katni-Umaria Branch.
(d) Includes Bellary-Kistna State Railway.
(e) Includes the Bhopal-Itársi State Railway for three months; and the Sindia State Railway for one month.
(f) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(g) Includes the Benares Branch.
(h) Includes the Bengal Central Railway.
(i) Includes the Toungoo-Mandalay Extension.
(j) Includes the Villupuram-Dharmavaram State Railway, Nellore Branch, and [illegible] Railway.
(k) [illegible], Khámgaon and Amráoti State Railways.
(l) [illegible]
(m) Excludes the Pondicherry Railway.
(n) Includes the Bareilly-Pilibhit State Railway.
(o) Includes the Berwadá Extension.
(p) Except where statistics for five quarters are not available, [illegible]
(q) Not a passenger, but a cartman.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu. (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*.)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	9 14	9 14	10 7	10 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	11 11	11 11
Tavoy	...	...	...	...	10 5	9 9	11 7	11 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	16 1	24 2
Moulmein and Amherst	7 14	7 14	...	...	9 11	9 11	10 2	10 2	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	20 8	20 8
Pegu (deltaic)—																										
Pegu	...	...	...	...	8 13	8 14	11 5	9 7	...	...	...	...	...	...	...	...	12 0	12 3	32 0	30 4	...	...	145 0	140 0	20 1	17 0
Rangoon	11 2	11 2	...	...	10 6	10 6	12 6	12 6	...	...	...	...	...	...	...	...	16 0	16 0	25 4	25 4	...	...	250 0	250 0	14 9	14 9
Thongwa	...	...	...	...	9 8	10 3	10 3	10 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	11 13	11 10	14 4	14 6	...	...	...	...	...	...	...	...	11 10	11 4	...	...	...	...	255 0	245 6	11 6	11 6
Pegu (inland)—																										
Shwaygyin	...	...	...	...	7 15	9 1	8 14	9 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharawadi	...	...	...	...	10 0	12 0	11 9	15 0	...	...	...	...	...	...	...	...	11 7	11 7	...	...	8 2	8 2	450 0	450 0	9 5	14 0
Henzada	...	...	...	...	9 9	8 15	11 2	11 2	...	...	...	...	...	...	...	...	7 9	9 8	...	...	...	...	183 8	183 8	16 2	17 11
Prome	12 2	12 2	...	...	10 12	10 5	12 7	12 7	...	...	...	...	...	...	...	...	10 6	10 6	...	...	...	...	167 9	167 9	14 0	14 0
Toungoo	...	...	...	...	9 2	9 2	12 13	12 13	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	200 0	200 0	14 1	14 1
Thayetmyo	11 3	11 3	...	...	9 10	10 0	11 4	11 8	...	...	...	...	...	...	...	...	11 10	11 10	22 8	22 8	...	...	326 11	326 11	11 3	11 3
Upper Burma—																										
Mandalay	15 1	10 10	...	...	11 8	11 5	12 5	12 11	...	...	...	...	...	...	...	...	9 11	9 11	22 9	22 9	7 8	8 0	60 0	65 0	17 12	17 12
Arakan—																										
Sandoway	...	...	...	...	14 14	13 15	16 9	16 0	...	...	...	...	...	...	...	...	...	...	21 5	...	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	12 7	11 12	13 9	13 0	...	...	...	...	...	...	...	...	6 0	5 0	(*b*)	(*a*)	...	...	300 0	300 0	36 0	36 0
Akyab	...	...	...	...	12 0	11 8	14 8	13 8	...	...	...	...	...	...	...	...	9 0	9 0	...	...	8 0	8 0	160 0	160 0	16 0	16 0
Assam—																										
Surma—																										
Sylhet	11 8	11 4	...	...	12 11	14 0	15 5	16 3	...	...	...	...	...	...	...	...	13 4	13 4	...	...	...	...	108 0	108 0	10 0	10 0
Cachar	8 0	9 8	...	...	10 0	10 10	15 8	16 0	...	...	...	...	...	...	...	...	14 0	13 0	...	...	...	...	80 0	80 0	9 12	9 8
Khasi and Jaintia Hills	...	...	...	...	5 0	5 14	8 8	9 0	...	...	...	...	...	...	...	...	9 0	9 8	16 0	15 0	...	...	100 0	100 0	7 0	7 0
Garo Hills	...	...	...	...	6 0	6 0	10 0	14 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	16 0	16 0	...	...	8 0	7 0	14 0	11 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	11 0	20 0	80 0	80 0	9 8	9 8
Kámrup	10 0	10 0	...	...	8 0	8 0	16 8	14 0	...	...	...	...	...	...	...	...	10 8	11 0	...	...	...	...	160 0	160 0	9 0	9 0
Darrang	6 8	6 8	...	...	10 0	11 10	12 0	13 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	150 0	150 0	8 8	8 8
Nowgong	8 0	8 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	120 0	120 0	8 0	9 0
Sibságar	...	...	...	...	6 8	6 8	14 0	14 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	100 0	100 0	8 8	8 8
Lakhimpur	8 0	8 0	...	...	6 0	6 8	11 0	11 0	...	...	...	...	...	...	...	...	12 0	11 0	11 0	10 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	9 11	9 11	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	8 0	8 0	13 0	12 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	...	4 0	4 0	10 8	10 0	...	...	...	...	...	...	...	...	4 8	4 8	...	...	...	...	80 0	60 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	11 4	11 4	12 8	12 8	...	...	...	...	...	...	...	...	13 12	14 0	...	...	...	...	120 0	120 0	10 0	10 0
Noakholly	...	...	...	...	11 0	11 8	12 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	9 0	9 0
Chittagong	10 0	10 0	...	...	9 0	10 0	13 0	12 12	...	...	...	...	...	...	...	...	12 0	...	...	...	...	...	100 0	100 0	10 0	10 8
Tipperah	12 0	12 0	...	...	13 0	13 0	14 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	9 0	9 0	...	...	9 0	9 0
Dacca	13 0	13 0	26 0	26 0	12 0	10 0	12 12	13 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	16 0	16 0	160 0	160 0	10 0	10 0
Mymensingh	9 12	10 0	...	...	11 8	11 8	12 0	13 4	...	...	...	...	...	...	...	...	12 0	13 4	...	...	13 0	13 2	...	...	9 8	10 0
Deltaic—																										
Koolna	...	...	...	...	10 12	10 12	12 12	12 13	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	120 0	140 0	9 0	9 0
24-Pergunnahs	15 3	14 0	16 8	17 0	7 0	7 0	13 0	13 4	...	...	...	...	...	...	13 0	12 0	17 0	17 0	...	...	18 0	17 0	100 0	100 0	10 8	10 8
Midnapore	13 6	13 6	...	...	12 0	12 0	16 0	14 0 to 17 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	12 0	11 4	160 0	160 0	10 6	10 6
Howrah	†	†	...	†	10 0	10 0	12 8	13 0	...	...	...	...	...	...	...	...	17 0	16 8	...	...	12 8	12 8	100 0	100 0	10 8	10 8
Calcutta	13 5	12 14	15 10	16 12	8 13	8 14	13 5	13 8	15 3	17 12	11 13	12 4	...	...	16 13	17 12	16 4	16 2	17 12	20 0	17 10	17 12	100 0	100 0	10 4	10 8
Hooghly	13 0	13 0	...	...	8 0	8 0	12 0	11 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	14 0	14 0	17 12	...	10 10½	10 10½	13 9	12 9	...	...	...	...	...	...	...	...	16 14	16 14	...	...	16 0	16 0	...	...	9 2	9 2
Jessore	12 6	13 0	...	...	10 0	11 0	12 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	18 0	160 0	160 0	9 2	9 2
Furreedpore	15 0	15 0	16 0	16 0	9 0	9 0	11 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	19 0	20 0	14 0	14 0	120 0	120 0	9 0	9 0
Central—																										
Bankoora	13 4	13 8	17 0	17 8	14 8	14 8	17 8	17 4	...	...	...	...	...	...	...	...	14 0	14 0	19 0	19 0	14 8	14 0	240 0	240 0	10 0	10 0
Burdwan	12 8	13 4	*	*	11 4	11 4	13 14	13 14	...	...	...	...	...	...	...	...	16 8	17 0	*	*	17 12	17 12	100 0	100 0	10 8¾	10 8¾
Beerbhoom	16 0	15 0	...	...	12 12	12 8	14 4	14 4	...	...	...	...	...	...	...	...	16 8	16 8	...	...	10 8	10 8	160 0	160 0	10 8	10 8
Moorshedabad	14 0	15 0	...	...	10 0	10 0	13 0	14 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	16 0	18 12	200 0	200 0	10 0	10 0
Sonthal Pergunnahs	12 8	12 8	...	...	12 0	12 8	15 0	14 8	...	...	...	...	...	...	...	...	16 0	16 0	17 8	18 0	17 0	18 0	200 0	200 0	9 4	9 0
Pubna	16 8	16 8	...	...	7 5	7 8	13 8	13 14	...	...	...	...	...	...	...	...	15 12	17 4	...	...	17 4	17 4	200 0	200 0	9 2½	9 2½
Bogra	13 2	12 12	...	...	10 8	9 12	12 12	14 4	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	68 9	68 9	9 0	8 10
Rajshahye	15 0	15 0	18 12	26 4	10 8	10 8	12 12	12 0	...	...	...	...	...	...	...	...	18 12	19 8	...	...	17 10	18 8	240 0	240 0	9 9	9 9
Maldah	16 0	16 0	...	...	10 0	10 0	13 0	14 0	...	...	...	...	...	...	...	...	18 0	18 0	...	...	...	...	140 0	140 0	9 8	9 8
Northern—																										
Rungpore	13 5	13 5	...	...	9 7	11 0	10 5	13 5	...	...	...	...	...	...	...	...	13 5	13 5	...	...	9 7	9 7	120 0	120 0	9 7	9 7
Dinagepore	13 8	13 8	23 0	25 0	12 0	12 0	15 8	14 8	...	...	...	...	...	...	...	...	14 8	14 8	...	...	18 0	18 0	160 0	160 0	10 0	10 0
Jalpáiguri	11 0	11 0	16 0	16 0	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	10 0	10 0	128 0	128 0	9 0	9 0
Darjeeling	10 0	10 0	10 0	10 0	5 0	5 0	11 0	11 0	...	...	...	...	12 0	12 0	...	...	10 0	10 0	20 0	18 0	17 0	...	120 0	120 0	7 0	7 0
Orissa—																										
Pooree	10 8	10 8	...	...	11 13	11 13	14 7	14 7	...	...	...	...	...	...	...	...	15 12	...	...	...	14 7	15 12	70 0	80 0	10 8	10 8
Cuttack	11 13	11 13	...	...	10 8	10 8	15 12	15 12	...	...	...	...	...	...	...	...	19 11	19 11	...	...	17 1	15 12	80 0	80 0	11 0	11 0
Balasore	14 0	14 0	13 0	13 0	13 0	13 0	17 0	17 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	10 0	10 0
Chota-Nagpur—																										
Singbhoom	10 0	10 0	20 0	12 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	12 0	12 0	200 0	200 0	7 0	5 0
Manbhoom	12 0	11 8	...	...	12 0	11 8	18 0	15 8	...	...	...	...	...	...	...	...	14 0	14 0	48 0	...	15 0	15 0	200 0	200 0	9 0	9 0
Lohardugga	11 0	10 4	...	9 8	12 0	12 0	15 0	15 0	...	...	...	...	35 0	29 0	...	...	11 8	11 8	...	†	15 8	13 12	130 0	130 0	7 8	7 0
Hazáribágh	11 8	12 0	...	...	8 0	8 0	15 0	14 0	...	...	...	...	28 0	24 0	...	...	15 0	15 0	19 0	18 0	16 0	15 0	320 0	320 0	8 0	8 0

(*a*) Eight annas per 100 cobs. (*b*) Twelve annas per 100 cobs. * Not sold. † Not procurable.

RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum. Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu. Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi. Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	15 12	15 15	17 13½	16 12	10 8	10 8	12 1	11 10	...	...	...	...	...	...	...	...	19 11	19 6	21 0	17 14	17 13½	17 14	126 0	126 0	9 15½	9 14
Gya	14 8	14 8	20 0	20 0	9 8	9 0	12 0	12 8	...	...	...	...	...	...	11 0	11 0	18 0	18 0	...	...	18 0	21 8	200 0	200 0	9 2	9 2
Patna	16 8	16 0	19 0	20 8	10 0	10 0	13 8	13 8	19 0	20 0	...	...	20 0	...	12 0	13 0	20 0	20 0	20 0	18 0	21 8	21 8	130 0	130 0	10 0	9 8
Shahabad	15 0	14 8	17 0	17 8	9 0	9 0	12 8	13 4	20 0	...	...	...	...	...	...	...	18 0	19 0	...	...	13 0	12 8	160 0	120 0	10 0	10 0
Behar, north—																										
Purneah	15 0	15 0	...	...	10 0	10 0	11 0	11 0	...	...	...	...	...	...	...	...	...	17 0	...	...	16 0	16 0	...	120 0	...	9 0
Bhágalpur	16 6	16 6	17 10	17 10	10 11	10 11	12 10	12 10	...	...	...	...	...	...	...	...	17 10	17 10	21 7	21 7	17 10	17 10	164 0	151 8	10 1	10 1
Durbhunga	13 12	14 13	17 2	16 9	9 2	9 6	12 0	12 5	17 2	17 11	18 4	...	20 9	17 2	9 2	...	19 6	18 13	17 2	...	18 13	18 8	160 0	160 0	11 8	11 6
Mozufferpore	14 0	13 8	16 8	16 0	9 0	9 0	12 0	12 0	...	...	...	...	...	...	...	...	18 0	16 0	16 0	16 0	18 0	18 0	160 0	160 0	10 0	10 0
Sarun	15 0	15 4	18 0	17 12	8 4	8 0	11 0	11 8	...	...	...	...	20 0	18 8	12 0	12 0	17 12	19 0	17 12	17 4	19 8	20 0	160 0	160 0	10 0	10 0
Champarun	13 0	13 8	16 0	15 0	7 0	7 0	12 0	10 8	...	...	...	...	...	...	...	...	17 0	16 0	...	14 0	17 0	16 8	160 0	160 0	10 8	10 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	17 8	17 0	7 0	7 0	11 0	11 0	15 8	15 0	15 8	14 0	16 0	14 0	16 0	12 0	17 0	16 0	16 0	16 0	19 0	19 0	90 0	90 0	10 0	10 0
Benares	14 10	14 6	19 12	19 0	9 3	8 15	13 0	12 7	18 7	17 5½	18 7	14 14½	...	...	12 8	12 8	19 8	19 0	19 0	19 0	20 10	19 8	120 0	120 0	10 6½	10 6½
Ghazipur	14 14	14 12	18 11	18 11	6 7	6 7	10 6	10 6	15 7	15 7	12 15	12 15	...	...	16 12	16 12	19 6	18 11	16 12	16 12	19 6	19 6	194 8	194 8	10 6	10 6
Jaunpur	14 8	14 8	20 0	20 0	7 0	7 0	12 0	12 0	...	...	...	...	...	...	...	...	22 0	22 0	...	...	22 0	22 0	140 0	140 0	8 8	8 8
Allahabad	14 0	14 0	18 12	18 12	7 0	7 0	10 0	10 0	...	...	16 0	16 0	...	...	...	...	19 0	20 0	16 0	16 0	21 0	20 8	120 0	120 0	11 0	11 0
Central—																										
Bánda	15 0	15 8	21 8	21 8	7 8	7 8	11 0	10 12	...	...	...	...	...	...	...	...	23 8	24 0	...	...	13 8	13 8	160 0	160 0	10 4	10 4
Fatehpur	15 0	15 0	22 0	22 0	10 4	10 4	10 12	10 12	...	...	...	...	...	...	...	...	22 8	22 8	...	...	25 0	25 0	160 0	160 0	10 4	10 4
Hamirpur	16 0	16 10	21 14	24 6	9 0	9 0	10 15	10 15	...	...	19 8	19 8	...	...	...	...	25 2	26 5	...	...	28 10	29 12	140 0	140 0	10 10	10 9
Jalaun	18 0	16 0	19 0	19 0	9 0	9 0	10 0	10 0	18 0	18 0	17 0	17 0	15 0	15 0	16 0	16 0	24 0	22 0	18 0	18 0	21 0	21 0	140 0	140 0	10 0	10 0
Cawnpore	16 8	16 12	23 8	23 8	8 0	8 8	11 8	11 8	24 0	25 0	22 0	22 0	...	...	25 0	25 0	24 0	24 0	32 0	27 0	25 0	25 0	140 0	140 0	12 0	12 0
Etáwah	17 10	17 8	26 8	23 8	5 0	5 0	10 8	10 0	20 8	19 4	20 4	19 0	30 0	18 0	19 0	17 8	26 8	24 8	26 12	24 0	27 0	20 0	100 0	100 0	11 0	10 8
Farukhabad	16 5	16 0	25 0	21 8	6 8	7 0	10 0	9 8	...	...	...	...	...	...	...	...	26 8	23 8	34 0	...	26 8	21 8	130 0	120 0	10 8	10 8
Mainpuri	17 8	17 10	25 8	25 10	4 8	4 12	13 8	13 0	...	...	...	...	...	...	...	...	27 8	27 8	...	...	28 8	28 6	160 0	160 0	10 12	10 8
Etah	17 8	17 4	26 8	25 0	7 8	7 8	10 8	10 8	20 0	18 0	16 0	15 0	30 0	...	12 0	10 0	28 0	28 0	32 0	...	22 8	20 0	160 0	160 0	11 4	11 10
Western—																										
Lalitpur	15 4	14 12	20 0	20 0	8 8	8 8	9 8	9 8	19 0	18 0	15 0	14 0	20 0	20 0	18 0	16 0	19 8	18 8	21 0	18 0	13 0	12 8	120 0	80 0	10 0	10 4
Jhánsi	16 4	15 12	20 0	20 4½	7 8	7 12	11 8	11 7½	18 12	18 12	17 12	17 12	...	...	...	...	22 0	20 0	...	...	23 8	21 13	180 0	180 0	10 8	10 8
Agra	15 0	14 8	22 8	19 8	5 0	5 0	9 0	9 0	20 0	20 0	18 8	18 8	...	...	17 0	17 0	23 8	22 8	25 0	25 0	18 8	17 8	100 0	100 0	11 8	11 8
Muttra	15 8	15 8	23 0	22 8	7 0	7 0	10 0	10 0	22 0	22 0	22 0	22 0	...	...	8 0	8 0	24 0	23 0	20 0	20 0	27 8	27 8	120 0	120 0	11 4	11 4
Aligarh	16 8	16 4	23 4	22 12	6 0	6 0	10 8	10 0	22 0	22 0	17 0	17 0	...	...	14 8	14 8	25 0	24 8	31 0	30 0	34 0	29 0	130 0	130 0	11 8	11 8
Bulandshahr	18 4	17 8	27 8	26 0	6 0	7 0	9 2	10 0	22 0	20 0	19 0	18 0	...	...	16 0	16 0	27 8	26 0	28 0	28 0	21 0	20 0	120 0	120 0	11 4	11 4
Meerut	17 12	17 0	26 0	25 8	5 8	5 8	10 0	10 0	24 0	22 0	20 0	20 0	14 0	14 0	14 0	14 0	24 0	23 4	23 0	23 0	26 8	26 8	100 0	100 0	11 4	11 4
Submontane—																										
Bijlia	14 8	14 8	18 0	17 12	9 12	9 12	13 8	13 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	20 8	20 8	155 0	155 0	10 8	10 9
Azamgarh	12 8	12 8	18 0	18 8	8 14	8 14	11 13	11 1	...	...	...	...	...	...	...	...	19 3	18 8	...	...	14 0	14 0	177 8	177 8	9 13	9 13
Gorakhpur	14 0	13 10	18 0	18 0	8 14	9 0	12 8	11 4	...	...	...	...	...	...	14 6	11 10½	19 4	18 14	...	...	19 8	20 0	140 0	140 0	10 0	10 6½
Basti	16 0	15 8	20 0	20 0	11 0	...	22 0	22 0	12 0	12 0	...	...	16 0	16 0	7 0	7 0	22 0	22 0	19 0	19 0	21 0	21 0	140 0	140 0	9 8	9 0
Shahjahanpur	18 0	17 8	29 0	27 0	8 8	8 8	14 0	13 8	...	...	...	...	...	...	30 0	30 0	26 8	26 8	...	...	27 8	26 8	140 0	150 0	10 0	10 0
Budaun	17 4	17 4	26 4	26 4	6 0	6 0	12 0	11 0	...	...	...	...	...	...	...	...	28 0	27 8	24 0	24 0	33 0	33 0	160 0	160 0	10 12	10 12
Pilibhit	16 4	16 4	30 0	30 0	11 4	11 4	12 0	12 0	16 4	16 4	...	...	...	...	...	...	23 8	23 0	28 0	28 0	24 0	24 0	150 0	150 0	11 0	11 0
Bareilly	15 5	15 0	22 8	23 12	5 10	5 10	10 10	10 0	18 12	18 2	18 12	17 8	...	...	13 12	13 12	22 8	22 8	23 12	20 0	17 8	17 8	100 0	100 0	10 0	10 0
Moradabad	17 13	16 14	28 0	27 0	8 0	8 0	11 9	11 9	22 0	22 0	19 0	19 0	...	...	16 0	16 0	25 0	24 4	22 8	20 8	28 0	27 0	165 0	165 0	11 12	11 8
Tarái	17 8	17 8	32 8	32 8	7 8	7 8	11 14	11 14	15 0	15 0	12 8	12 8	...	...	20 0	20 0	22 8	22 8	25 0	25 0	22 8	22 8	100 0	100 0	10 0	10 0
Bijnor	17 2	17 2	29 0	28 11	9 0	9 0	11 13	11 13	...	...	...	...	...	...	...	...	26 2	24 8	...	...	25 14	25 14	135 0	135 0	10 11	10 11
Muzaffarnagar	18 11	18 2	30 13	29 11	6 9	6 9	11 0	11 0	23 2	22 0	17 10	17 10	17 10	17 10	16 8	16 8	27 8	27 8	23 2	22 0	15 6	14 5	132 0	132 0	11 0	11 0
Saháranpur	18 4½	18 4½	26 14	26 13½	7 8½	7 8½	10 12	9 11	21 8	21 8	17 3	17 3	21 8	21 8	21 8	21 8	26 13½	24 11½	21 8	21 8	18 4½	18 4½	107 8	107 8	11 4½	11 4½
Dehra Dún	16 8	16 0	28 0	26 8	6 0	6 0	10 0	10 0	20 0	20 0	18 0	18 0	21 0	21 0	...	...	20 0	19 12	18 0	18 0	16 0	16 0	160 0	160 0	10 0	10 0
Kumaun	12 8	12 8	16 0	16 0	8 0	8 0	9 0	9 0	...	...	...	...	16 0	16 0	16 0	14 0	12 0	12 0	16 0	...	8 0	8 0†	160 0	160 0	7 0	7 0
Garhwal	21 4	19 0	23 8	22 8	7 8	7 8	13 0	10 12	...	...	...	...	29 0	25 0	...	...	8 0	11 8	...	...	8 8	8 8	180 0	180 0	7 8	7 8
Oudh—																										
Southern—																										
Partabgarh	16 6	15 13	23 0	22 2	12 6	11 4	12 12	12 8	...	...	...	...	27 8	...	25 0	...	23 6	22 5	...	...	16 8	15 0	180 0	180 0	9 8	9 10
Sultánpur	15 0	15 0	23 0	22 0	9 0	9 0	13 0	13 0	19 0	19 0	16 0	16 0	24 0	24 0	20 0	20 0	26 0	24 0	16 0	16 0	20 0	20 0	160 0	160 0	10 0	10 0
Rae-Bareli	15 8	15 8	21 0	20 0	7 0	7 0	13 0	13 0	20 0	16 0	15 0	14 0	26 0	22 0	30 0	16 0	27 0	27 0	16 0	16 0	24 0	24 0	180 0	180 0	10 0	10 0
Unao	16 4	16 0	22 0	22 0	8 0	8 0	14 0	11 0	17 0	17 0	16 0	16 0	...	...	28 0	16 0	25 0	26 0	40 0	22 0	18 0	19 0	160 0	160 0	11 4	11 0
Lucknow	15 4	15 8	22 2	22 0	6 0	6 0	11 8	12 0	21 0	18 0	20 8	21 0	30 0	...	28 0	26 0	22 2	22 0	22 0	20 0	24 8	25 0	120 0	120 0	10 8	10 8
Hardoi	18 0	16 8	24 8	23 0	7 0	7 0	12 0	13 0	...	...	...	...	...	...	...	...	28 0	25 8	...	...	15 0	14 0	120 0	120 0	10 8	10 0
Northern—																										
Fyzabad	14 0	13 14	22 0	21 0	10 8	10 0	11 12	11 8	16 0	15 8	16 0	16 0	13 0	13 0	14 0	14 0	25 4	22 0	21 0	18 8	20 0	20 0	120 0	120 0	10 0	10 0
Barabanki	15 8	15 8	21 0	21 0	8 0	10 0	11 0	11 0	20 0	20 0	16 0	16 0	16 0	16 0	28 0	16 0	25 0	24 0	32 0	16 0	22 8	22 8	120 0	120 0	10 0	10 0
Gonda	16 0	16 0	20 0	20 8	10 4	10 8	11 8	11 8	18 0	18 0	18 0	17 0	20 0	20 0	16 0	15 0	20 12	20 12	18 8	18 0	20 8	24 0	200 0	200 0	10 12	10 12
Bahraich	16 0	16 0	21 0	21 0	10 0	10 0	12 0	12 0	19 0	19 0	...	...	...	...	...	...	22 0	21 0	19 0	19 0	23 0	23 0	120 0	120 0	10 0	10 0
Sitapur	17 4	17 4	25 8	24 0	8 0	8 0	14 0	12 0	25 0	26 0	23 0	23 0	27 0	23 0	31 0	24 0	27 0	26 0	33 0	27 0	25 8	25 0	160 0	160 0	11 0	10 8
Kheri	17 12	18 0	28 0	26 0	8 0	8 0	14 0	13 8	24 0	24 0	18 0	18 0	36 0	28 0	16 0	16 0	30 0	27 0	24 0	24 0	28 0	28 0	140 0	140 0	10 8	10 0
Rajputana—																										
Eastern—																										
Partábgarh	15 0	15 0	...	15 10	6 4	6 9	7 8	7 13	16 9	15 15	...	...	...	...	...	...	15 10	15 15	15 0	15 15	...	...	...	...	13 8	13 8
Bánswára	15 10	15 10	15 0	15 0	6 4	6 4	12 8	11 4	...	...	...	...	...	...	...	...	15 0	15 0	15 5	16 14	10 12	11 4	...	...	9 6	9 6
Meywar (Oodeypore)	12 1¾	10 15	14 13½	14 1	7 6¾	7 13	7 13	8 3¼	12 8	10 15	10 15	10 15	*Nil*	*Nil*	9 6	9 6	14 13½	14 1	12 1¾	12 1¾	10 2½	9 12¼	160 0	160 0	8 15¾	8 15¾
Sirohi	12 0	12 0	16 0	16 0	6 0	6 0	7 0	7 0	13 0	13 0	14 0	13 0	...	...	19 0	19 0	15 0	14 0	14 0	13 8	10 8	10 8	160 0	160 0	11 0	11 0
Erinpura	13 15	13 15	18 1	18 1	7 0	...	8 0	8 0	17 0	17 0	14 8	14 8	...	...	...	...	19 0	19 0	...	...	...	...	260 0	260 0	12 0	12 0
Ajmere	14 8	14 8	21 0	20 0	3 0	3 0	6 0	8 0	18 0	18 0	17 0	15 0	...	...	...	...	20 0	19 0	18 0	17 0	...	...	80 0	80 0	12 0	12 0
Abu	12 8	12 4	15 12	15 12	6 0	6 0	7 0	7 0	...	...	13 4	13 0	...	...	...	...	15 8	15 8	14 8	14 8	10 4	10 4	...	...	11 0	11 0
Kishengarh	17 4	16 4	21 8	22 0	9 0	9 0	10 0	10 0	20 8	20 4	17 12	16 12	...	...	...	...	19 4	18 8	17 0	16 8	...	...	...	...	13 0	13 0
Boondee	18 12	18 0	27 8	26 0	7 0	7 8	7 6	8 0	25 8	26 0	...	...	...	...	...	...	25 8	25 0	...	...	...	...	160 0	160 0	10 0	10 0
Kotah	17 8	18 8	22 8	22 8	6 8	6 8	7 8	7 8	25 0	25 8	12 0	12 0	...	...	...	...	27 8	27 8	10 0	10 0	15 0	15 0	240 0	240 0	10 0	10 0
Jhalláwar	14 15	15 15	22 0	21 0	7 1	7 1	8 14	8 14	23 14	24 12	16 6½	16 6½	...	...	8 14	8 14	21 4½	22 2½	24 6	24 6	10 3	10 3	175 0	175 0	9 6	9 6
Tonk	17 0	16 10	25 6	22 14	7 8	7 8	8 6	8 0	...	25 2	...	...	...	...	...	...	21 4	19 12	...	...	...	...	90 0	80 0	10 8	10 10
Jeypore	16 0	16 0	23 8	23 8	4 12	4 12	7 4	7 4	23 0	22 8	21 12	20 0	...	...	13 8	13 8	18-8 to 22 12	18-4 to 21 0	23 8	24 0	25 0	25 0	110 0	120 0	12 0	12 0
Kerauli	16 9	15 15	23 12	22 8	10 0	10 0	11 4	11 4	23 12	22 8	20 0	18 12	...	...	12 8	12 8	23 2	21 14	...	...	31 4	27 8	200 0	200 0	10 10	10 10
Dholpur	14 10	14 10	20 4	20 2	9 0	9 0	10 12	10 11	17 7	18 7	19 5	19 1	...	...	13 8	14 6	24 12	24 0	...	...	34 5	32 9	90 0	90 0	11 8	11 8
Bhartpur	15 6	15 6	21 12	21 0	7 12	7 12	9 8	9 8	20 4	19 8	19 8	19 0	...	...	11 4	11 4	22 4	21 8	22 0	21 0	23 0	23 0	160 0	160 0	11 8	11 8
Alwar	17 2	16 7	24 10	22 11	7 12	7 12	9 11	9 11	21 8	21 8	20 0	20 0	...	...	12 0	12 0	24 1	22 12	24 15	22 15	32 8	29 6	200 0	200 0	12 8	12 8
Deoli Cantonment	16 12	16 8	24 12	23 12	4 0	4 0	7 0	7 0	22 12	24 1	16 4	16 4	...	...	...	...	20 13	20 4	...	...	...	...	220 0	220 0	10 8	10 12
Nasirabad Cantonment	15 13½	15 1½	20 13½	19 14	7 8	7 8	8 5½	8 0	18 6	17 0	17 5½	17 0	...	...	10 0	10 0	20 4½	20 0	18 11	18 0	12 5½	12 0	95 0	95 0	12 8	12 4½
Hilly Tracts of Meywar	12 0	12 0	13 0	14 0	...	...	10 8	10 0	...	...	...	...	...	...	...	...	12 0	12 0	14 0	14 0	...	...	‡ 260 0	‡ 260 0	11 0	11 0
Balmer	9 12	9 12	...	...	5 0	5 0	7 8	7 8	...	...	11 12	11 12	...	...	...	...	11 6	11 6	...	...	...	...	...	...	13 0	12 4
Anádra	12 12	12 12	17 0	17 8	6 0	6 0	8 0	8 0	...	...	14 4	14 0	...	...	...	...	16 0	15 4	14 8	14 8	10 0	10 0	...	...	12 0	12 0
Shahpura	18 0	18 1	24 0	23 10	7 12	7 12	10 8	10 8	21 0	20 0	16 0	16 8	...	...	...	...	19 0	19 0	19 12	19 12	...	...	160 0	160 0	11 0	11 0
Western—																										
Jodhpur	12 13	13 7	18 12	19 6	6 4	6 4	7 8	7 8	13 12	13 12	13 12	13 2	...	...	...	...	16 4	16 4	15 0	15 0	...	...	...	...	12 8	12 8
Jaisulmer	10 10	10 10	...	...	8 0	7 12	9 6	9 4	12 12	12 12	11 10	11 6	...	...	...	...	8 3	8 12	...	...	...	...	...	...	21 0	21 0
Bickanir	12 11½	10 15	...	...	2 14	2 14	6 3	6 3	...	...	14 11½	13 11	...	...	...	...	16 11¼	14 0½	...	...	8 0	8 0	100 0	100 0	12 5	11 0
Central India—																										
Indore	13 14	13 14	13 0	13 0	7 0	7 0	8 0	8 0	23 0	23 0	17 0	17 0	...	...	...	...	17 7	17 7	22 0	22 0	14 0	14 0	120 0	120 0	10 4	10 4
Nimach Cantonment	13 8	13 8	21 0	21 0	7 0	7 0	9 8	9 8	19 10	19 4	14 8	14 8	...	...	...	...	20 2	19 8	18 4	18 0	18 8	18 8	150 0	160 0	12 0	12 0
Baghelkhand (Satna)	16 6	16 4	20 0	20 0	8 0	8 0	13 4	13 0	...	...	...	...	...	...	...	...	19 0	18 4	...	...	20 0	20 0	160 0	160 0	10 8	10 8
Goona	18 8	18 8	15 0	15 0	7 12	8 0	8 4	8 8	22 8	22 8	...	...	...	...	...	...	22 4	22 4	...	...	...	...	200 0	200 0	9 8	9 8
Gwalior	13 4	12 15	19 4	19 0	6 6	6 2	7 8	7 4	16 1	14 10	15 0	13 15	...	...	9 1	9 1	19 8	18 10	14 8	14 1	23 7	22 0	126 14	126 14	10 4	10 4

† For husked grain.

‡ Six pies per bundle.

RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	19 0	18 0	30 0	26 0	...	...	10 0	10 0	24 0	22 0	22 0	20 0	†	†	†	†	27 0	25 0	17 0	17 0	†	†	105 0	105 0	10 0	10 0
Ferozepore	20 0	19 0	36 0	32 0	...	...	9 0	9 0	26 0	24 0	22 0	20 0	†	†	20 0	16 0	32 0	28 0	22 0	20 0	11 0	11 0	100 0	100 0	13 0	13 4
Montgomery	18 0	18 0	25 0	25 0	...	...	9 0	9 0	20 0	24 0	15 0	15 0	‡	‡	24 0	24 0	25 0	25 0	20 0	20 0	12 0	12 0	200 0	200 0	11 0	11 0
Central—																										
Gurgaon	17 0	16 0	25 0	24 0	...	...	9 0	10 0	25 0	24 0	21 0	21 0	†	†	†	†	24 0	23 0	23 0	22 0	20 0	20 0	130 0	130 0	11 0	11 0
Delhi	18 0	17 0	25 0	24 0	...	...	10 0	10 0	24 0	23 0	20 0	19 0	†	†	12 0	12 0	24 0	23 0	24 0	22 0	25 0	24 0	80 0	80 0	11 0	11 0
Rohtak	17 0	17 0	23 0	23 0	...	...	10 0	10 0	26 0	24 0	20 0	20 0	†	†	16 0	16 0	26 0	24 0	17 0	16 0	20 0	20 0	120 0	120 0	10 0	10 0
Karnál	18 0	17 0	27 0	26 0	...	...	9 0	10 0	20 0	20 0	16 0	16 0	22 0	22 0	18 0	18 0	28 0	27 0	25 0	25 0	20 0	20 0	120 0	160 0	10 0	10 0
Lahore	18 0	18 0	32 0	32 0	...	...	9 0	9 0	28 0	28 0	16 0	16 0	‡	‡	22 0	22 0	29 0	28 0	25 0	26 0	12 0	12 0	95 0	95 0	12 0	12 0
Sub-montane—																										
Umballa	20 0	20 0	24 0	24 0	...	...	10 0	10 0	20 0	20 0	16 0	16 0	20 0	20 0	10 0	10 0	24 0	27 0	32 0	32 0	20 0	20 0	120 0	120 0	13 0	13 0
Ludhiána	22 0	21 0	36 0	36 0	...	...	10 0	10 0	28 0	30 0	20 0	19 0	†	†	20 0	21 0	31 0	31 0	32 0	30 0	14 0	14 0	110 0	110 0	12 8	12 8
Jullundur	21 0	21 0	32 0	32 0	...	...	8 0	8 0	25 0	24 0	20 0	20 0	*	*	18 0	18 0	28 0	28 0	30 0	24 0	*	*	100 0	100 0	12 8	12 8
Hoshiárpur	20 0	20 0	32 0	32 0	...	...	10 0	10 0	26 0	26 0	20 0	20 0	13 0	13 0	24 0	24 0	29 0	29 0	30 0	30 0	16 0	16 0	100 0	100 0	12 12	12 12
Gurdáspur	22 0	22 0	28 0	28 0	...	...	12 0	12 0	18 0	18 0	14 0	14 0	†	†	12 0	12 0	24 0	24 0	22 0	22 0	10 0	10 0	120 0	110 0	12 0	12 0
Amritsar	21 0	21 0	30 0	30 0	...	...	10 0	10 0	23 0	28 0	17 0	16 0	†	†	23 0	20 0	28 0	28 0	27 0	26 0	†	†	90 0	90 0	13 4	13 0
Hills—																										
Simla	14 0	13 0	20 0	20 0	...	...	8 0	8 0	15 0	15 0	11 0	11 0	22 0	22 0	8 0	8 0	18 0	18 0	20 0	19 0	9 0	9 0	60 0	60 0	8 0	8 8
Kángra	19 0	19 0	28 0	28 0	...	...	12 0	12 0	14 0	14 0	10 0	10 0	25 0	26 0	8 0	8 0	20 0	20 0	24 0	24 0	12 0	12 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkote	21 0	21 0	36 0	32 0	...	...	10 0	10 0	28 0	28 0	‡	22 0	‡	‡	18 0	16 0	28 0	28 0	22 0	22 0	12 0	12 0	160 0	160 0	13 0	13 0
Gujránwála	20 0	20 0	36 0	35 0	...	...	10 0	11 0	20 0	23 0	20 0	16 0	‡	†	20 0	20 0	29 0	29 0	21 0	22 0	‡	†	105 0	105 0	13 0	13 0
Gujrát	21 0	21 0	33 0	33 0	...	...	10 0	10 0	26 0	24 0	23 0	22 0	*	†	12 0	12 0	26 0	26 0	24 0	22 0	†	†	120 0	120 0	14 0	14 0
Jhelum	23 0	21 0	34 0	32 0	...	...	10 0	8 0	24 0	24 0	22 0	22 0	†	†	*	*	27 0	27 0	20 0	20 0	*	*	160 0	160 0	14 0	14 0
Ráwalpindi	21 0	21 0	39 0	36 0	...	...	10 0	11 0	37 0	37 0	18 0	18 0	*	*	16 0	16 0	27 0	24 0	26 0	25 0	20 0	20 0	80 0	84 0	13 8	13 8
Hazára	21 0	20 0	37 0	35 0	...	...	10 0	11 0	‡	‡	14 0	14 0	†	†	14 0	12 0	21 0	20 0	22 0	21 0	†	†	100 0	100 0	11 0	10 8
Peshawar	21 0	21 0	46 0	45 0	...	...	10 0	10 0	40 0	33 0	15 0	15 0	†	†	15 0	18 0	23 0	23 0	33 0	30 0	22 0	22 0	100 0	109 0	37 0	38 0
Kohát	22 0	22 0	46 0	46 0	...	...	13 0	10 0	15 0	*	22 0	15 0	†	†	*	*	22 0	22 0	29 0	24 0	†	†	120 0	125 0	60 0	60 0
Western—																										
Shahpur	22 0	22 0	33 0	32 0	...	...	9 0	9 0	22 0	21 0	22 0	21 0	20 0	20 0	20 0	20 0	31 0	30 0	20 0	20 0	*	†	240 0	240 0	13 0	13 0
Jhang	21 0	20 0	31 0	30 0	...	...	8 0	10 0	20 0	18 0	16 0	16 0	20 0	20 0	22 0	20 0	20 0	18 0	20 0	16 0	10 0	10 0	240 0	200 0	11 0	12 0
Mooltan	16 0	16 0	24 0	23 0	...	...	10 0	10 0	24 0	24 0	19 0	19 0	†	†	26 0	26 0	22 0	22 0	24 0	24 0	†	†	100 0	100 0	13 0	13 0
Bannu	30 0	29 0	40 0	39 0	...	...	10 0	9 0	28 0	30 0	18 0	9 0	8 0	7 0	8 0	7 0	32 0	32 0	34 0	35 0	13 0	13 0	70 0	60 0	40 0	40 0
D. I. Khán	20 0	20 0	34 0	33 0	...	...	7 0	7 0	22 0	22 0	20 0	19 0	‡	‡	6 0	6 0	27 0	26 0	16 0	16 0	14 0	14 0	112 0	112 0	42 0	42 0
Muzaffargarh	18 0	18 0	25 0	24 0	...	...	13 0	13 0	17 0	17 0	17 0	17 0	‡	‡	‡	‡	19 0	19 0	‡	‡	11 0	11 0	110 0	110 0	11 0	12 0
D. G. Khán	16 0	16 0	23 0	24 0	...	...	8 0	8 0	20 0	20 0	18 0	18 0	‡	‡	‡	‡	21 0	20 0	‡	‡	‡	‡	125 0	125 0	26 0	26 0
Sind and Baluchistan—																										
Karáchi	11 8	11 8	17 0	17 0	8 0	8 0	10 0	10 0	15 0	15 0	13 0	13 0	‡	‡	‡	‡	17 0	17 0	16 0	16 0	6 0	6 0	90 0	90 0	13 0	14 0
Hyderabad (Gidu Bandar)	12 8	12 0	15 8	16 0	7 8	7 8	9 8	9 8	18 8	17 8	15 0	14 8	...	...	...	...	15 0	8 15	...	...	...	...	160 0	160 0	11 8	11 8
Thar and Párkar (Umarkot)	13 8	13 8	...	...	...	...	10 4	10 4	...	...	13 0	13 0	...	...	...	...	...	...	...	...	...	...	160 0	160 0	12 0	12 0
Sukkur	14 0	14 0	21 0	21 0	8 8	9 8	10 0	12 8	20 8	21 0	18 0	18 0	...	...	...	...	19 0	18 8	...	...	11 0	10 8	120 0	120 0	12 8	12 8
Shikárpur	12 8	12 8	19 0	19 8	8 4	8 4	9 8	9 8	19 8	20 0	19 8	18 8	...	...	...	...	17 8	17 8	...	...	9 0	10 0	140 0	140 0	11 8	11 8
Upper Sind Frontier	12 8	12 8	18 8	18 8	9 0	9 0	10 0	10 0	22 0	22 0	19 0	19 0	...	...	...	...	19 0	19 0	...	...	9 0	9 0	160 0	160 0	11 0	11 0
Quetta	12 14½	14 0	15 0	16 0	4 12	4 12	7 10½	7 8½	16 0	16 0	...	...	...	...	...	...	11 12	10 0	18 0	18 0	...	...	64 0	64 0	8 0	8 0
Bombay—																										
Konkan—																										
Karwar	8 8	9 8	...	...	6 8	6 8	10 8	10 8	17 0	18 0	13 0	13 0	20 0	20 0	...	...	10 0	10 0	...	...	9 0	9 8	213 5	213 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	8 8	8 8	9 14	9 14	14 4	14 4	13 8	13 8	16 7	16 7	...	...	11 4	11 4	...	...	9 9	9 9	125 0	135 0	10 5	10 5
Colába (Alibág)	9 13	9 13	...	...	...	...	9 5	9 5	...	...	...	...	...	...	...	...	11 12	11 12	...	...	...	...	85 0	85 0	12 0	12 0
Bombay	10 1	10 4	17 0	16 15	6 15	7 1	10 2	10 8	15 9	16 4	13 0	13 10	16 4	16 13	12 15	13 1	14 4	14 7	17 12	16 9	7 5	7 4	62 6	65 8	11 3	11 3
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 7	9 0	...	...	11 4	11 4	...	...	...	...	12 5	12 5	...	...	9 5	9 12	71 2	71 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	15 0	15 0	...	...	11 0	11 0	12 0	12 0	19 0	20 0	17 0	17 0	24 0	24 0	...	...	12 0	12 0	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Belgaum	14 8	15 0	18 0	18 0	11 8	11 0	12 0	12 0	19 8	20 0	19 0	20 0	24 0	24 0	16 0	16 0	11 8	11 8	...	...	9 8	10 0	65 0	65 0	12 4	12 0
Satara	10 13	10 13	10 14	10 14	8 3	8 3	10 0	10 0	13 5	13 5	12 15	12 15	16 1	16 1	14 1	14 1	11 11	11 11	15 5	15 5	11 0	11 0	97 0	97 0	11 10	11 10
Sholápur	13 2	14 1	17 6	17 6	9 8	7 9	10 6	9 7	19 2	19 13	15 10	15 10	...	...	...	...	14 10	14 9	...	...	14 3	14 4	80 0	80 0	11 0	11 0
Bijápur	10 8	13 8	10 5	10 5	7 3	7 3	9 2	9 2	17 4	17 4	15 14	15 14	...	...	...	...	10 9	10 9	...	...	10 10	10 10	80 0	80 0	10 5	10 8
Poona (City)	11 8	11 8	13 10	13 10	8 13	8 13	9 3	9 3	15 4	15 4	13 13	13 13	16 6	16 6	...	...	12 10	12 10	...	...	14 6	14 6	60 13	60 13	10 14	10 14
Khandesh—																										
Ahmednagar	12 7	12 14	...	...	7 6	7 8	8 4	8 2	15 10	15 3	13 1	12 9	...	...	...	...	12 1	12 13	...	...	14 5	14 2	86 12	86 12	11 3	11 0
Násik	14 0	14 1	...	...	9 0	9 0	10 8	10 8	...	...	14 0	14 1	14 3	14 3	...	...	13 6	13 6	...	...	10 1	10 1	93 0	93 0	13 8	13 8
Khandesh (Dhulia)	12 7	12 7	...	...	7 8	7 8	9 6	9 6	17 3	25 7	15 0	15 0	...	...	10 14	10 14	12 10	11 13	...	...	...	...	106 0	106 0	10 8	10 8
Guserat—																										
Surat	10 0	10 0	12 0	12 0	6 0	6 0	8 0	8 0	15 0	15 0	14 0	14 0	...	...	6 0	6 0	12 0	11 0	...	...	14 0	14 0	95 0	90 0	13 0	13 0
Broach	10 8	10 8	...	...	7 12	7 8	10 0	10 0	18 0	17 0	13 4	13 4	...	...	...	...	10 8	10 8	...	...	13 4	13 4	90 0	90 0	12 12	12 12
Kaira	13 5	13 5	20 0	20 0	7 7	7 7	9 11	9 11	15 4	15 4	14 5	14 3	17 12	16 0	...	...	12 12	12 12	...	...	..	...	90 0	90 0	13 5	13 5
Baroda Camp (Sadar Bazar)	9 2	9 2	12 9	12 9	6 4½	6 4½	6 15	6 15	14 4½	14 14	13 11½	13 11	16 0	15 6	...	...	9 11½	9 9½	...	...	8 9½	8 9½	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	11 8	11 0	20 0	20 0	6 0	6 0	8 0	8 0	16 0	16 0	15 0	14 0	...	...	...	...	17 0	17 0	...	...	9 8	9 8	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	11 6	10 0	...	...	9 0	9 0	9 4	11 0	...	18 0	17 6	16 0	20 4	18 0	...	...	15 2	15 0	20 4	21 0	9 0	9 2	160 0	160 0	13 0	11 2
Deesa Cantonment	14 5	14 0	16 0½	16 2	6 0	6 2	8 0	8 0	15 3	14 3	13 11	14 0	...	...	...	...	15 12	16 0	13 2	13 3	11 0	11 0	145 0	145 0	10 12	11 0
Kathiawar—																										
Rájkot	13 14	13 0	...	...	6 0	6 0	8 0	8 0	15 6	14 8	13 14	13 0	...	...	...	...	13 14	13 4	...	...	7 0	7 0	80 0	80 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	13 8	13 8	...	...	7 8	7 8	10 9	10 9	20 11	20 11	...	...	...	...	...	...	...	...	...	...	9 14	9 14	120 0	120 0	10 13	10 13
Khandwa-Ásirgarh Cant.	12 8	12 8	...	...	8 12	8 12	10 0	10 0	20 0	19 0	16 8	16 8	...	...	...	...	14 0	14 0	...	...	10 8	10 8	160 0	160 0	8 0	8 0
Hoshangabad	14 8	14 8	...	...	6 8	6 8	7 8	7 8	...	...	...	...	...	...	...	...	18 0	17 0	...	...	13 0	13 0	120 0	120 0	9 0	9 0
Betúl	14 7	15 0	...	...	...	...	9 9	10 0	14 12	17 7	...	...	...	...	...	...	14 0	16 0	...	...	9 11	9 11	320 0	320 0	7 9	7 9
Chhindwára	15 3	15 3	...	...	8 0	7 5	8 14	10 0	18 0	18 0	...	...	...	...	...	...	15 3	19 0	...	...	10 4	10 5	160 0	160 0	8 8	8 0
Nágpur	16 4	16 4	...	...	7 8	8 2	11 4	11 4	18 12	19 11	...	...	...	...	...	...	16 4	16 4	...	...	13 2	12 3	110 0	110 0	9 13	9 13
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	16 0	17 2	...	...	16 0	15 0	124 0	124 0	10 11	10 2
Central—																										
Narsinghpur	13 8	13 8	...	...	9 3	8 1	10 6	10 6	...	...	...	...	...	...	...	...	18 11	17 10	...	...	12 10	12 10	200 0	200 0	9 2	9 2
Saugor	14 9	14 9	...	...	8 4	8 4	9 4	9 4	...	...	...	...	...	...	...	...	16 8	16 8	...	...	11 7	11 7	140 0	140 0	9 10	9 10
Damoh	14 2	14 2	...	...	10 15	11 7	11 7	12 0	...	...	...	...	...	...	...	...	18 7	18 7	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	16 0	15 8	...	...	9 0	8 0	10 0	9 12	15 8	16 0	...	...	...	...	...	...	16 12	17 0	...	...	12 4	12 4	120 0	130 0	9 0	9 0
Mandla	17 0	16 8	...	...	9 8	9 0	13 0	12 8	...	...	...	...	...	...	...	...	19 0	19 0	...	...	9 0	9 0	256 0	256 0	9 8	9 8
Seoni	17 15	17 15	...	...	10 3	9 5	13 9	12 2	...	...	...	...	...	...	...	...	16 10	19 8	...	...	10 15	10 15	200 0	200 0	9 2	9 2
Bálághát	17 1	17 1	...	...	11 13	11 13	14 0	15 5	...	...	...	...	...	...	...	...	15 10	19 3	...	...	12 8	11 4	192 0	192 0	8 0	8 0
Bhandára	16 4	16 4	...	...	...	...	10 0	10 0	...	...	...	...	...	...	...	...	16 4	17 8	...	...	12 8	12 8	180 0	180 0	9 2	9 2
Chánda	14 5	14 5	...	...	...	...	12 13	12 13	20 3	20 3	...	...	...	...	...	...	19 3	19 3	...	...	12 15	12 14	615 0	615 0	8 12	8 12
Eastern—																										
Biláspur	16 11	16 11	...	...	10 3	10 3	12 5	13 8	...	...	...	...	...	...	...	...	14 1	13 10	...	...	15 4	14 4	96 0	96 0	8 0	8 8
Raipur	19 11	19 11	...	...	10 12	10 12	14 12	14 13	...	...	...	...	...	...	...	...	15 0	15 0	...	...	13 0	13 0	64 0	64 0	8 0	8 0
Sambalpur	12 4	12 4	...	...	11 6	12 4	16 10	16 10	...	...	...	...	...	...	...	...	9 0	9 0	...	...	8 0	8 0	160 0	140 0	9 10	8 12
Berar—																										
Buldána	15 0	15 0	...	...	8 0	8 0	10 0	10 0	19 0	19 0	16 0	16 0	...	...	...	...	13 0	13 0	...	...	10 0	10 0	§	§	9 0	9 0
Básim	17 2	16 13	...	...	8 6	8 8	10 2	10 8	23 13	24 6	24 0	23 0	...	...	...	...	18 8	17 12	...	...	13 5	13 10			10 10	9 10
Akola	14 0	14 0	...	...	6 8	6 8	8 0	8 0	17 0	16 0	13 0	13 0	...	...	...	...	16 0	16 8	...	...	17 0	17 0			10 0	10 8
Ellichpur	14 0	14 0	...	...	7 0	7 0	8 4	8 0	16 0	16 0	13 0	13 0	...	...	...	...	14 0	14 4	...	...	17 4	17 4			9 8	9 8
Amráoti	14 0	14 0	...	...	6 8	6 8	7 8	8 0	17 0	17 4	13 0	13 0	...	...	...	...	14 6	14 4	...	...	11 4	11 0			9 0	9 0
Wún	14 8	14 8	...	...	8 0	8 0	10 0	10 0	21 0	20 0	...	...	...	...	...	...	16 0	15 8	...	...	20 0	20 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 11	13 3	...	...	6 10	6 12	9 4	9 7	17 12	17 12	...	...	...	...	...	...	14 13	15 2	...	...	17 12	18 4	120 0	115 0	9 0	9 0
Boláram	13 8	13 8	...	...	7 5	7 1	8 6	8 6	20 3	20 3	...	...	...	...	...	...	15 11	15 11	...	...	...	...	116 14	116 14	9 0	9 0
Chadarghat	11 0	11 0	...	...	7 0	7 0	9 8	9 8	19 0	20 0	19 0	20 0	...	...	...	...	17 0	16 0	...	...	...	12 8	120 0	120 0	9 8	9 8

* Not sold. † Not produced. ‡ Not procurable. § Firewood is sold by head-loads, cart-loads, and bullock-loads.

RETAIL PRICES FOR THE 2nd and HALF OF AUGUST 1889—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Maruva or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thûr, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	11 13	11 13	12 10	12 10	* *	* *	* *	* *	20 6	20 6	...	...	10 8	10 8	...	...	10 8	10 8	136 2	136 2	84 0	84 0
S. Canara	8 2	8 2	...	...	10 10	10 10	11 5	11 5	* *	* *	23 14	23 14	19 5	19 5	...	...	13 0	13 0	...	...	13 0	13 0	128 13	128 13	84 0	84 0
South, central—																										
Coimbatore	11 8	11 8	...	...	12 3	12 10	13 2	13 2	21 11	21 11	23 14	23 14	26 3	26 3	...	...	10 8	10 8	...	...	10 8	10 8	133 10	133 10	144 0	144 0
Nilgiris	10 11	10 11	...	...	9 10	9 10	10 6	10 6	18 8	16 13	16 13	16 13	20 3	20 3	...	...	10 8	10 8	...	...	10 8	10 8	161 13	161 13	144 0	144 0
Salem	10 13	10 13	...	...	11 13	11 13	13 3	13 3	27 5	24 10	26 3	24 10	30 13	29 2	...	...	11 0	11 0	...	...	11 0	11 0	186 10	186 10	144 0	144 0
Central—																										
Bellary	13 6	13 6	...	...	12 3	12 3	13 8	13 8	28 10	28 10	* *	* *	33 0	33 0	...	...	12 0	12 0	...	...	12 0	12 0	97 3	97 3	144 0	144 0
Anantapur	11 8	11 8	...	...	12 13	12 13	14 0	14 0	31 6	25 6	25 6	25 6	32 0	32 0	...	...	14 0	14 0	...	...	14 0	14 0	194 6	194 6	144 0	144 0
Cuddapah	12 8	12 8	...	...	11 10	11 10	12 8	12 8	22 14	*	*	*	31 8	31 8	...	...	13 0	13 0	...	...	13 0	13 0	140 0	140 0	340 0	340 0
Kurnool	11 6	10 3	...	...	10 11	10 11	11 6	11 6	25 11	26 6	21 14	21 5	...	...	...	...	12 10	12 10	...	...	12 10	12 10	142 14	142 14	96 0	96 0
East Coast, north—																										
Ganjam	7 2	6 3	...	...	9 8	9 8	10 0	10 0	* *	* *	* *	* *	16 6	15 8	...	...	13 0	13 0	...	...	13 0	13 0	167 11	167 11	240 0	240 0
Vizagapatam	11 8	12 0	...	...	9 9	9 9	10 3	10 3	22 2	20 0	27 11	23 13	22 3	18 3	...	...	13 10	13 10	...	...	13 10	13 10	116 10	116 10	480 0	480 0
Godâvari	10 6	10 6	...	...	13 6	13 6	14 8	14 8	24 0	23 0	22 0	21 2	23 11	23 11	...	...	12 8	12 8	...	...	12 8	12 8	243 0	243 0	320 0	320 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	11 8	11 8	12 2	12 2	19 0	19 0	* *	* *	23 13	23 13	...	...			...	...			170 2	170 2	110 0	110 0
Nellore	11 0	10 10	...	...	12 11	12 3	13 3	13 3	22 11	22 11	* *	* *	27 13	27 13	...	...			...	...			93 5	93 5	65 0	65 0
East Coast, south—																										
Madras	10 13	10 13	...	...	11 8	11 8	12 13	12 13	* *	* *	9 3	* *	26 6	26 5	...	...			...	...			99 10	93 11	65 0	65 0
Chingleput	*	*	...	...	12 6	12 6	13 10	13 3	* *	* *	*	* *	24 11	24 11	...	...			...	...			122 8	122 8	...	...
N. Arcot	9 6	9 6	...	...	12 3	12 3	13 3	13 3	* *	* *	*	*	29 2	29 2	...	...			...	...			194 6	194 6	...	...
S. Arcot	8 10	8 10	...	...	13 2	13 8	13 3	*	20 3	*	24 10	23 2	23 14	23 14	...	...			...	...			209 0	209 0	...	...
Tanjore	8 13	8 13	...	...	13 11	13 11	*	12 11	*	*	25 6	23 3	27 3	27 3	...	...			...	...			166 3	166 3	...	...
Trichinopoly	8 14	8 14	...	...	12 3	12 3	12 11	12 11	22 6	21 0	22 14	21 10	26 3	26 3	...	...			...	...			143 6	143 6	...	...
Southern—																										
Tinnevelly	8 8	9 3	...	...	11 2	11 2	12 0	12 0	*	*	* *	* *	*	*	...	...			...	...			53 5	53 5	14 6	14 6
Madura	10 2	10 13	...	...	12 10	12 10	13 2	13 2	24 5	24 5			24 13	24 13	...	...			...	...			140 14	140 14	13 10	13 10
Mysore—																										
Mysore	10 0	10 0	10 0	10 0	9 4	9 4	10 4	10 4	27 8	28 0	18 0	18 0	30 0	30 0	...	...	10 8	10 8	...	...	10 8	10 8	84 0	84 0	9 0	9 0
Bangalore	10 8	9 8	11 8	10 8	9 8	9 8	10 8	10 8	21 0	22 0	...	...	33 0	32 0	...	...	13 8	13 8	...	...	13 8	13 8	84 0	84 0	9 4	9 4
Kolar	...	...	10 0	10 0	10 0	10 0	12 8	12 8	...	...	...	...	43 0	39 0	...	...	14 0	14 0	...	...	14 0	14 0	144 0	144 0	9 9	9 9
Tumkur	11 0	11 0	11 0	11 0	10 8	10 8	11 8	11 8	...	...	...	...	48 0	48 0	...	...	12 0	12 0	...	...	12 0	12 0	340 0	340 0	9 0	9 0
Hassan	...	...	10 0	10 0	11 0	11 0	13 0	13 0	...	...	...	...	38 0	38 0	...	...	8 0	8 0	...	...	8 0	8 0	96 0	96 0	8 0	8 0
Kadur	10 0	11 0	11 0	11 0	12 0	12 0	16 0	16 0	...	...	...	...	40 0	40 0	...	...			...	...			240 0	240 0	8 0	8 0
Shimoga	11 9	12 10	13 10	13 10	10 8	12 10	14 11	14 11	31 8	...	39 14	...	48 5	48 5	...	...			...	...			450 0	450 0	8 6	8 6
Chitaldrug	12 0	12 0	14 0	14 0	11 0	11 0	13 0	13 0	32 0	40 0	48 0	32 0	50 0	50 0	...	...			...	...			320 0	320 0	9 0	9 0
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	10 8	10 8	12 8	12 8	...	...	...	...	35 8	35 0	...	...	19 8	19 8	...	...	...	...	110 0	110 0	8 0	8 0
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	65 0	65 0	9 4	9 4	...	...	9 4	9 4	65 5	65 5	32 0	32 0

* Not sold.

E. J. SINKINSON,
Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF AUGUST, 1889.

No. I.—As to Age and Sex.

	Demerara.				Trinidad.				Mauritius.				Surinam.				Total.		Grand Total.
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	
Under 2 years	15	8	23	34·92 women to every 100 men.	16	16	32	37·24 women to every 100 men.	3	1	4	21·91 women to every 100 men.	25	19	44	40·10 women to every 100 men.	59	44	103
From 2 to 10 years	34	33	67		38	27	65		9	7	16		62	40	102		143	107	250
„ 10 „ 20 „	32	12	44		42	17	59		43	4	47		39	17	56		156	50	206
„ 20 „ 30 „	259	92	351		300	109	409		237	55	292		214	60	274		1,010	316	1,326
„ 30 „ 40 „	44	13	57		48	19	67		74	17	91		123	71	194		289	120	409
„ 40 „ 50 „	...	...	...		2	1	3		2	2	4		3	4	7		7	7	14
Above 50 years	...	...	...		...	...	...		...	...	...		...	...	...		...	...	...
GRAND TOTAL	384	158	542		446	189	635		368	86	454		466	211	677		1,664	644	2,308

No. II.—As to places whence Emigrants came to Calcutta for embarkation.

	Demerara.			Trinidad.			Mauritius.			Surinam.			Total.		Grand Total.
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	
Orissa	...	...	...	1	1	2	1	...	1	1	...	1	3	1	4
Western Bengal	7	1	8	7	5	12	8	2	10	30	31	61	52	39	91
Central ditto	...	...	...	1	...	1	1	...	1	5	2	7	7	2	9
Eastern ditto	...	...	...	1	...	1	1	...	1	...	...	...	2	...	2
Behar	63	35	98	80	24	104	162	43	205	278	131	409	583	233	16
North-Western Provinces	219	92	311	274	137	411	147	33	180	112	37	149	752	299	1,051
Oudh	83	28	111	76	17	93	46	7	53	30	8	38	235	60	295
Central India	8	2	10	2	2	4	1	1	2	5	...	5	16	5	21
Punjab	4	...	4	2	2	4	...	...	...	1	...	1	7	2	9
Nepal and Native States	...	...	...	2	...	2	1	...	1	3	2	5	6	2	8
Mixed, Bombay and Madras	...	...	...	...	1	1	...	...	...	1	...	1	1	1	2
GRAND TOTAL	384	158	542	446	189	635	368	86	454	466	211	677	1,664	644	2,308

No. III.—As to Caste and Religion.

Brahmins and high castes	42	11	53	46	19	65	43	11	54	43	11	54	174	52	226
Agriculturists	137	47	184	118	33	151	150	27	177	164	57	221	569	164	733
Artisans	21	13	34	31	10	41	23	4	27	52	21	73	127	48	175
Low castes	148	68	216	202	105	307	127	35	162	183	115	298	660	323	983
Musulmans	36	19	55	49	22	71	25	9	34	24	7	31	134	57	191
Christians	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GRAND TOTAL	384	158	542	446	189	635	368	86	454	466	211	677	1,664	644	2,308

Memo.

	Male.	Female.	Total.
1. Hindus	1,530	587	2,117
2. Musulmans	134	57	191
3. Christians	...	...	...
TOTAL	1,664	644	2,308

E. C. BUCK,
Secretary to the Government of India.

A

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, October 7th, 1889.

Fine clear weather has continued over North-Western India throughout the whole week and over the Peninsula, Central India and the Central Provinces from the 1st to the 3rd of October, after which date frequent and general showers occurred. The mail steamer *Coromandel* experienced light variable winds and fine weather from Aden to Long. 61° E., and thence to Long. 71° light to moderate north-east breezes and fine weather. From Long. 71° E. to Bombay fresh north-west winds and heavy rain were reported. This report shows that the north-east winds of the cold weather have commenced over the centre of the Arabian Sea, and that the south-west monsoon except in the extreme south has completely given way. In the Bay of Bengal, though it cannot be said that the north-easterly winds of the cold weather have appeared during the week, there are yet indications of that recurving of the monsoon current which gives the north-east monsoon to the Coromandel Coast and which is accompanied by the appearance of north-easterly breezes over Assam, Bengal and the north of the Bay. In Ceylon there have been south-westerly winds and rain throughout the week, showing that in the extreme south of the Indian region the moist current of the south-west monsoon is still maintained. There have been one or two efforts at depression formation over the Bay during the week, but the necessary energy was apparently wanting and the disturbances never developed beyond the most feeble depressions, and the cyclonic circulations accompanying them were weak and irregular.

On the 1st pressure was very uniform throughout the whole of India, but moderate gradients existed over the Bay and a high pressure area was shown over the Gulf of Martaban. Calms or very variable breezes were reported from most districts, but a strongish southerly current was blowing over Lower Burma and up the valley of the Irrawaddy. On the 2nd the chart showed that the barometer had risen over the greater part of India, while it had fallen over Burma. In consequence the gradients over the Bay and Burma had disappeared and pressure was generally uniform. The winds were again light and variable. On the 3rd the tendency towards complete uniformity had advanced, and beyond a very slight and unimportant deficiency along the west coast of the Bay readings were very uniform everywhere. By the morning of the 4th this slight deficiency over the west of the Bay had developed into a well defined but shallow depression, and the barometer was falling briskly at the Madras stations and slightly elsewhere. Winds were practically unchanged. They were very irregular in direction around the Bay, and there was no indication of the establishment of cyclonic conditions which are ordinarily antecedent to the appearance of the north-east monsoon on the Madras Coast. On the morning of the 5th the barometer was rising over the Bay, while it was steady or falling elsewhere. In consequence the depression over the Bay had to a large extent filled up, and readings were again very uniform throughout the Indian region. Light and variable breezes were the prevalent feature of the air circulattion except

around the Bay, where there was a certain amount of indraught towards the centre of the Bay. A small shallow depression was shown on the West Coast near Karwar. The chart of the 6th showed that the depression on the West Coast had developed somewhat and passed northward to the neighbourhood of Bombay. The weather was consequently unsettled on the Konkan Coast and a cyclonic circulation of fresh winds prevailed around a centre near Bombay. Elsewhere conditions were practically unchanged, uniform pressures and light variable breezes prevailing generally. On the 7th owing to a brisk fall of the barometer off the Madras Coast, a fresh depression was developed over the west of the Bay, and there were feeble and irregular cyclonic circulations over different parts of the Bay. The depression which has been shown near Bombay on the 6th had continued to advance northward, and its northern limits on the 7th extended into Kathiawar. Strongish south-easterly winds were blowing at Bombay, and the north-westerly winds and heavy rain reported off Bombay were doubtless attributable to this disturbance.

Temperature.—The characteristics of temperature have been approximately the same as those of the past two weeks, *viz.*, high day and low night temperatures. This characteristic has been more marked in North-Western India than elsewhere, but has been more or less observable in all parts of India except the Central Provinces, &c., and Burma, where owing to excessive rain the day temperatures have also been low. Maxima exceeding 100° were reported continuously during the week from the south and west of the Punjab and from Upper Sind.

The following table shows the amount of excess or defect of the mean average temperature of the different Provinces for the present and for the preceding week :

PROVINCES.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of Present Week from Normal.
Burma	— 1·0°	— 0·8°
Bengal	+ 1·0°	+ 1·0°
North-Western Provinces	— 0·7°	+ 0·6°
Punjab	— 0·8°	— 0·6°
Bombay	+ 0·9°	— 0·1°
Central Provinces	+ 2·1°	+ 0·6°
Guzerat and Central India	+ 1·6°	+ 1·3°
Sind and Rajputana	+ 0·6°	— 0·4°
Madras	— 0·9°	— 0·4°

This table shows that over the greater part of the country the mean temperature relatively to the average is little changed. The weather is 1° cooler in Bombay, Sind and Rajputana and 1½° cooler in the Central Provinces in this week than last; but elsewhere there is little alteration. The variations from the average are small, being less than 1°, except in Bengal and the Central Provinces.

Rain.—The relative distribution of rainfall during the present has been approximately the same as that reported last week except that there has been more rain over the Central Provinces, Guzerat and Kathiawar and less over North-Western India. The feeble depressions which have appeared over the Bay have occasioned more or less rain in their neighbourhood and the small storm which crossed Bombay gave fairly heavy rain to the Konkan and

neighbouring districts, but otherwise nearly all the rain which has fallen has been due to local showers.

The following is a brief description of the daily distribution of rainfall:

On the 1st there were a few scattered showers on the West Coast, in Khandeish and the Central Provinces, and heavyish rain in Burma. On the 2nd the distribution of rain was the same, but the amount had fallen off in Burma. The chart of the 3rd showed that the rainfall area had extended, general though slight rain being reported from the west coast of the Bay, South India, the Central Provinces and Central India, as well as from several parts of Bengal. On the 4th a similar distribution prevailed, but the falls were heavier both on the East and West Coasts of the Peninsula. On the 5th, 6th and 7th there was very little change, rain falling generally over the Peninsula, the Central Provinces, Burma and Bengal.

The table at the close of the summary shows an excess of rain at eighteen of the rainfall divisions and a deficiency at thirty-one. With the exception of a few drops in the centre and west of the North-Western Provinces, there has been no rain whatever over the whole of Northern India from Behar north-westward to the Indus. In most of the more western divisions of this region the ordinary fall during this week is very small and the absence of rain is hence unimportant, but in the eastern divisions the average fall is larger and the want of rain will probably be felt. The excess in Guzerat, Kathiawar and the Konkan is relatively considerable, but in the other divisions reporting heavy rain the excess is small.

In Burma two divisions, *viz.*, Lower and Central Burma, report heavy, and two, *viz.*, Tenasserim and Arakan, light rainfall. In Bengal and Assam every division shows short rain, and from Behar north-westward to the Indus, excluding the centre and west of the North-Western Provinces and including the west of Rajputana and Sind, there has been no rainfall whatever throughout the week. The West Coast districts as well as Khandeish, Berar and the west and centre of the Central Provinces have received more than the average amount of rain, and this excess has spread north-westward into Guzerat and Kathiawar. The east of Central India has also received heavy rainfall for the season, but the west of Central India as well as the whole of Rajputana has been practically without rain. The northern and southern parts of the Madras Presidency have had excessive rain, but the south of the Nizam's divisions and also the central divisions of Madras have all had a deficient supply of rain.

The state of the seasonal rainfall is shown by the last column of the table. The following divisions exhibit a deficiency exceeding 10% on the total rainfall which has been received since the 15th of May last:—Central Burma, East Bengal, Deltaic Bengal, the west of the North-Western Provinces, the central, submontane, hill, and north-western districts of the Punjab, Sind and Rajputana West. All these divisions were included in the deficiency list at the time of the last report, so that as Lower Burma, Khandeish and Guzerat have dropped out, the present report shows a slight improvement on its predecessor.

PROVINCE.	DIVISION.	Rainfall Data for Week ending October 7th, 1889.			Rainfall Data from May 13th to October 7th, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to October 7th.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	2·38	2·70	— 0·32	183·41	173·17	+ 6
	Lower Burmah	3·82	2·65	+ 1·17	83·87	88·88	— 6
	Central Burmah	2·07	1·99	+ 0·08	57·18	70·94	— 20
	Upper Burmah	2·27	?	?	30·91	?	?
	Arakan	2·88	3·66	— 0·78	167·52	175·33	— 4
Bengal and Assam	Eastern Bengal	0·47	1·80	— 1·33	65·41	77·27	— 15
	Assam (Surma)	0·66	1·67	— 1·01	114·95	91·75	+ 25
	Do. (Brahmaputra)	0·81	1·68	— 0·87	77·56	66·31	+ 17
	Deltaic Bengal	0·45	1·01	— 0·56	42·97	49·09	— 12
	Central Bengal	0·25	1·05	— 0·80	47·14	48·98	— 4
	North Bengal	1·16	2·08	— 0·82	97·57	92·04	+ 6
	Orissa	1·49	1·63	— 0·14	42·81	47·07	— 9
	Chutia Nagpur	0·07	1·01	— 0·94	42·29	45·93	— 8
	Behar (South)	0	1·44	— 1·44	40·33	39·30	+ 3
	Do. (North)	0	1·79	— 1·79	52·58	45·10	+ 17
North-Western Provinces and Oudh.	North-Western Provinces (East).	0	0·73	— 0·73	43·70	33·40	+ 31
	Oudh (South)	0	0·86	— 0·86	40·43	33·87	+ 19
	Do. (North)	0	0·75	— 0·75	42·21	36·39	+ 16
	North-Western Provinces (Central).	0·02	0·51	— 0·49	27·02	28·70	— 6
	North-Western Provinces (West).	0·10	0·27	— 0·17	21·74	25·84	— 16
	North-Western Provinces (Submontane).	0	0·52	— 0·52	48·54	39·51	+ 23
Punjab	Punjab (South)	0	0·13	— 0·13	11·62	12·42	— 6
	Do. (Central)	0	0·29	— 0·29	16·75	21·39	— 22
	Do. (Submontane)	0	0·22	— 0·22	20·52	24·84	— 18
	Do. (Hill Districts)	0	0·30	— 0·30	59·28	77·65	— 24
	Do. (North-West)	0	0·20	— 0·20	16·07	18·61	— 14
	Do. (West)	0	0·04	— 0·04	6·72	6·57	+ 2
Bombay and Malabar Coast Districts (Madras).	Malabar	3·42	2·24	+ 1·18	106·50	99·35	+ 7
	Madras (South Central)	1·73	1·53	+ 0·20	33·26	17·04	+ 95
	Coorg	0·92	2·51	— 1·59	99·93	95·35	+ 5
	Mysore	2·22	1·84	+ 0·38	23·76	21·11	+ 13
	Konkan	2·36	1·44	+ 0·92	125·24	95·30	+ 31
	Bombay Deccan	1·78	1·10	+ 0·68	30·34	28·23	+ 7
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	1·95	1·49	+ 0·46	21·39	23·76	— 10
Central Provinces and Berar.	Berar	1·15	1·14	+ 0·01	33·95	32·54	+ 4
	Central Provinces (West)	0·91	0·78	+ 0·13	35·28	39·07	— 10
	Ditto (Central)	0·78	0·73	+ 0·05	50·62	48·78	+ 4
	Ditto (East)	0·37	0·72	— 0·35	53·46	48·18	+ 11
Bombay (North)	Guzerat	1·08	0·79	+ 0·89	35·36	38·67	— 9
	Kathiawar	0·48	0·18	+ 0·30	26·53	26·52	0
	Sind	0	0	0	1·55	4·39	— 65
Rajputana and Central India.	Central India (East)	0·93	0·57	+ 0·36	38·24	35·13	+ 9
	Rajputana (East), Central India (West).	0·05	0·22	— 0·17	28·56	25·63	+ 11
	Rajputana (West)	0	0·10	— 0·10	8·73	12·99	— 33
Madras	East Coast (North)	2·79	1·83	+ 0·96	34·74	26·36	+ 32
	Do. (North) (*a*)	2·05	0·86	+ 1·19	36·99	36·36	+ 2
	Hyderabad (South)	0·71	0·90	— 0·19	24·76	21·51	+ 15
	Madras (Central)	1·23	1·57	— 0·34	22·01	18·48	+ 22
	East Coast (Central)	0·84	1·39	— 0·55	19·30	19·30	0
	Ditto (South)	1·64	1·35	+ 0·29	20·29	10·68	+ 22
	Madras (South)	1·66	1·51	+ 0·15	10·96	9·87	+ 11

SIMLA, *10th October, 1889.*

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Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 5th October.*—Rainfall general; good in most districts and slight in Nellore and Madras. Crops generally good, but affected by excessive rain or moisture in parts of Kistna, Bellary, Anantapur and Nilgiris; withering from want of rain in parts of South Arcot. Prices generally falling or stationary. Labourers employed last day of week,—Rushikulya works, 3,774; Gopalpore Canal, 730; Ghat Roads, 2,779; other minor works, 6,317. Number on village relief on 28th September, 28,266, including 17,122 children; fed in kitchens, 7,173, including 5,314 children. Imports into Ganjam during week by sea and land, 293 tons. General prospects favourable.

Bombay.—*For week ending 9th October.*—Rain during week generally sufficient; in parts excessive and injurious to crops. Standing crops generally good, but damaged by locusts and other insects in parts of Sind. Harvesting and sowing operations progressing. Fodder sufficient and agricultural stock healthy.

Bengal.—*For week ending 8th October.*—Rainfall has been general in Orissa, and showers are also recorded from some other districts, chiefly in Central and Eastern Bengal. Winter rice is generally in good condition, but requires more rain in the districts of the Burdwan and Chota Nagpur divisions, in some of the Cachar districts and in Balasore. In Burdwan, Hooghly and Balasore the rainfall has been deficient and the winter rice will be a short crop in consequence. Autumn harvests are nearly finished, and cultivation for the *rabi* crops is in progress. Sugarcane is generally recorded to be fair. Food-stocks are plentiful, and prices are steadily falling in the affected tracts in North Behar. In Chumparun the demand for gratuitous relief is on the decrease.

North-Western Provinces and Oudh.—*For week ending 9th October.*—Weather continues seasonable, but rain is still wanted in a few districts. The *kharif* crops are being harvested, and *rabi* sowings are in active progress. Prospects good. Supplies everywhere ample, but prices are rising in some districts owing to the demand for seed.

Punjab.—*For week ending 9th October.*—No rain. Prices are stationary in all districts except Rawalpindi, where they are rising. Harvesting of *kharif* crops commenced in Umballa and Dera Ismail Khan. Ploughing for *rabi* in progress. Rain much wanted for *rabi* sowings throughout the Province and also for *kharif* in Sialkot and Lahore. Condition of crops generally good except in Hissar, where they are withering. Prospects of standing crops are said to be generally fair. Outturn of cotton good in Peshawar. Fodder sufficient throughout the Province.

Central Provinces.—*For week ending 9th October.*—Weather hot and cloudy with occasional showers. Prospects of *kharif* crops generally continue very good. Outturn of *rabi* somewhat short in Jubbulpore owing to deficient rainfall; some more rain also required in eastern districts. Rice is being cut in Sambalpore, and the crop is a full one. Sowings of *rabi* crops commencing under favourable conditions. Prices steady.

Burma.—*For week ending 5th October.*—Sufficient rain fell throughout Lower Burma, and the crop prospect is generally good. Rain fell in all parts of Upper Burma, and the crop prospect is generally improving, but a little more rain is wanted in Meiktila. The price of paddy has risen 6 per cent. in Tharrawaddy, and fallen 7 per cent. in Akyab and 5 per cent. in Sagaing. No other changes are reported.

Assam.—*For week ending 9th October.*—Weather and rainfall seasonable. Prospects of rice and tea good. Sowing of pulses progressing.

Mysore and Coorg.—*For week ending 9th October.*—Rain has fallen more or less throughout the State of Mysore. Crops good. Sowing completed in parts. Outturn of harvest fair. Prices slightly risen in the Bangalore district.

Rainfall 1·54 inches in Coorg during the week. Picking of cardamom crop has commenced.

Berar and Hyderabad.—*For week ending 9th October.*—Average rainfall in Berar 1·70 inches. *Kharif* in good condition. Prices steady. Cattle healthy. Weeding continues. Preparation of fields for *rabi* in progress.

Rainfall in Hyderabad during the week 1·21 inches. *Abi* crops prospering. Water in tanks sufficient. Reaping of *kharif* crops in progress, but much retarded owing to continuous rainfall, which, though beneficial to *abi* crops, is doing damage to *kharif* crops. Prices stationary.

Central India.—*For week ending 9th October.*—Rain generally sufficient throughout Agency except in Gwalior. Probable outturn good generally. Prices falling in Goona and in parts of Bhopawar, and rising in Neemuch.

Rajputana.—*For week ending 9th October.*—Slight rain in some places. Standing crops slightly damaged by locusts in Marwar, Meywar and Jeypore. Rain much needed in some districts. Agricultural stock good. Pasturage sufficient. Fodder dear in Marwar. Prices steady generally.

Nepal.—*For week ending 3rd October.*—No rain. Night dews and morning mists commenced. Prospects very good.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXIV. OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Week ending 15th September 1888.			Week ending 14th September 1889.			Total Receipts from 1st April to 15th September 1888.		Total Receipts from 1st April to 14th September 1889.		Total increase in 1889-90.	Total decrease in 1889-90.
		Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Total.	Per mile open per week.	Total.	Per mile open per week.		
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State Lines worked by Companies.												
21st September 1889	East Indian (a)	1,526	7,60,257	498	1,526	7,06,349	463	1,92,58,464	526	1,96,58,096	537	3,99,632	...
21st ditto	Patna-Gya	57	7,919	139	57	10,789	189	1,91,797	140	2,01,017	146	9,220	...
...	Dildárnagar-Gházipur	...	(b)	...	...	(b)	...	(b)	...	(b)	...	...	...
...	Sindia	75	5,481	73	...	(c)	...	1,68,891	94	(c)	...	...	1,68,891
21st September 1889	Rajputana-Malwa	1,664	3,58,692	216	1,672	2,53,000	151	81,86,338	205	89,44,417	225	7,58,079	...
21st ditto	Bengal-Nágpur (d)	186	16,706	90	305	(e) 23,307	76	7,14,080	160	(e) 8,26,099	115	1,12,019	...
21st ditto	Southern Mahratta (f)	850	57,979	68	856	55,296	65	17,92,821	88	19,38,864	94	1,46,043	...
21st ditto	Do. Mysore Section	140	10,250	73	296	17,894	60	2,50,686	75	3,64,259	65	1,13,573	...
14th ditto	Indian Midland	136	8,403	62	746	(g) 44,463	60	3,23,975	101	(g) 12,61,033	81	9,32,658	...
21st ditto	Villupuram-Dharmaveram (Nellore Branch)	83	4,877	59	83	4,802	58	1,17,282	59	1,15,689	58	...	1,593
21st ditto	Bareilly-Pilibhit	36	1,162	32	36	1,343	37	35,930	43	44,813	54	8,883	...
	TOTAL	4,753	12,31,726	259	5,577	11,17,243	200	3,10,45,264	272	3,33,54,887	258	23,09,623	...
	State Lines worked by Government.												
21st September 1889	North Western (h)	2,469	5,31,717	215	2,386	4,37,051	183	1,11,84,073	189	1,22,58,140	215	10,74,073	...
14th ditto	Oudh and Rohilkhand	692	1,10,367	159	692	1,00,492	154	31,72,077	191	35,39,544	213	3,66,867	...
21st ditto	Bengal Central	125	17,110	137	125	20,150	161	2,96,025	90	3,32,029	111	36,004	...
21st ditto	Wardha Coal	45	13,325	296	45	14,057	43	3,37,031	312	3,42,888	319	5,857	...
21st ditto	Eastern Bengal	673	3,06,708	456	747	2,67,810	359	41,49,445	257	44,34,074	261	2,84,629	...
21st ditto	Nalháti	27	1,561	58	27	1,636	61	45,212	70	44,885	70	...	327
21st ditto	Tirhoot	259	23,715	92	273	22,683	83	7,54,660	127	8,76,547	140	1,21,887	...
14th ditto	Lucknow-Sitapur-Sihrámau	105	4,360	42	105	3,718	35	1,17,612	47	1,52,746	61	35,134	...
21st ditto	Jorhát	25	1,330	53	25	1,544	62	28,392	47	29,726	50	1,334	...
14th ditto	Cherra-Companyganj	7	258	37	7	307	44	2,315	14	3,424	20	1,109	...
21st ditto	Burma (i)	392	47,463	121	553	75,059	136	13,20,589	144	20,16,347	152	6,95,758	...
	TOTAL	4,819	10,57,931	220	4,985	9,88,407	188	2,14,08,031	185	2,40,31,250	204	26,23,225	...
	Lines worked by Guaranteed Companies.												
21st September 1889	Madras	840	1,54,327	184	840	1,59,910	190	39,06,090	194	42,54,259	212	3,48,169	...
21st ditto	South Indian	654	1,07,911	165	654	1,13,030	173	26,00,240	166	27,25,687	175	1,25,447	...
21st ditto	Great Indian Peninsula	1,497	(j) 5,39,867	359	1,440	(k) 3,67,930	250	1,96,22,799 (j)	545	1,48,59,920 (k)	432	...	47,62,849
21st ditto	Bombay, Baroda and Central India (l)	461	2,23,529	485	461	1,84,000	399	57,25,343	517	59,21,948	538	1,96,605	...
	TOTAL	3,452	10,22,634	296	3,395	8,24,870	243	3,18,54,442	384	2,77,61,814	343	...	40,92,628
GRAND TOTAL (GUARANTEED AND STATE)		13,024	33,12,291	254	13,957	28,80,520	209	8,43,07,737	270	8,51,47,957	259	8,40,220	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	4,42,16,583	142	4,45,48,456	136	3,31,873	...
NET RECEIPTS		...	...	...	...	...	...	4,00,91,154	128	4,05,99,501	123	5,08,347	...
	Assisted Companies.												
21st September 1889	Tárakeshwar	22	3,438	156	22	4,605	209	1,20,664	246	1,34,262	256	4,598	...
7th ditto	Dibru-Sadiya	...	...	...	...	(m)	...	(n) 1,07,667	110	(o) 2,19,425	122	21,758	...
21st ditto	Bengal and North-Western	376	24,923	66	376	29,930	80	11,22,084	124	11,89,026	133	66,942	...
21st ditto	Rohilkhand-Kumaun	67	6,642	99	67	5,757	86	1,94,414	107	1,77,797	115	13,383	...
	TOTAL	465	35,003	75	465	40,322	87	16,13,829	124	17,20,510	133	1,06,681	...
	Native States.												
21st September 1889	His Highness the Nizam's Guaranteed	310	31,668	102	354	37,977	107	7,45,069	109	10,26,874	122	2,81,805	...
21st ditto	His Highness the Gaekwar's	59	1,983	34	59	2,310	39	61,310	43	61,822	44	512	...
21st ditto	His Highness the Gaekwar's Veramgam-Mahsána-Vadnagar	21	719	34	27	600	22	21,711	43	25,670	40	3,959	...
21st ditto	Bhávnagar-Gondal-Junagarh-Porbandar	209	15,206	73	261	17,300	66	4,57,432	98	6,23,561	100	1,66,129	...
21st ditto	Morvi	68	2,544	37	68	2,573	38	88,215	53	95,704	59	9,489	...
21st ditto	Jodhpore	124	4,523	36	124	6,060	48	1,63,970	55	1,50,998	53	...	6,972
	TOTAL	791	56,583	72	893	66,760	75	15,35,707	85	19,90,629	93	4,54,922	...

(a) Includes the Dildárnagar-Gházipur State Railway.
(b) Included with East Indian Railway.
(c) Included with Indian Midland Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itársi State Railways.
(h) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(i) Includes the Toungoo-Mandalay extension.
(j) Includes the Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itársi State Railways.
(k) Includes the Dhond-Manmád, Khámgaon, and Amráoti State Railways.
(l) Includes the Patri Branch.
(m) Return not received.
(n) Total receipts from 1st April to 8th September 1888.
(o) Total receipts from 1st April to 7th September 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Under-Secretary.

SIMLA, *10th October, 1889.*

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRESS, *Simla.*

SUPPLEMENT TO

The Gazette of India.

No. 42.} CALCUTTA, SATURDAY, OCTOBER 19, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first six months of the official year 1889-90, and of the eighteen preceding years.

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE SIX MONTHS, APRIL TO SEPTEMBER.																																															
	BENGAL.				BOMBAY.				SINDH.				MADRAS.				BURMA.				TOTAL BRITISH INDIA.				YEAR.
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Import Revenue.	Export Revenue.	Total Revenue.	
1871-72	5,38	36,54	10,61	52,53	3,81	18,83	1,84	24,48	66	50	68	1,84	1,76	6,22	7,32	15,30	78	2,00	9,51	12,29	12,39	64,09	76,48	29,96	1,06,44	1871-72
1872-73	6,59	36,64	11,34	54,57	2,70	19,48	1,54	23,72	53	49	1,09	2,11	1,94	5,85	5,64	13,43	1,60	2,25	18,00	21,85	13,36	64,71	78,07	37,61	1,15,68	1872-73
1873-74	5,16	32,43	8,39	45,98	2,91	17,90	1,53	22,34	58	33	58	1,49	1,84	6,68	7,21	15,73	1,62	2,30	14,08	18,00	12,11	59,64	71,75	31,79	1,03,54	1873-74
1874-75	5,95	38,28	6,22	50,45	3,20	19,74	1,61	24,55	59	30	66	1,55	1,74	6,95	7,21	15,43	2,03	3,18	9,77	14,98	13,51	68,45	81,96	25,00	1,06,96	1874-75
1875-76	6,14	38,71	7,63	52,48	3,34	20,11	3,40	26,85	62	42	87	1,91	2,10	7,21	6,92	16,23	1,80	2,31	17,51	21,62	14,00	68,76	82,76	36,33	1,19,09	1875-76
1876-77	6,31	30,89	6,07	43,27	3,92	17,55	52	21,99	70	32	11	1,13	2,82	6,55	4,34	13,71	2,23	2,53	12,40	17,16	15,98	57,84	73,82	23,44	97,26	1876-77
1877-78	7,05	39,19	7,27	53,51	4,37	21,09	49	25,95	1,08	36	18	1,62	2,56	3,85	85	7,26	2,42	2,72	9,30	14,44	17,48	67,21	84,69	18,09	1,02,78	1877-78
1878-79	6,55	31,32	6,59	44,46	4,05	18,70	1,07	23,82	91	25	10	1,26	2,97	4,74	2,05	9,76	3,63	3,34	12,94	19,91	18,11	58,35	76,46	22,75	99,21	1878-79
1879-80	5,92	31,25	4,30	41,47	4,39	15,84	86	21,09	1,49	38	10	1,97	2,64	4,41	2,72	9,77	3,35	3,05	16,89	23,29	17,79	54,93	72,72	24,87	97,59	1879-80
1880-81	6,57	29,00	5,15	40,72	4,15	22,93	77	27,85	2,11	54	10	2,75	2,39	5,28	4,52	12,19	2,34	3,80	18,30	24,44	17,56	61,55	79,11	28,84	1,07,95	1880-81
1881-82	6,72	28,20	7,42	42,34	5,03	20,69	72	26,44	1,89	58	14	2,61	2,42	5,02	3,11	10,55	3,33	3,76	21,67	28,76	19,39	58,25	77,64	33,06	1,10,70	1881-82
1882-83	7,01	...	7,35	14,36	5,12	−1,03*	62	4,69	1,71	3	25	1,99	2,63	1	2,10	4,74	3,99	3	26,41	30,43	20,46	−98*	19,48	36,73	56,21	1882-83
1883-84	6,95	6	8,99	16,00	5,27	20	52	5,99	1,75	1	20	1,96	2,62	7	2,70	5,39	3,81	8	19,25	23,14	20,40	42	20,82	31,66	52,48	1883-84
1884-85	5,91	17	4,97	11,05	4,80	19	77	5,76	1,92	2	21	2,15	2,32	1	3,16	5,49	3,82	6	14,08	17,96	18,77	45	19,22	23,19	42,41	1884-85
1885-86	6,37	9	6,15	12,61	5,64	22	42	6,28	2,12	2	33	2,47	2,38	6	1,61	4,05	3,15	3	22,65	25,83	19,66	42	20,08	31,16	51,24	1885-86
1886-87	6,40	19	4,96	11,55	5,84	28	52	6,64	2,20	6	45	2,71	3,00	6	2,64	5,70	4,40	6	18,39	22,85	21,84	65	22,49	26,96	49,45	1886-87
1887-88	5,57	22	6,67	12,46	6,92	21	74	7,87	2,45	3	34	2,82	4,51	2	2,46	6,99	4,56	1	19,78	24,35	24,01	49	24,50	29,99	54,49	1887-88
1888-89	6,99	3,06	7,91	17,96	7,01	1,78	59	9,38	2,59	61	19	3,39	4,97	29	2,65	7,91	4,35	62	13,22	18,19	25,91	6,36	32,27	24,56	56,83	1888-89
1889-90	7,10	4,46	6,06	17,62	7,72	1,02	93	9,67	2,77	41	24	3,42	5,13	36	3,42	8,91	4,07	1,58	21,05	26,70	26,79	7,83	34,62	31,70	66,32	1889-90

* The amount refunded is greater than the duty collected.

E. J. SINKINSON,
Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 16th October, 1889.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

The following Resolution is published for general information:

PROCEDURE TO BE FOLLOWED IN THE TREATMENT OF CASES OF INDEBTEDNESS OF GOVERNMENT OFFICIALS.

No. $\frac{29}{1770-92}$.

Extract from the Proceedings of the Government of India in the Home Department (Public),—under date Simla, the 8th October, 1889.

Read again—

Home Department Resolution No. 2-77 to 102 (Public), dated 19th January, 1884.

RESOLUTION.

In the Resolution of January 1884 cited in the preamble the Governor General in Council invited the attention of all Local Governments and Heads of Departments to the imperative duty which devolves on them of taking severe notice of the conduct of clerks and other employés who allow themselves to fall into embarrassed circumstances, and it was pointed out that Assistants in Government offices should clearly understand that, if they voluntarily contract debts or obligations which they are unable to meet, they render themselves liable to summary dismissal.

2. His Excellency in Council has reason to fear that the tenor of these orders has not always been properly understood, and desires to supplement them by more definite instructions as to what constitutes such a state of indebtedness as to render it undesirable that a person should be retained in the public service. The Governor General in Council accordingly directs that where half the salary of a Government official is constantly being attached for debt, or has been continuously under attachment for more than two years, or is attached for a sum which, under ordinary circumstances, it will require more than two years to repay, a full schedule of the officer's debts should be obtained by the head of the office and the case dealt with in the same way as if the debtor had taken advantage of the insolvency court. In such cases it should be specially ascertained—

(1) what is the proportion of the debts to the salary and the extent to which they detract from the debtor's efficiency as a public servant;

(2) whether the debtor's position is irretrievable;

(3) whether it is desirable under the circumstances to retain him—

(*a*) in the particular post he occupies, or

(*b*) in any position under Government.

A

It will be for Local Governments and the different Departments under the Government of India to issue subsidiary directions to officers subordinate to them as to the authority to which the schedule of debts and the report on it should be submitted for orders.

ORDER.—Ordered, that this Resolution be communicated to the Local Governments (except Madras) and Administrations; to all the Departments of the Government of India and to the Heads* of offices under the Home Department.

* Superintendent of Port Blair and the Nicobars.
Sanitary Commissioner with the Government of India.
Surgeon-General with the Government of India.
Secretary, Board of Examiners.
Registrar, Calcutta University.
Bishop's Chaplain.
Registrar, High Court (with usual covering letter).

(True Extract.)

C. J. LYALL,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, October 14th, 1889.

There has been no change in the general meteorological conditions. The fine weather which prevailed over nearly the whole of Northern India and the unsettled showery weather which prevailed over Bengal and the Peninsula have alike continued uninterruptedly during the week under review. In the Bay of Bengal the change to cold weather conditions has been carried out during the week, and the north-east monsoon has burst on the Coromandel Coast early and with somewhat more than the usual vigour. During the greater part of the period under review pressure has been very uniform, and the weather undisturbed; but towards the close of the week a well marked depression formed over the Bay, and established a fairly complete cyclonic circulation over the greater part of the Bay.

On the 8th pressure was very uniform all over India, though slightly higher in Assam and lower in Madras than elsewhere. The winds were very light and very variable in direction, and over North-Western India calms were reported in the majority of cases. On the 9th the uniformity of pressure and the variability of the winds continued, and the general weather conditions were such as are ordinarily experienced during October when the transition is effected from the rains to the cold weather. On the 10th the only change of importance was the brisk fall of the barometer which occurred in the Punjab and resulted in the production of a well marked depression. The winds showed an irregular circulation around this low pressure area, but elsewhere the directions remained irregular and variable. The Chart of the 11th showed a further development of the Punjab depression, and a more complete cyclonic circulation of the winds in North-Western India. Elsewhere uniform pressures and variable winds continued. On the evening of the 11th the Punjab depression apparently moved northward into the hills, as slightly unsettled and thundery weather was experienced there, and the next morning the barometer was rising all over Northern India, and no trace of the depression remained. On the morning of 12th a shallow low pressure area lay off the West Coast of the Peninsula, but otherwise readings were very uniform. On the 13th the barometer began to fall over the Bay and a depression to form there. At the same time the wind drew into north on the Circars Coast and into north-west from Madras to Negapatam, showing an initial cyclonic circulation around the Bay. The lowest recorded readings of the barometer were however still reported from the West Coast. In Northern and Central India the barometer was very uniform, the winds light and the weather fine. On the 14th the depression over the Bay had undergone very considerable development, the barometer had fallen briskly off the Coromandel Coast, and a small centre of depression was advancing towards the coast between Madras and Nellore. Strongish cyclonic winds prevailed over the south-west of the Bay, and the weather there and over the Peninsula generally was unsettled. Over Northern India and the north of the Peninsula steady fine weather and light variable winds prevailed.

Temperature.—The remarkably low night temperatures, which have prevailed during the past few weeks over the greater part of Northern and Central India, have been equally noticeable during the present week, the relative coolness, indeed, showing signs of increasing. At Quetta on the 14th the minimum was 6° below the normal, at Multan 8°, at Lahore and Sirsa 10°, at Meerut Sambhar, Ajmere and Rajkot 7°, and at Deesa 9°; these differences being on the whole larger than those of the preceding days. At the close of the week in the Punjab the day temperatures also fell below the normal, and the general deficiency over that Province became nearly 4°. This early coolness over North-Western India is the more remarkable, as there does not appear from the reports to have been any early snow in the mountains.

The following table shows the amount of excess or defect of the mean average temperature of the different Provinces for the present and for the preceding week :

PROVINCES.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of Present Week from Normal.
Burma	— 0·8°	+ 0·9°
Bengal	+ 1·0°	+ 0·9°
North-Western Provinces	+ 0·6°	+ 0·7°
Punjab	— 0·6°	— 1·5°
Bombay	— 0·1°	+ 0·9°
Central Provinces	+ 0·6°	+ 0·9°
Guzerat and Central India	+ 1·3°	+ 0·8°
Sind and Rajputana	— 0·4°	— 1·0°
Madras	— 0·4°	+ 0·2°

This table shows that relatively to the average there has been very little change of temperature, except in the Punjab and Bombay, where there has been a fall and rise of about 1° respectively.

Rain.—There has been no rain whatever in Upper India, and in the Central Provinces after a few showers the rains seem also to have ceased. In Bengal on the contrary the weather has been showery throughout the week, and in the Peninsula most unsettled and unusually rainy weather has accompanied the low pressures which have prevailed over that part of the Indian region.

The following is a brief description of the daily distribution of rainfall :

On the 8th scattered showers were reported from Lower Bengal, the coast districts of the Peninsula, Mysore and the Central Provinces. The amounts were, however, in nearly all cases light, and the other parts of the Indian region were rainless. On the 9th a similar distribution prevailed, but the extent and amount of the rainfall had alike increased. On the 10th the rainfall had again decreased in extent, and had entirely ceased over the Central Provinces. In East Bengal some local heavy falls were reported. On the 11th rain was reported from the greater part of Bengal, from the West Coast of the Bay and from several stations in the inland and West Coast districts of the Peninsula. On the 12th there was no change, but on the 13th the rainfall ceased over the north of the Bay and became concentrated over the south of the Peninsula. On the 14th every station to the south of Lat. 16° reported rain, the amounts being large in some places.

The table at the close of the summary shows that the week's rainfall has been on the whole deficient. In normal years only one division, *viz.*, Sind, has no rain whatever during the week just passed, while in the present case there are no less than eleven divisions reporting no rain. In many of these divisions, no doubt, the rainfall is normally very slight, and the absence of it is a matter of little consequence, but in others the normal rainfall is quite appreciable and the want of it may not improbably be felt. The 3rd column of the table shows that at thirty of the rainfall divisions the amount is short and that at nineteen it is in excess of the normal. The regions where the rain is short are roughly Burma, Upper India from Behar to the Indus, the Central parts of the country and Rajputana. In Burma all the districts have received deficient rain and Cachar and Eastern and Deltaic Bengal have participated in this defect, but Central and North Bengal, the Brahmaputra valley, Orissa and Chutia Nagpur have all received heavy rain. From Chutia Nagpur north-westward up the Gangetic plain to the Indus there has been practically no rain. The West Coast districts, including Berar, the Deccan, Guzerat and Kathiawar, have all received more than the normal rainfall—in some cases largely so; but over the Central Provinces and the east of the Peninsula the variations in the rainfall are irregular. Rajputana and Central India like the region to the northward have received little or no rain.

The maximum falls are in no way remarkable over the greater part of India, but some places on the West Coast of the Peninsula, in parts of Madras and in East Bengal have received large amounts, thus:

Netrokona in Mymensingh reports 10½ inches; Cottayam in Travancore 10¾ inches; Muddibehal in Bijapur 8 inches; Sompet in Ganjam 10½ inches; and Palmanavi in North Arcot 7 inches.

The concluding column of the table shows the result of the past rains. Over the greater part of the country the fall has been fairly good, but in the following divisions the seasonal rainfall has been more than 10 % deficient:—Central Burma, East and Deltaic Bengal, the west of the North-Western Provinces, the centre, submontane, hill, and north-western districts of the Punjab Khandeish, Sind and Rajputana.

PROVINCE.	DIVISION.	Rainfall Data for Week ending October 14th, 1889.			Rainfall Data from May 13th to October 14th, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, May 13th to October 14th.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	0·44	2·66	— 2·22	183·85	175·83	+ 5
	Lower Burmah	0·98	2·14	— 1·16	84·85	91·02	— 7
	Central Burmah	1·76	1·79	— 0·03	58·94	72·74	— 19
	Upper Burmah	1·17	?	?	39·33	?	?
	Arakan	0·33	2·67	— 2·34	167·85	178·00	— 6
Bengal and Assam	Eastern Bengal	1·27	1·76	— 0·49	66·68	79·04	— 16
	Assam (Surma)	0·73	1·90	— 1·17	115·67	93·65	+ 24
	Do. (Brahmaputra)	1·42	1·16	+ 0·26	78·98	67·47	+ 17
	Deltaic Bengal	1·07	1·51	— 0·44	44·04	50·60	— 13
	Central Bengal	1·68	1·34	+ 0·34	48·60	50·32	— 3
	North Bengal	0·87	0·79	+ 0·08	98·43	92·83	+ 6
	Orissa	3·09	1·88	+ 1·21	45·91	48·96	— 6
	Chutia Nagpur	1·64	1·02	+ 0·62	44·03	46·95	— 6
	Behar (South)	0·40	0·59	— 0·19	40·72	39·89	+ 2
	Do. (North)	0·27	0·70	— 0·43	52·85	45·80	+ 15
North-Western Provinces and Oudh.	North-Western Provinces (East).	0·02	0·51	— 0·49	43·72	33·91	+ 29
	Oudh (South)	0	0·33	— 0·33	40·43	34·20	+ 18
	Do. (North)	0	0·42	— 0·42	42·21	36·81	+ 15
	North-Western Provinces (Central).	0	0·24	— 0·24	27·02	28·94	— 7
	North-Western Provinces (West).	0	0·14	— 0·14	21·74	25·98	— 16
	North-Western Provinces (Submontane).	0	0·36	— 0·36	48·54	39·87	+ 22
Punjab	Punjab (South)	0	0·14	— 0·14	11·62	12·56	— 7
	Do. (Central)	0	0·18	— 0·18	16·75	21·57	— 22
	Do. (Submontane)	0·02	0·08	— 0·06	20·54	24·92	— 18
	Do. (Hill Districts)	0·01	0·30	— 0·29	59·29	77·94	— 24
	Do. (North-West)	0	0·15	— 0·15	16·07	18·76	— 14
	Do. (West)	0	0·04	— 0·04	6·72	6·60	+ 2
Bombay and Malabar Coast Districts (Madras).	Malabar	3·88	2·79	+ 1·09	110·38	102·14	+ 8
	Madras (South Central)	2·85	1·88	+ 0·97	36·10	18·91	+ 91
	Coorg	0·93	2·45	— 1·52	100·86	97·80	+ 3
	Mysore	3·89	1·73	+ 2·16	27·65	22·84	+ 21
	Konkan	0·71	0·65	+ 0·06	125·95	96·04	+ 31
	Bombay Deccan	1·56	0·89	+ 0·67	31·90	29·11	+ 10
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·29	0·75	— 0·46	21·68	24·52	— 12
Central Provinces and Berar.	Berar	0·27	0·19	+ 0·08	34·22	32·73	+ 5
	Central Provinces (West)	0·14	0·18	— 0·04	35·44	39·25	— 10
	Ditto (Central)	0·17	0·18	— 0·01	50·79	48·96	+ 4
	Ditto (East)	2·42	0·26	+ 2·16	55·89	48·44	+ 15
Bombay (North)	Guzerat	0·23	0·15	+ 0·08	35·58	38·82	— 8
	Kathiawar	1·16	0·09	+ 1·07	27·69	26·61	+ 4
	Sind	0	0	0	1·55	4·39	— 65
Rajputana and Central India.	Central India (East)	0·08	0·20	— 0·12	38·33	35·33	+ 10
	Rajputana (East), Central India (West).	0·07	0·09	— 0·02	28·63	25·71	+ 11
	Rajputana (West)	0	0·05	— 0·05	8·73	13·04	— 33
Madras	East Coast (North)	3·23	1·79	+ 1·44	37·97	28·16	+ 35
	Do. (North) (a)	1·85	1·07	+ 0·78	38·75	37·43	+ 4
	Hyderabad (South)	0·29	0·84	— 0·55	25·04	22·34	+ 12
	Madras (Central)	2·06	1·00	+ 1·06	24·67	19·47	+ 27
	East Coast (Central)	1·33	1·60	— 0·27	20·69	20·90	— 1
	Ditto (South)	2·04	1·48	+ 1·16	22·93	18·16	+ 26
	Madras (South)	2·10	1·73	+ 0·37	13·07	11·60	+ 13

SIMLA, *17th October, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 12th October.*—Rainfall during week general and good in all districts. Crops generally good, but withering from want of rain or water in parts of Nellore, Chingleput and South Arcot and suffering from excessive rain in parts of Anantapur, Bellary and Nilgiris. Prices generally stationary. Labourers employed last day of week,—on Rushikulya works, 2,016; Gopalpore Canal, 472; Ghat Roads, 1,987; other minor works, 6,834. Number on village relief, 20,560, including 12,430 children; fed in kitchens, 5,275, including 3,913 children. Imports into Ganjam during week by sea and land, 350 tons. General prospects good.

Bombay.—*For week ending 16th October.*—Rain during week almost general throughout the Presidency Proper, injuring crops in parts; total fall generally sufficient. Crops damaged by locusts in parts of Sind; elsewhere good. Harvesting and sowing operations in full progress. Fodder prospects good and agricultural stock generally healthy.

Bengal.—*For week ending 15th October.*—Good general rain has fallen in Orissa and Chota Nagpur, and local showers, in most cases light, are reported from almost all other districts. Prospects of the winter rice crop are generally favourable, but more rain is still required, chiefly for the highlands in the western districts of Bengal and in some of the Behar districts. Autumn harvests are now practically over, and the outturn is generally fair. Cultivation of *rabi* crops is in progress and sowings have begun. Sugarcane is in fair condition. Prices of rice are still high and almost stationary throughout the Province. In the affected tracts in Behar prices have fallen, and food-stocks are sufficient.

North-Western Provinces and Oudh.—*For week ending 16th October.*—Though more rain would be beneficial in Jhansi, Meerut and Saharanpur, the weather has been very favourable for the harvesting of the *kharif* and ploughing for and sowing of *rabi* which were in full progress during the week. The outturn where reported promises well. Markets are well supplied. Prices fluctuating.

Punjab.—*For week ending 16th October.*—No rain. Prices stationary in all districts, except Delhi and Amballa where they are rising. Harvesting of *kharif* crops commenced in certain districts. Ploughings for and sowings of *rabi* in progress. Rain wanted for *rabi* sowings in all districts and also for *kharif* in Ferozepur and Lahore. Crops are reported to be in good condition, except in Hissar where they are withering. Prospects of standing crops fair, only rice crop is suffering for want of rain in some districts. Fodder sufficient throughout the Province.

Central Provinces.—*For week ending 16th October.*—Weather clear with light rain in places, and good showers in eastern districts. Rice being cut and is yielding good outturns; other standing crops in excellent condition. *Rabi* sowings commenced. Prices generally steady and falling in places.

Burma.—*For week ending 12th October.*—Heavy rain fell in the Pegu, Prome, Henzada, Shwegyin and Toungoo districts, and light showers elsewhere in Lower Burma. The crop prospect in Lower Burma continues good. Heavy rain fell in Magwe and Yamethin districts, in other districts in Upper Burma there was light rain except in Mandalay where none fell. Prospects of crops in Upper Burma good generally. The price of paddy has fallen 10 per cent. in Sandoway; 8 per cent. in Henzada; 4 per cent. in Thayetmyo; 10 per cent. in Moulmein; 5 per cent. in Tavoy and 6 per cent. in Lower Chindwin. Prices rose 5 per cent. in Shwegyin and were stationary elsewhere.

Assam.—*For week ending 16th October.*—Rainfall light. Land being prepared for mustard and pulses. Winter rice and tea doing well.

Mysore and Coorg.—*For week ending 16th October.*—Rain in Civil and Military Station 3·12 inches. Rainfall good in Bangalore, Kolar, Tumkur and Mysore districts. Crops good except in parts of the Bangalore district where excessive rain has fallen. Dry crops being harvested in parts. Prospects favourable. No material change in prices.

Rainfall 5 inches in Coorg. Standing crop in good condition. Picking of cardamoms commenced.

Berar and Hyderabad.—*For week ending 16th October.*—Average rainfall ·39 inch in Berar. *Kharif* is in good condition. Sowing of *rabi* crops commenced. Fodder sufficient except in Chikhli, Buldana district. Agricultural stock is in good condition. Prices unchanged.

Rainfall during the week in Hyderabad ·87 inch. Total since 1st January 34·15 inches. *Abi* crop benefited; *kharif* crops damaged; and *rabi* sowings delayed by rainfall of week. Water in tanks sufficient for *abi* and *tabi* crops. Prices stationary.

Central India.—*For week ending 16th October.*—No rain fell during the week. Crop prospects continue generally good. Prices rising in Goona.

Rajputana.—*For week ending 16th October.*—Rainfall slight in Pertabgarh, moderate in Shahpura, elsewhere *nil*. *Rabi* sowings in progress. Standing crops being harvested. Agricultural stock good. Fodder dear in Marwar and failing in Dholepur. Prices rising in Jhallawar, Kerowlee and Dholepur. Opium and cotton promising in Jeypur, but injured for want of rain in Dholepur.

Nepal.—*For week ending 10th October.*—No rain. Clear sky. Prospects very good.

J. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XXV. OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Week ending 22nd September 1888. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Week ending 21st September 1889. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Total Receipts from 1st April to 22nd September 1888. Total.	Per mile open per week.	Total Receipts from 1st April to 21st September 1889. Total.	Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State Lines worked by Companies.									(a)			
28th September 1889	East Indian	1,514	7,45,025	492	1,526	(a) 6,95,680	456	1,99,68,410	528	2,03,53,776	534	3,85,357	...
28th ditto	Patna-Gya	57	15,454	271	57	16,204	284	2,07,251	145	2,17,221	152	9,970	...
.....	Dildárnagar-Gházipur	12	548	46	...	(b)	...	35,618	119	(b)	...	...	35,618
.....	Sindia	75	4,805	64	...	(c)	...	1,73,696	93	(c)	...	...	1,73,696
28th September 1889	Rajputaná-Malwa	1,664	3,38,021	203	1,672	2,28,000	136	85,24,359	205	91,66,444	221	6,42,085	...
28th ditto	Bengal-Nágpur (d)	186	14,388	77	305	(e) 25,186	83	7,28,468	157	(e) 8,51,285	114	1,22,817	...
28th ditto	Southern Mahratta (f)	850	56,172	66	856	66,402	78	18,48,993	87	20,05,266	94	1,56,273	...
28th ditto	Do. Mysore Section	140	8,969	64	296	19,343	65	2,59,655	74	3,84,817	65	1,25,162	...
28th ditto	Indian Midland	136	6,906	51	746	(g) 47,272	63	3,35,881	99	(g) 13,11,869	80	9,75,988	...
28th ditto	Villupuram - Dharmaveram (Nellore Branch)	83	4,133	50	83	4,295	52	1,21,415	59	1,19,963	58	...	1,452
28th ditto	Bareilly-Pilibhit	36	857	24	36	1,419	39	36,787	43	46,210	53	9,423	...
	TOTAL	4,753	11,95,278	251	5,577	11,03,801	198	3,22,40,542	271	3,44,56,851	256	22,16,309	...
	State Lines worked by Government.												
28th September 1889	North Western (h)	2,469	4,59,508	186	2,386	4,64,873	195	1,16,43,581	189	1,27,23,019	214	10,79,438	...
28th ditto	Oudh and Rohilkhand	692	97,105	140	692	1,13,483	164	32,69,782	189	36,60,157	212	3,90,375	...
21st ditto	Bengal Central	125	19,208	154	125	19,190	153	3,15,233	101	3,52,119	113	36,886	...
28th ditto	Wardha Coal	45	8,740	194	45	9,792	218	3,45,771	307	3,52,680	315	6,909	...
21st ditto	Eastern Bengal	673	2,91,496	433	747	2,63,350	353	44,40,941	260	46,97,424	265	2,56,483	...
21st ditto	Nalháti	27	2,395	89	27	1,693	63	47,607	71	46,843	70	...	764
28th ditto	Tirhoot	259	22,410	87	273	24,687	90	7,77,070	125	9,01,296	138	1,24,226	...
28th ditto	Lucknow-Sitapur-Sihrámau	105	3,775	36	105	4,177	40	1,21,387	46	1,57,029	60	35,642	...
21st ditto	Jorhát	25	1,010	64	25	1,190	48	30,002	48	30,916	50	914	...
14th ditto	Cherra-Companyganj	...	...	...	...	(i)	...	(j) 2,315	14	(k) 3,424	20	1,109	...
.....	Burma (l)	392	40,027	102	553	75,504	137	13,60,016	148	20,92,474	159	7,31,858	...
	TOTAL	4,812	9,46,274	197	4,978	9,77,939	196	2,23,54,305	186	2,50,17,381	203	26,63,076	...
	Lines worked by Guaranteed Companies.												
28th September 1889	Madras	840	1,46,526	174	840	1,77,835	212	40,52,616	193	44,29,439	212	3,76,823	...
28th ditto	South Indian	654	1,00,419	154	654	1,08,473	166	27,00,659	165	28,35,380	174	1,34,721	...
28th ditto	Great Indian Peninsula	1,497	(m) 4,92,272	329	1,440	(n) 4,03,680	280	2,01,15,041 (m)	537	1,53,44,041 (n)	428	...	47,71,000
28th ditto	Bombay, Baroda and Central India (o)	461	2,07,052	449	461	1,58,000	343	59,32,395	515	60,81,415	531	1,49,020	...
	TOTAL	3,452	9,46,269	274	3,395	8,47,988	250	3,28,00,711	380	2,86,90,275	340	...	41,10,436
GRAND TOTAL (GUARANTEED AND STATE)		13,017	30,87,821	237	13,950	29,29,728	210	8,73,95,558	269	8,81,64,507	258	7,68,949	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	4,58,51,584	141	4,61,62,310	135	3,10,726	...
	NET RECEIPTS	...	...	...	...	...	...	4,15,43,974	128	4,20,02,197	123	4,58,223	...
	Assisted Companies.												
28th September 1889	Tárakeshwar	22	3,372	153	22	4,625	210	1,33,036	242	1,38,887	254	5,851	...
14th ditto	Dibru-Sadiya	...	...	...	...	(i)	...	(j) 2,06,942	111	(k) 2,28,032	122	21,090	...
28th ditto	Bengal and North-Western	376	36,562	97	376	27,170	72	11,58,646	123	12,15,610	130	56,964	...
28th ditto	Rohilkhand-Kumaun	67	4,770	71	67	6,114	91	1,69,184	105	1,84,412	115	15,228	...
	TOTAL	465	44,704	96	465	37,909	82	16,67,808	123	17,66,941	131	99,133	...
	Native States.												
28th September 1889	His Highness the Nizam's Guaranteed	310	26,109	84	354	43,404	123	7,71,178	108	10,70,278	122	2,99,100	...
28th ditto	His Highness the Gaekwar's	59	1,989	34	59	2,110	36	63,299	43	64,140	44	841	...
28th ditto	His Highness the Gaekwar's Veramgam-Mehsána-Vadnagar	21	847	40	27	600	22	22,558	43	26,345	30	3,787	...
28th ditto	Bhávnagar-Gondal-Junagarh-Porbandar	209	14,857	71	261	15,586	60	4,72,289	97	6,38,225	99	1,65,936	...
28th ditto	Morvi	68	2,139	31	68	2,394	35	88,354	52	98,122	58	9,768	...
28th ditto	Jodhpore	124	6,698	54	124	5,300	43	1,70,668	55	1,61,868	53	...	8,800
	TOTAL	791	52,639	67	893	69,394	78	15,88,346	84	20,58,978	93	4,70,632	...

(a) Includes the Dildárnagar-Gházipur State Railway.
(b) Included with East Indian Railway.
(c) Included with Indian Midland Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itársi State Railways.
(h) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(i) Return not received.
(j) Total receipts from 1st April to 15th September 1888.
(k) Total receipts from 1st April to 14th September 1889.
(l) Includes the Toungoo-Mandalay extension.
(m) Includes the Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itársi State Railways.
(n) Includes the Dhond-Manmád, Khámgaon, and Amráoti State Railways.
(o) Includes the Patri Branch.

SIMLA, *17th October, 1889.*

M. C. BRACKENBURY, *Major, R.E.,*
Under-Secretary.

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 1st HALF OF SEPTEMBER 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu. (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*.)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	9 14	9 14	10 14	10 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	9 11	11 11
Tavoy	...	...	...	...	11 4	10 5	12 9	11 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	16 1	16 1
Moulmein and Amherst	7 14	7 14	...	...	9 0	9 11	10 2	10 2	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	20 8	20 8
Pegu (deltaic)—																										
Pegu	...	...	...	...	8 14	8 13	10 14	11 5	...	...	...	...	...	...	...	...	11 2	12 0	...	32 0	...	...	93 0	145 0	14 9	20 1
Rangoon	11 2	11 2	...	...	11 2	10 6	12 4	12 6	...	...	...	...	...	...	...	...	16 0	16 0	25 4	25 4	...	...	250 0	250 0	19 7	14 9
Thongwa	...	...	...	...	9 8	9 8	10 6	10 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	12 3	11 13	14 8	14 4	...	...	...	...	...	...	...	...	11 13	11 10	...	...	...	...	245 6	255 0	11 8	11 6
Pegu (inland)—																										
Shwaygyin	...	...	...	...	9 1	7 15	9 9	8 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharawadi	...	...	...	...	10 10	10 0	11 7	11 9	...	...	...	...	...	...	...	...	11 7	11 7	...	...	8 2	8 2	450 0	450 0	9 5	9 5
Henzada	...	...	...	...	11 0	9 9	14 3	11 2	...	...	...	...	...	...	...	...	7 9	7 9	...	...	...	...	183 8	183 8	16 2	16 2
Prome	12 2	12 2	...	...	8 6	10 12	11 7	12 7	...	...	...	...	...	...	...	...	11 5	10 6	...	...	...	...	167 9	167 9	14 0	14 0
Toungoo	...	...	...	...	9 2	9 2	12 13	12 13	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	200 0	200 0	14 1	14 1
Thayetmyo	11 3	11 3	...	...	9 10	9 10	11 4	11 4	...	...	...	...	...	...	...	...	11 15	11 10	22 8	22 8	...	...	326 11	326 11	11 3	11 3
Upper Burma—																										
Mandalay	12 5	15 1	...	...	11 1	11 8	12 10	12 5	...	...	...	...	...	...	...	...	9 6	9 11	25 0	22 9	7 12	7 8	70 0	60 0	16 13	17 12
Arakan—																										
Sandoway	...	...	...	...	16 9	14 14	19 10	16 9	...	...	...	...	...	...	...	...	...	...	27 7	21 5	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	15 0	12 7	16 4	13 9	...	...	...	...	...	...	...	...	6 0	6 0	(a)	(a)	...	...	300 0	300 0	30 0	36 0
Akyab	...	...	...	...	12 8	12 0	15 0	14 8	...	...	...	...	...	...	...	...	9 0	9 0	...	...	8 0	8 0	160 0	160 0	16 0	16 0
Assam—																										
Surma—																										
Sylhet	11 4	11 8	...	...	12 4	12 11	14 0	15 5	...	...	...	...	...	...	...	...	12 4	13 4	...	...	...	...	108 0	108 0	9 12	10 0
Cachar	7 12	8 0	...	...	11 0	10 0	13 4	15 8	...	...	...	...	...	...	...	...	13 4	14 0	...	...	...	...	80 0	80 0	10 0	9 12
Khási and Jaintiá Hills	...	...	...	...	5 0	5 0	8 0	8 8	...	...	...	...	...	...	...	...	9 0	9 0	16 0	16 0	...	...	100 0	100 0	6 8	7 0
Gáro Hills	...	...	...	...	6 0	6 0	8 0	10 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	16 0	16 0	...	...	8 0	8 0	12 0	14 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	18 0	1. 0	80 0	80 0	9 8	9 8
Kámrup	10 0	10 0	...	...	8 0	8 0	16 0	16 8	...	...	...	...	...	...	...	...	12 0	10 8	...	...	...	...	160 0	160 0	9 0	9 0
Darrang	7 0	6 8	...	...	10 0	10 0	13 0	12 0	...	...	...	...	...	...	...	...	12 0	11 0	...	...	...	...	150 0	150 0	9 0	8 8
Mongong	8 0	8 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	8 0	9 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	6 8	6 8	14 0	14 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	120 0	100 0	8 0	8 8
Lákhimpur	8 0	8 0	...	...	6 0	6 0	11 0	11 0	...	...	...	...	...	...	...	...	11 0	12 0	11 0	11 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	9 11	9 11	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	8 0	8 0	12 0	13 0	...	...	...	...	...	...	...	...	12 0	10 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	...	4 0	4 0	11 0	10 8	...	...	...	...	...	...	...	...	4 8	4 8	...	...	...	...	80 0	80 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	10 4	11 4	11 4	12 8	...	...	...	...	...	...	...	...	13 12	13 12	...	...	11 8	...	120 0	120 0	10 0	10 0
Noakholly	...	...	...	...	10 0	11 0	11 0	12 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	8 0	8 0	...	...	9 0	9 0
Chittagong	10 0	10 0	...	...	8 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	11 0	12 0	...	...	...	...	100 0	100 0	10 0	10 0
Tipperah	12 0	12 0	...	...	12 0	13 0	15 0	14 0	...	...	...	...	...	...	...	...	15 0	16 0	...	...	8 0	9 0	...	...	9 0	9 0
Dacca	13 0	13 0	26 0	26 0	10 0	12 0	11 0	12 12	...	...	...	...	...	...	...	...	13 0	14 0	...	...	14 0	16 0	160 0	160 0	10 0	10 0
Mymensingh	10 0	9 12	...	...	8 12	11 8	10 0	12 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	13 0	13 0	...	...	9 8	9 8
Deltaic—																										
Koolna	...	...	...	...	10 8	10 12	13 0	12 12	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	160 0	120 0	9 0	9 0
24-Pergunnahs	14 8	15 3	16 13	16 8	7 0	7 0	13 4	13 0	...	...	...	...	...	...	14 8	13 0	16 13	17 0	...	...	18 0	18 0	100 0	100 0	10 8	10 8
Midnapore	13 6	13 6	...	...	12 8	12 0	15 8	16 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	12 8	12 0	160 0	160 0	10 6	10 6
Howrah	...	†	...	...	9 0	10 0	12 8	12 8	...	...	...	...	...	...	...	...	17 0	17 0	...	...	12 8	12 8	100 0	100 0	10 8	10 8
Calcutta	13 4	13 5	16 12	16 10	8 10	8 13	13 2	13 5	14 8	15 3	11 6	11 13	...	...	16 0	16 13	16 0	16 4	16 0	17 12	17 8	17 10	100 0	100 0	10 4	10 4
Hooghly	13 0	13 0	...	...	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	14 0	14 0	17 12	17 12	10 10½	10 10½	13 3	13 9	...	...	...	...	...	...	...	...	16 14	16 14	...	...	16 0	16 0	...	...	9 2	9 2
Jessore	11 0	12 6	...	...	9 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	160 0	160 0	9 2	9 2
Furreedpore	15 0	15 0	16 0	16 0	9 0	9 0	12 0	11 0	...	...	...	...	...	...	...	...	16 0	16 0	19 0	19 0	14 0	14 0	120 0	120 0	9 0	9 0
Central—																										
Bankoora	13 8	13 4	17 0	17 0	15 0	14 8	17 12	17 8	...	...	...	...	...	...	...	...	14 0	14 0	20 0	19 0	14 8	14 8	240 0	240 0	10 0	10 0
Burdwan	12 12	12 8	*	*	11 4	11 4	14 7	13 14	...	...	...	...	...	...	...	...	17 8	16 8	*	*	18 0	17 12	100 0	100 0	10 6¾	10 8¾
Beerbhoom	15 0	16 0	...	...	12 0	12 12	14 4	14 4	...	...	...	...	...	...	...	...	16 8	16 8	...	...	10 8	10 8	160 0	160 0	10 8	10 8
Moorshedabad	15 0	14 0	...	...	10 0	10 0	13 8	13 0	...	...	...	...	...	...	...	...	18 8	18 0	...	...	16 0	16 0	200 0	200 0	11 4	10 0
Sonthal Pergunnahs	13 0	12 8	...	...	12 8	12 0	15 0	15 0	...	...	...	...	...	...	...	...	16 0	16 0	37 0	17 8	17 0	17 0	200 0	200 0	9 4	9 4
Pubna	16 8	16 8	...	...	8 8	7 5	12 12	13 8	...	...	...	...	...	...	...	...	15 12	15 12	...	...	16 4	17 4	200 0	200 0	9 2½	9 2½
Bogra	12 0	13 2	...	...	9 12	10 8	12 0	12 12	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	96 0	68 9	9 0	9 0
Rajshahye	15 0	15 0	16 8	18 12	9 12	10 8	11 4	12 12	...	...	...	...	...	...	...	...	18 0	18 12	...	...	16 0	17 10	240 0	240 0	9 9	9 9
Maldah	16 0	16 0	...	...	10 0	10 0	12 0	13 0	...	...	...	...	...	...	...	...	17 0	18 0	...	...	...	...	140 0	140 0	9 8	9 8
Northern—																										
Rungpore	12 4	13 5	...	...	7 8	9 7	9 6	10 5	...	...	...	...	...	...	...	...	12 4	13 5	...	...	9 6	9 7	100 0	120 0	9 6	9 7
Dinagepore	16 0	13 8	...	23 0	12 0	12 0	13 0	15 8	...	...	...	...	...	...	...	...	16 0	14 8	...	...	18 0	18 0	120 0	160 0	10 0	10 0
Jalpáiguri	12 0	11 0	16 0	16 0	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	11 0	10 0	128 0	128 0	9 8	9 0
Darjeeling	10 0	10 0	10 0	10 0	5 0	5 0	11 0	11 0	...	...	...	...	14 0	12 0	...	...	11 0	10 0	20 0	20 0	8 0	17 0	120 0	120 0	8 0	7 0
Orissa—																										
Pooree	11 13	10 8	...	...	11 13	11 13	17 1	14 7	...	...	...	...	...	...	...	...	15 12	15 12	...	...	15 12	14 7	64 0	70 0	10 8	10 8
Cuttack	13 2	11 13	...	...	10 8	10 8	15 12	15 12	...	...	...	...	...	...	...	...	19 11	19 11	...	...	18 6	17 1	80 0	80 0	11 0	11 0
Balasore	14 0	14 0	13 0	13 0	13 0	13 0	16 0	17 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	10 0	10 0
Chota-Nagpur—																										
Singbhoom	10 0	10 0	20 0	20 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	12 0	12 0	200 0	200 0	7 0	7 0
Manbhoom	12 0	12 0	...	...	13 0	12 0	19 0	18 0	...	...	...	...	...	...	...	...	14 0	14 0	...	48 0	15 0	15 0	200 0	200 0	9 0	9 0
Lohardugga	11 0	11 0	...	...	12 0	12 0	13 8	15 0	...	...	...	...	32 0	35 0	...	...	12 12	11 8	20 0	...	13 8	15 8	130 0	130 0	7 8	7 8
Hazáribágh	12 0	11 8	...	...	8 0	8 0	16 0	15 0	...	...	...	...	33 0	28 0	...	...	15 0	15 0	30 0	19 0	17 0	16 0	320 0	320 0	8 0	8 0

(a) Twelve annas per 100 cobs. * Not sold. † Not procurable.

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Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	15 12	15 12	18 14	17 13½	11 0	10 8	12 1	12 1	...	...	...	...	...	...	...	...	19 11	19 11	22 1	21 0	17 13	17 13½	126 0	126 0	9 15	9 15½
Gya	14 0	14 8	20 0	20 0	9 8	9 8	12 8	12 0	...	...	...	...	...	...	15 0	11 0	18 0	18 0	...	...	18 0	18 0	200 0	200 0	9 2	9 2
Patna	16 12	16 8	21 0	19 0	10 0	10 0	15 0	13 8	19 0	19 0	...	...	23 0	20 0	16 0	12 0	21 0	20 0	22 0	20 0	22 0	21 8	130 0	130 0	10 8	10 0
Shahabad	15 0	15 0	17 0	17 0	9 0	9 0	13 0	12 8	20 0	20 0	...	...	24 0	...	...	...	19 0	18 0	...	...	19 0	13 0	140 0	160 0	10 0	10 0
Behar, north—																										
Purneah	15 0	15 0	...	...	9 0	10 0	11 0	11 0	...	...	...	...	...	...	...	...	16 0	...	...	...	14 0	16 0	...	...	9 0	...
Bhágalpur	16 6	16 6	17 10	17 10	10 11	10 11	12 10	12 10	...	...	...	...	...	...	...	...	17 10	17 10	20 13	21 7	17 10	17 10	158 0	164 0	10 1	10 1
Durbhunga	14 13	13 12	19 0	17 2	9 2	9 2	14 13	12 0	...	17 2	...	18 4	24 0	20 9	...	9 2	22 13	19 6	22 13	17 2	22 13	18 13	180 0	160 0	10 0	11 8
Mozufferpore	14 0	14 0	16 8	16 8	9 0	9 0	12 0	12 0	...	...	...	...	...	...	...	...	18 0	18 0	16 0	16 0	18 0	18 0	160 0	160 0	10 0	10 0
Sarun	15 8	15 0	18 4	18 0	8 4	8 4	11 5	11 0	...	...	...	...	22 0	20 0	12 0	12 0	18 8	17 12	18 0	17 12	20 4	19 8	160 0	160 0	9 12	10 0
Champarun	14 0	13 0	17 0	16 0	9 8	7 0	12 0	12 0	...	...	...	...	17 0	...	...	...	17 0	17 0	14 0	...	18 0	17 0	160 0	160 0	9 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	17 0	17 8	7 0	7 0	11 0	11 0	17 8	15 8	17 0	15 8	20 0	16 0	14 0	16 0	18 0	17 0	18 0	16 0	20 0	19 0	90 0	90 0	10 0	10 0
Benares	14 10	14 10	19 4	19 12	9 3	9 3	13 0	13 0	17 14	18 7	18 7	18 7	...	...	13 0	12 8	18 7	19 8	20 10	19 0	19 12	20 10	100 0	120 0	10 6½	10 6½
Ghazipur	14 14	14 14	18 11	18 11	6 7	6 7	10 6	10 6	15 7	15 7	12 15	12 15	22 3	...	16 12	16 12	18 0	19 6	16 12	16 12	19 6	19 6	194 8	194 8	10 6	10 6
Jaunpur	14 8	14 8	21 0	20 0	7 0	7 0	12 0	12 0	...	...	...	...	...	...	...	...	23 0	22 0	...	...	22 0	22 0	140 0	140 0	8 8	8 8
Allahabad	14 0	14 0	19 0	18 12	7 0	7 0	10 0	10 0	...	...	16 0	16 0	23 0	...	24 0	...	19 0	19 0	16 0	16 0	20 0	21 0	120 0	120 0	10 0	11 0
Central—																										
Bánda	15 0	15 0	20 8	21 8	7 8	7 8	11 8	11 0	...	...	...	...	...	...	...	...	22 0	23 8	...	...	15 0	13 8	160 0	160 0	9 0	10 4
Fatehpur	14 8	15 0	22 0	22 0	10 4	10 4	10 12	10 12	...	...	...	...	...	...	...	...	22 8	22 8	...	...	25 0	25 0	160 0	160 0	10 4	10 4
Hamírpur	16 0	16 0	20 8	21 14	9 0	9 0	10 13	10 15	...	...	16 0	19 8	...	...	15 0	...	24 13	25 2	23 0	...	28 10	28 10	140 0	140 0	10 9	10 10
Jalaun	17 0	18 0	19 0	19 0	9 0	9 0	10 0	10 0	18 0	18 0	17 0	17 0	15 0	15 0	16 0	16 0	24 0	24 0	18 0	18 0	21 0	21 0	140 0	140 0	10 0	10 0
Cawnpore	16 8	16 8	24 0	23 8	8 0	8 0	11 0	11 8	27 0	24 0	23 0	22 0	...	...	35 0	25 0	24 0	24 0	35 0	32 0	25 0	25 0	140 0	140 0	12 0	12 0
Etáwah	17 12	17 10	27 8	26 8	5 0	5 0	10 12	10 8	20 8	20 8	20 8	20 4	30 8	30 0	25 12	19 0	26 12	26 8	29 4	26 12	28 0	27 0	120 0	100 0	11 0	11 0
Farukhabad	16 4	16 5	24 8	25 0	6 8	6 8	9 0	10 0	...	...	...	...	...	...	31 5	...	27 0	26 8	30 0	34 0	27 0	26 8	120 0	130 0	11 8	10 8
Mainpuri	17 8	17 8	26 4	25 8	4 8	4 8	12 0	13 8	...	...	...	...	...	...	...	...	28 8	27 8	31 0	...	29 0	28 8	160 0	160 0	11 4	10 12
Etah	17 12	17 8	26 8	26 8	7 8	7 8	10 8	10 8	22 0	20 0	14 0	16 0	30 0	30 0	12 4	12 0	28 0	28 0	32 0	32 0	22 8	22 8	160 0	160 0	11 4	11 4
Western—																										
Lalitpur	15 8	15 4	20 0	20 0	9 8	8 8	10 8	9 8	18 0	19 0	15 0	15 0	21 0	20 0	26 0	18 0	20 0	19 8	24 0	21 0	13 0	13 0	120 0	120 0	10 4	10 0
Jhánsi	16 4½	16 4	20 0	20 0	7 14	7 8	11 8	11 8	18 12½	18 12	17 12½	17 12	...	...	...	...	23 3	22 0	...	...	25 12	23 8	180 0	180 0	10 8	10 8
Agra	15 0	15 0	22 8	22 8	9 0	5 0	5 0	9 0	20 0	20 0	18 8	18 8	...	...	17 0	17 0	23 8	23 8	28 0	25 0	18 8	18 8	100 0	100 0	11 8	11 8
Muttra	15 0	15 8	23 0	23 0	7 8	7 0	9 0	10 0	22 0	22 0	20 0	22 0	...	...	8 0	8 0	23 0	24 0	24 0	20 0	32 0	27 8	120 0	120 0	11 8	11 4
Aligarh	17 0	16 8	24 8	23 4	5 8	6 0	10 8	10 8	22 8	22 0	17 0	17 0	...	...	16 0	14 8	27 0	25 0	30 8	31 0	33 0	34 0	130 0	130 0	11 4	11 8
Bulandshahr	18 0	18 4	27 0	27 8	6 0	6 0	9 0	9 2	23 0	22 0	18 0	19 0	...	...	16 0	16 0	27 0	27 8	28 0	28 0	20 0	21 0	120 0	120 0	11 4	11 4
Meerut	18 0	17 12	26 8	26 0	5 8	5 8	10 0	10 0	25 0	24 0	20 0	20 0	14 0	14 0	14 0	14 0	24 8	24 0	27 0	23 0	28 0	26 8	100 0	100 0	11 4	11 4
Sub-montane—																										
Ballia	14 8	14 8	18 8	18 0	9 8	9 12	13 8	13 8	...	...	...	...	...	...	...	...	18 0	20 0	19 8	...	20 0	20 8	155 0	155 0	10 4	10 8
Azamgarh	12 8	12 8	18 8	18 0	8 14	8 14	11 13	11 13	...	...	...	...	...	...	...	...	19 3	19 3	...	...	14 0	14 0	177 8	177 8	9 13	9 13
Gorakhpur	14 0	14 0	18 0	18 0	8 14	8 14	12 8	12 8	...	...	...	...	21 8	...	13 8	14 6	9 4	19 4	19 12	...	18 7	19 8	140 0	140 0	10 7	10 0
Basti	17 0	16 0	20 0	20 0	9 0	11 0	32 0	22 0	12 0	12 0	...	...	18 0	16 0	18 0	7 0	20 0	22 0	19 0	19 0	21 0	21 0	140 0	140 0	9 8	9 8
Sháhjahánpur	17 0	18 0	26 8	29 0	8 8	8 8	14 0	14 0	...	...	...	...	...	...	35 0	30 0	26 8	26 8	...	...	2[illegible] 8	27 8	140 0	140 0	10 8	10 0
Budáun	17 4	17 4	26 8	26 4	6 0	6 0	12 0	12 0	...	...	...	...	...	...	...	...	27 8	28 0	30 0	24 0	32 0	33 0	160 0	160 0	10 8	10 12
Pilibhít	15 10	16 4	30 0	30 0	11 4	11 4	12 8	12 0	16 4	16 4	...	...	...	...	...	...	23 2	23 8	30 0	28 0	25 0	24 0	150 0	150 0	10 14	11 0
Sareilly	15 0	15 5	23 12	22 8	5 10	5 10	10 10	10 10	18 12	18 12	18 12	18 12	25 10	...	20 0	13 12	22 8	22 8	23 12	23 12	17 8	17 8	100 0	100 0	10 0	10 0
Moradabad	17 8	17 13	29 8	28 0	8 0	8 0	11 8	11 9	25 0	22 0	19 0	19 0	...	...	16 0	16 0	26 0	25 0	25 8	22 8	2[illegible] 0	28 0	150 0	165 0	11 12	11 12
Tarái	17 8	17 8	33 12	32 8	7 8	7 8	13 12	11 14	20 0	15 0	15 0	12 8	...	...	25 0	20 0	23 12	22 8	27 8	25 0	22 8	22 8	100 0	100 0	10 0	10 0
Bijnor	17 5	17 2	28 2	29 0	10 12	9 0	11 13	11 13	...	...	...	...	...	...	...	...	25 5	26 2	...	...	25 5	25 14	135 0	135 0	10 6	10 11
Muzaffarnagar	18 11	18 11	29 11	30 13	6 9	6 9	9 14	11 0	24 4	23 2	19 12	17 10	17 10	17 10	16 8	16 8	28 10	27 8	24 4	23 2	15 5	15 6	132 0	132 0	11 0	11 0
Saháranpur	18 4½	18 4½	30 1½	26 14	8 1	7 8½	9 11	10 12	21 8	21 8	21 8	17 3	26 13½	21 8	30 1½	21 8	27 15	26 13½	26 13½	21 8	18 4½	18 4½	107 8	107 8	11 4½	11 4½
Dehra Dún	16 8	16 8	29 0	28 0	6 0	6 0	10 0	10 0	22 0	20 0	20 0	18 0	23 0	21 0	...	...	23 0	20 0	20 0	18 0	16 0	16 0	160 0	160 0	10 0	10 0
Kumaun	12 0	12 8	16 0	16 0	9 0	8 0	9 8	9 0	...	...	...	...	16 0	16 0	16 0	16 0	12 0	12 0	16 0	16 0	9 0	8 0	160 0	160 0	7 0	7 0
Garhwal	21 4	21 4	23 8	23 8	7 8	7 8	13 0	13 0	...	...	...	...	29 0	29 0	...	...	8 0	8 0	...	...	8 8	8 8	180 0	180 0	7 8	7 8
Oudh—																										
Southern—																										
Partabgarh	16 0	16 6	23 0	23 0	14 0	12 6	15 0	12 12	...	...	...	...	28 8	27 8	25 0	25 0	22 8	23 6	...	...	15 0	16 8	180 0	180 0	9 8	9 8
Sultánpur	15 0	15 0	24 0	23 0	9 0	9 0	14 0	13 0	19 0	19 0	16 0	16 0	24 0	24 0	20 0	20 0	28 0	26 0	16 0	16 0	20 0	20 0	160 0	160 0	10 0	10 0
Rae-Bareli	16 0	15 8	21 0	21 0	7 0	7 0	13 8	13 0	20 0	20 0	15 0	15 0	30 0	26 0	30 0	30 0	28 0	27 0	16 0	16 0	24 0	24 0	180 0	180 0	10 0	10 0
Unao	15 8	16 4	22 0	22 0	8 0	8 0	13 4	14 0	17 0	17 0	16 0	16 0	30 0	...	28 0	28 0	25 0	25 0	40 0	40 0	17 0	18 0	160 0	160 0	11 4	11 4
Lucknow	15 8	15 4	22 0	22 2	6 0	6 0	12 0	11 8	21 0	21 0	22 8	20 8	30 0	30 0	26 0	28 0	22 0	22 2	32 0	22 0	24 8	24 8	120 0	120 0	10 8	10 8
Hardoi	18 0	18 0	25 0	24 8	6 0	7 0	11 0	12 0	...	...	...	...	...	...	40 0	...	27 0	28 0	40 0	...	15 0	15 0	120 0	120 0	10 8	10 8
Northern—																										
Fyzabad	14 8	14 0	21 0	22 0	10 0	10 8	12 0	11 12	...	16 0	16 0	16 0	20 0	13 0	16 0	14 0	25 8	25 4	28 0	21 0	21 0	20 0	120 0	120 0	10 0	10 0
Barabanki	15 0	15 8	21 8	21 0	10 8	8 0	12 8	11 0	20 0	20 0	17 0	16 0	21 0	16 0	28 0	28 0	26 0	25 0	29 0	32 0	23 0	22 8	120 0	120 0	10 0	10 0
Gonda	16 0	16 0	20 0	20 0	10 8	10 4	11 12	11 8	20 0	18 0	18 0	18 0	28 0	20 0	20 0	16 0	21 4	20 12	19 0	18 8	22 0	20 8	200 0	200 0	10 12	10 12
Bahraich	16 0	16 0	21 0	21 0	10 0	10 0	12 0	12 0	20 0	19 0	...	...	...	...	...	...	22 0	22 0	20 0	19 0	23 0	23 0	120 0	120 0	10 0	10 0
Sitapur	17 8	17 4	25 8	25 8	8 0	8 0	14 0	14 0	26 0	25 0	23 0	23 0	28 0	27 0	26 0	31 0	28 0	27 0	33 0	33 0	25 8	25 8	160 0	160 0	11 0	11 0
Kheri	17 0	17 12	27 0	28 0	8 0	8 0	16 0	14 0	24 0	24 0	18 0	18 0	36 0	36 0	15 0	16 0	27 0	30 0	24 0	24 0	27 0	28 0	140 0	140 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	13 14	15 0	16 4	...	6 9	6 4	7 13	7 8	19 0	16 9	10 0	...	...	...	...	...	15 5	15 10	20 3	15 0	18 12	...	...	...	14 6	13 8
Bánswára	15 3	15 10	...	15 0	6 4	6 4	12 8	12 8	...	...	...	...	...	...	...	...	15 0	15 0	15 12	15 5	...	10 12	...	...	9 6	9 6
Meywar (Oodeypore)	11 11½	12 1¾	15 3¾	14 13½	7 6¾	7 6¾	7 13	7 13	12 8	12 8	11 11½	10 15	*Nil*	*Nil*	10 8¾	9 6	15 3¾	14 13½	12 1¾	12 1¾	9 12	10 2½	160 0	160 0	9 6	8 15¾
Sirohi	12 0	12 0	16 0	16 0	6 0	6 0	7 0	7 0	13 0	13 0	16 0	14 0	...	...	19 0	19 0	15 0	15 0	16 0	14 0	10 0	10 8	160 0	160 0	11 0	11 0
Erinpura	14 2	13 15	18 0	18 1	...	7 0	7 11	8 0	16 8	17 0	15 6	14 8	...	...	...	...	19 0	19 0	...	...	...	...	260 0	260 0	12 0	12 0
Ajmere	14 8	14 8	21 8	21 0	3 0	3 0	6 0	6 0	18 0	18 0	18 0	17 0	...	...	...	...	21 0	20 0	18 0	18 0	...	...	80 0	80 0	12 0	12 0
Abu	12 8	12 8	16 12	15 12	6 0	6 0	7 0	7 0	...	...	13 4	13 4	...	...	...	...	17 0	15 8	15 0	14 8	10 4	10 4	...	...	11 0	11 0
Kishengarh	16 0	17 4	22 8	21 8	9 0	9 0	10 0	10 0	22 4	20 8	19 4	17 12	...	...	...	...	19 12	19 4	20 0	17 0	...	...	...	...	13 0	13 0
Boondee	18 4	18 12	28 0	27 8	7 0	7 0	7 8	7 6	26 4	25 8	...	...	...	...	...	...	25 8	25 8	...	...	...	...	160 0	160 0	10 0	10 0
Kotah	17 8	17 8	22 8	22 8	6 8	6 8	7 8	7 8	25 0	25 0	12 0	12 0	...	...	...	...	27 8	27 8	15 0	10 0	15 0	15 0	240 0	240 0	10 0	10 0
Jhalláwar	15 0½	14 15	22 0	22 0	7 1	7 1	8 14	8 14	24 5½	23 14	16 6½	16 6½	...	...	13 4	8 14	21 11½	21 4½	27 10	24 6	10 3	10 3	175 0	175 0	9 6	9 6
Tonk	17 8	17 0	25 4	25 6	7 8	7 8	8 0	8 6	26 4	...	...	...	...	...	...	...	21 4	21 4	...	...	...	...	100 0	90 0	10 8	10 8
Jeypore	16 8	16 0	23 8	23 8	4 12	4 12	7 8	7 4	24 8	23 0	22 8	21 12	...	...	13 8	13 8	20-0 to 22 8	18-8 to 22 12	27 0	23 8	25 0	25 0	110 0	110 0	12 0	12 0
Kerauli	16 12	16 9	23 12	23 12	10 0	10 0	11 4	11 4	22 12	23 12	19 6	20 0	...	...	17 8	12 8	23 0	23 2	...	...	31 4	31 4	200 0	200 0	10 10	10 10
Dholpur	15 12	14 10	20 5	20 4	9 0	9 0	10 11	10 12	16 3	17 7	19 15	19 5	...	...	13 8	13 8	24 11	24 12	...	...	35 9	34 5	90 0	90 0	11 8	11 8
Bhartpur	16 2	15 6	22 12	21 12	7 12	7 12	9 8	9 8	20 8	20 4	19 8	19 8	...	...	11 4	11 4	22 8	22 4	25 0	22 0	30 0	23 0	220 0	160 0	11 8	11 8
Alwar	17 5	17 2	24 8	24 10	7 12	7 12	9 11	9 11	21 10	21 8	20 12	20 0	...	...	12 0	12 0	24 7	24 1	26 3	24 15	36 6	32 8	200 0	200 0	12 8	12 8
Deoli Cantonment	17 8	16 12	25 8	24 12	4 0	4 0	7 0	7 0	25 2	22 12	16 4	16 4	...	...	...	...	21 9	20 13	...	...	...	...	220 0	220 0	10 14	10 8
Nasirabad Cantonment	16 0	15 13½	21 6½	20 13½	7 8	7 8	8 8	8 5½	19 0	18 6	17 8	17 5½	...	...	10 0	10 0	20 8	20 4½	19 0	18 11	12 8	12 5½	95 0	95 0	12 8	12 8
Hilly Tracts of Meywar	12 8	12 0	13 0	13 0	...	...	11 0	10 8	...	...	...	...	...	...	...	...	11 8	12 0	16 0	14 0	...	...	†	†	11 0	11 0
Balmer	9 12	9 12	...	...	5 0	5 0	7 8	7 8	...	...	11 6	11 12	...	...	...	...	11 12	11 6	...	...	...	...	260 0	260 0	13 0	13 0
Anádra	13 8	12 12	17 8	17 0	6 8	6 0	8 0	8 0	...	...	14 4	14 4	...	...	...	...	17 0	16 0	14 0	14 8	10 0	10 0	...	...	12 0	12 0
Shahpura	18 4	18 0	24 0	24 0	7 8	7 12	10 8	10 8	20 0	21 0	16 8	16 0	...	...	...	...	18 12	19 0	19 0	19 12	...	...	160 0	160 0	10 12	11 0
Western—																										
Jodhpur	13 12	12 13	20 0	18 12	6 4	6 4	7 8	7 8	15 0	13 12	15 10	13 12	...	...	...	...	18 2	16 4	15 0	15 0	...	...	...	...	12 12	12 8
Jaisulmer	11 4	10 10	...	...	8 0	8 0	9 6	9 6	13 4	12 12	12 6	11 10	...	...	...	...	9 0	8 3	...	...	...	...	...	...	21 0	21 0
Bickanir	13 3¾	12 11½	...	...	2 14	2 14	6 3	6 3	...	...	17 5	14 11½	...	...	...	...	19 5¼	16 11¼	...	...	8 0	8 0	100 0	100 0	12 8	12 5
Central India—																										
Indore	13 14	13 14	13 0	13 0	8 0	7 0	9 0	8 0	23 0	23 0	17 0	17 0	‡	...	‡	...	17 7	17 7	22 0	22 0	14 0	14 0	120 0	120 0	10 4	10 4
Nimach Cantonment	13 8	13 8	19 0	21 0	7 0	7 0	9 0	9 8	21 0	19 10	14 8	14 8	...	...	...	...	20 8	20 2	22 8	18 4	18 8	18 8	140 0	150 0	12 0	12 0
Baghelkhand (Sutna)	16 4	16 6	20 0	20 0	8 0	8 0	13 4	13 4	...	...	...	...	...	...	...	...	18 4	19 0	...	...	20 0	20 0	160 0	160 0	10 8	10 8
Goona	18 12	18 8	15 0	15 0	7 0	7 12	7 8	8 4	24 8	22 8	...	...	...	...	...	...	24 8	22 4	30 0	...	15 0	...	200 0	200 0	9 8	9 8
Gwalior	13 8	13 4	19 4	19 4	6 2	6 6	7 4	7 8	19 0	16 1	16 2	15 0	...	...	9 1	9 1	20 10	19 8	15 14	14 8	24 8	23 7	126 14	126 14	10 4	10 4

† Six pies per bundle.

‡ Not sold.

RETAIL PRICES FOR THE 1st HALF OF SEPTEMBER 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	19 0	19 0	30 0	30 0	...	...	10 0	10 0	24 0	24 0	22 0	22 0	†	†	†	†	27 0	27 0	17 0	17 0	†	†	110 0	105 0	10 0	10 0
Ferozepore	20 0	20 0	37 0	36 0	...	...	9 0	9 0	26 0	26 0	23 0	22 0	†	†	20 0	20 0	33 0	32 0	24 0	22 0	11 0	11 0	100 0	100 0	13 4	13 6
Montgomery	18 0	18 0	28 0	25 0	...	...	10 0	9 0	20 0	20 0	15 0	15 0	‡	‡	24 0	24 0	25 0	25 0	20 0	20 0	12 0	12 0	200 0	200 0	11 0	11 0
Central—																										
Gurgaon	18 0	17 0	28 0	25 0	...	...	9 0	9 0	25 0	25 0	23 0	21 0	†	†	†	†	26 0	24 0	24 0	23 0	20 0	20 0	130 0	130 0	11 0	11 0
Delhi	18 0	18 0	24 0	25 0	...	...	10 0	10 0	24 0	24 0	20 0	20 0	†	†	16 0	12 0	24 0	24 0	24 0	24 0	26 0	25 0	70 0	80 0	11 0	11 0
Rohtak	18 0	17 0	23 0	23 0	...	...	9 0	10 0	26 0	26 0	22 0	20 0	†	†	16 0	16 0	26 0	26 0	18 0	17 0	20 0	20 0	120 0	120 0	11 0	10 0
Karnál	18 0	18 0	27 0	27 0	...	...	9 0	9 0	20 0	20 0	16 0	16 0	22 0	22 0	18 0	18 0	28 0	28 0	25 0	25 0	20 0	20 0	120 0	120 0	10 0	10 0
Lahore	19 0	18 0	32 0	32 0	...	...	9 0	9 0	29 0	28 0	16 0	16 0	‡	‡	22 0	22 0	31 0	29 0	27 0	25 0	12 0	12 0	85 0	95 0	12 0	12 0
Sub-montane—																										
Umballa	20 0	20 0	26 0	24 0	...	...	10 0	10 0	20 0	20 0	16 0	16 0	20 0	20 0	10 0	10 0	32 0	24 0	32 0	32 0	20 0	20 0	120 0	120 0	13 0	13 0
Ludhiána	23 0	22 0	37 0	36 0	...	...	10 0	10 0	28 0	28 0	20 0	20 0	†	†	20 0	20 0	32 0	31 0	32 0	32 0	14 0	14 0	110 0	110 0	12 8	12 8
Jullundur	22 0	21 0	32 0	32 0	...	...	8 0	8 0	26 0	25 0	20 0	20 0	*	*	18 0	18 0	28 0	28 0	32 0	30 0	*	*	100 0	100 0	12 8	12 8
Hoshiárpur	22 0	20 0	33 0	32 0	...	...	10 0	10 0	28 0	26 0	20 0	20 0	13 0	13 0	24 0	24 0	31 0	29 0	30 0	30 0	16 0	16 0	100 0	100 0	13 0	12 12
Gurdáspur	22 0	22 0	28 0	28 0	...	...	12 0	12 0	18 0	18 0	14 0	14 0	†	†	12 0	12 0	25 0	24 0	24 0	22 0	10 0	10 0	120 0	120 0	12 0	12 0
Amritsar	21 0	21 0	31 0	30 0	...	...	10 0	10 0	25 0	23 0	15 0	17 0	†	†	23 0	23 0	28 0	28 0	24 0	27 0	†	†	90 0	90 0	13 0	13 4
Hills—																										
Simla	14 0	14 0	20 0	20 0	...	...	8 0	8 0	15 0	15 0	11 0	11 0	22 0	22 0	8 0	8 0	19 0	18 0	20 0	20 0	9 0	9 0	60 0	60 0	8 0	8 0
Kángra	19 0	19 0	28 0	28 0	...	...	11 0	12 0	14 0	14 0	10 0	10 0	25 0	25 0	8 0	8 0	20 0	20 0	23 0	24 0	12 0	12 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkote	22 0	21 0	40 0	36 0	...	...	10 0	10 0	30 0	28 0	28 0	‡	‡	‡	20 0	18 0	30 0	28 0	26 0	22 0	12 0	12 0	160 0	160 0	13 0	13 0
Gujránwála	21 0	20 0	38 0	36 0	...	...	10 0	10 0	27 0	20 0	20 0	20 0	‡	‡	20 0	20 0	29 0	29 0	21 0	21 0	‡	‡	105 0	105 0	13 0	13 0
Gujrát	23 0	21 0	34 0	33 0	...	...	10 0	10 0	26 0	26 0	24 0	23 0	†	*	14 0	12 0	27 0	26 0	24 0	24 0	†	†	120 0	120 0	14 0	14 0
Jhelum	24 0	23 0	32 0	34 0	...	...	10 0	10 0	25 0	24 0	24 0	22 0	†	†	*	*	27 0	27 0	25 0	20 0	*	*	160 0	160 0	14 0	14 0
Ráwalpindi	22 0	21 0	40 0	39 0	...	...	11 0	10 0	40 0	37 0	21 0	18 0	*	*	16 0	16 0	25 0	27 0	34 0	26 0	20 0	20 0	80 0	80 0	13 4	13 8
Hazára	22 0	21 0	43 0	37 0	...	...	10 0	10 0	‡	‡	14 0	14 0	†	†	‡	14 0	20 0	21 0	24 0	22 0	†	†	100 0	100 0	11 0	11 0
Peshawar	22 0	21 0	47 0	46 0	...	...	11 0	10 0	44 0	40 0	14 0	15 0	†	†	17 0	15 0	23 0	23 0	33 0	33 0	22 0	22 0	100 0	100 0	37 0	37 0
Kohát	22 0	22 0	44 0	46 0	...	...	17 0	13 0	*	15 0	32 0	22 0	†	†	16 0	*	24 0	22 0	32 0	29 0	†	†	110 0	120 0	60 0	60 0
Western—																										
Shahpur	24 0	22 0	35 0	33 0	...	...	9 0	9 0	22 0	22 0	26 0	22 0	20 0	20 0	20 0	20 0	31 0	31 0	26 0	20 0	*	*	240 0	240 0	13 0	13 0
Jhang	20 0	21 0	31 0	31 0	...	...	8 0	8 0	24 0	20 0	16 0	16 0	20 0	20 0	24 0	22 0	20 0	20 0	20 0	20 0	10 0	10 0	240 0	200 0	12 0	11 0
Mooltan	16 0	16 0	26 0	24 0	...	...	10 0	10 0	26 0	24 0	20 0	19 0	†	†	26 0	26 0	22 0	22 0	21 0	24 0	†	†	100 0	100 0	12 0	13 0
Bannu	28 0	30 0	40 0	40 0	...	...	10 0	10 0	26 0	28 0	29 0	18 0	8 0	8 0	8 0	8 0	32 0	32 0	32 0	34 0	13 0	13 0	60 0	70 0	40 0	40 0
D. I. Khán	21 0	20 0	25 0	34 0	...	...	7 0	7 0	25 0	22 0	25 0	20 0	‡	‡	6 0	6 0	27 0	27 0	17 0	16 0	14 0	14 0	112 0	112 0	43 0	42 0
Muzaffargarh	18 0	18 0	27 0	25 0	...	...	13 0	13 0	17 0	17 0	17 0	17 0	‡	‡	‡	‡	20 0	19 0	‡	‡	11 0	11 0	110 0	110 0	12 0	11 0
D. G. Khán	17 0	16 0	24 0	23 0	...	...	8 0	8 0	23 0	20 0	20 0	18 0	‡	‡	‡	‡	21 0	21 0	‡	‡	‡	‡	125 0	125 0	26 0	26 0
Sind and Baluchistan—																										
Karáchi	12 0	11 8	18 0	17 0	8 0	8 0	10 0	10 0	15 0	15 0	14 0	13 0	‡	‡	‡	‡	18 0	17 0	16 0	16 0	6 0	6 0	90 0	90 0	14 0	13 0
Hyderabad (Gidu Bandar)	12 8	12 8	16 0	15 8	7 0	7 8	9 8	9 8	19 0	18 8	15 0	15 0	...	...	...	...	15 0	15 0	...	...	...	...	160 0	160 0	11 0	11 8
Thar and Párkar (Umarkot)	13 8	13 8	...	...	...	...	10 4	10 4	...	...	13 0	13 0	...	...	...	...	...	...	...	...	...	...	160 0	160 0	12 0	12 0
Sukkur	14 0	14 0	21 0	21 0	8 0	8 8	10 0	10 0	20 0	20 8	19 0	18 0	...	...	...	...	19 0	19 0	...	...	11 0	11 0	140 0	120 0	12 8	12 8
Shikárpur	12 10	12 8	19 0	19 0	8 4	8 4	9 12	9 8	19 0	19 8	19 4	19 8	...	...	...	...	17 0	17 8	...	...	9 8	9 0	140 0	140 0	11 0	11 8
Upper Sind Frontier	13 0	12 8	18 8	18 8	8 0	9 0	9 0	10 0	22 0	22 0	19 0	19 0	...	...	...	...	19 0	19 0	...	...	9 0	9 0	160 0	160 0	11 0	11 0
Quetta	13 2	12 14½	16 8	15 0	4 10	4 12	6 13	7 10½	16 0	16 0	...	...	...	...	...	...	13 0	11 12	19 0	18 0	...	...	52 0	64 0	8 0	8 0
Bombay—																										
Konkan—																										
Karwar	* 0	8 8	13 0	...	6 8	6 8	10 8	10 8	...	17 0	13 0	13 0	21 0	20 0	...	...	9 0	10 0	...	...	9 8	9 0	213 5	213 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	8 8	8 8	9 14	9 14	14 4	14 4	13 8	13 8	16 7	16 7	...	...	11 4	11 4	...	...	9 9	9 9	125 0	125 0	10 5	10 5
Colába (Alibág)	9 13	9 13	...	...	...	...	9 5	9 5	...	...	...	...	...	...	...	...	11 12	11 12	...	...	...	...	85 0	85 0	12 0	12 0
Bombay	10 3	10 1	17 0	17 0	7 0	6 15	10 7	10 2	15 7	15 9	12 13	13 0	16 5	16 4	12 10	12 15	15 2	14 4	16 8	17 12	7 3	7 5	62 6	62 6	11 3	11 3
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 7	9 7	...	...	11 4	11 4	...	...	...	...	12 5	12 5	...	...	9 12	9 5	71 2	71 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	15 0	15 0	...	...	11 0	11 0	12 0	12 0	19 0	19 0	17 0	17 0	24 0	24 0	...	...	12 0	12 0	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Belgaum	14 8	14 8	18 8	18 0	11 8	11 8	12 0	12 0	19 0	19 8	18 0	19 0	24 0	24 0	15 0	16 0	11 8	11 8	...	...	10 0	9 8	65 0	65 0	12 4	12 4
Satara	10 13	10 13	10 14	10 14	8 3	8 3	10 0	10 0	13 5	13 5	12 15	12 15	16 1	16 1	14 1	14 1	11 11	11 11	15 5	15 5	11 0	11 0	97 0	97 0	11 10	11 10
Sholápur	12 11	13 2	17 6	17 6	9 6	9 8	10 7	10 6	19 13	19 2	16 9	15 10	...	...	...	...	14 10	14 10	...	...	12 7	14 3	80 0	80 0	11 4	11 0
Bijápur	13 8	10 8	10 5	10 5	7 3	7 3	9 2	9 2	17 4	17 4	15 14	15 14	...	...	...	...	10 9	10 9	...	...	10 10	10 10	80 0	80 0	10 8	10 5
Poona (City)	10 6	11 8	10 1	13 10	7 15	8 13	8 9	9 3	15 4	15 4	13 13	13 13	16 6	16 6	...	...	12 10	12 10	...	...	14 6	14 6	60 13	60 13	10 14	10 14
Khandesh—																										
Ahmednagar	12 6	12 7	...	...	7 6	7 6	8 5	8 4	15 2	15 10	13 0	13 1	...	...	...	...	11 12	12 1	...	...	15 4	14 5	90 10	86 12	11 0	11 3
Násik	14 1	14 0	...	...	9 0	9 0	10 8	10 8	...	...	14 1	14 0	14 3	14 3	...	...	13 6	13 6	...	...	10 1	10 1	93 0	93 0	13 8	13 8
Khandesh (Dhulia)	12 14	12 7	...	...	7 8	7 8	9 6	9 6	17 3	17 3	14 0	15 0	...	...	...	10 14	11 13	12 10	...	...	...	...	106 0	106 0	10 8	10 8
Guserat—																										
Surat	10 0	10 0	12 0	12 0	6 0	6 0	8 0	8 0	14 0	15 0	14 0	14 0	...	...	6 0	6 0	12 0	12 0	...	...	13 0	14 0	95 0	95 0	13 0	13 0
Broach	10 8	10 8	...	...	7 12	7 12	10 0	10 0	18 0	18 0	13 4	13 4	...	...	...	...	10 8	10 8	...	...	13 4	13 4	90 0	90 0	12 12	12 12
Kaira	13 14	13 5	20 0	20 0	7 7	7 7	9 11	9 11	15 4	15 4	15 4	14 5	18 13	17 12	...	...	12 12	12 12	...	...	...	...	90 0	90 0	13 5	13 5
Baroda Camp (Sadar Bazar)	9 2	9 2	12 9	12 9	6 4½	6 4½	6 15	6 15	14 14	14 4½	14 4½	13 11½	17 2	16 0	...	...	10 4½	9 11½	...	...	8 9½	8 9½	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	12 0	11 8	20 0	20 0	6 0	6 0	8 0	8 0	17 0	16 0	16 0	15 0	...	...	...	...	19 0	17 0	...	...	9 0	9 8	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	11 0	11 6	...	...	9 0	9 0	10 0	9 4	18 0	...	17 0	17 6	20 4	20 4	...	...	15 2	15 2	21 0	20 4	9 0	9 0	160 0	160 0	13 0	13 0
Deesa Cantonment	14 8	14 5	17 0	16 0½	6 0	6 0	8 0	8 0	15 0	15 3	13 8	13 11	...	...	...	...	16 0	15 12	...	13 2	11 0	11 0	145 0	145 0	10 8	10 12
Kathiawar—																										
Rájkot	13 4	13 14	...	...	6 0	6 0	8 0	8 0	15 4	15 6	13 4	13 14	...	...	...	...	13 12	13 14	...	...	7 0	7 0	80 0	80 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	13 8	13 8	...	...	7 8	7 8	10 9	10 9	22 9	20 11	...	...	...	...	...	...	...	...	...	...	9 14	9 14	120 0	120 0	10 13	10 13
Khandwa-Asirgarh Cant.	12 8	12 8	...	...	8 12	8 12	10 0	10 0	21 5	20 0	17 8	16 8	...	...	...	...	14 0	14 0	...	...	10 3	10 8	160 0	160 0	8 0	8 0
Hoshangabad	14 8	14 8	...	...	6 8	6 8	7 8	7 8	...	...	...	...	...	...	...	...	18 0	18 0	...	...	13 0	13 0	120 0	120 0	9 0	9 0
Betúl	14 7	14 7	...	...	...	...	9 9	9 9	14 12	14 12	...	...	...	...	...	...	14 0	14 0	...	...	9 11	9 11	320 0	320 0	7 9	7 9
Chhindwára	15 3	15 3	...	...	8 0	8 0	10 0	8 14	18 0	18 0	...	...	...	...	...	...	13 13	15 3	...	...	10 4	10 4	160 0	160 0	8 0	8 8
Nágpur	16 4	16 4	...	...	7 8	7 8	11 4	11 4	18 12	18 12	...	...	...	...	...	...	16 4	16 4	...	...	12 3	13 2	110 0	110 0	9 13	9 13
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	17 2	16 0	...	...	15 0	16 0	124 0	124 0	10 2	10 11
Central—																										
Narsinghpur	13 8	13 8	...	...	9 3	9 3	10 6	10 6	...	...	...	...	...	...	...	...	18 11	18 11	...	...	12 10	12 10	200 0	200 0	9 2	9 2
Saugor	14 9	14 9	...	...	8 4	8 4	9 4	9 4	...	...	...	...	...	...	...	...	16 8	16 8	...	...	11 7	11 7	140 0	140 0	9 10	9 10
Damoh	14 2	14 2	...	...	11 7	10 15	12 5	11 7	...	...	...	...	...	...	...	...	18 7	18 7	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	16 4	16 0	...	...	8 8	9 0	9 12	10 0	15 4	15 8	...	...	...	...	...	...	16 12	16 12	...	...	12 4	12 4	130 0	120 0	9 0	9 0
Mandla	17 8	17 0	...	...	10 0	9 8	14 0	13 0	12 0	...	...	...	...	...	...	...	20 0	19 0	...	...	12 0	9 0	256 0	256 0	9 8	9 8
Seoni	17 15	17 15	...	...	10 3	10 3	13 9	13 9	...	...	...	...	...	...	...	...	16 9	16 10	...	...	10 15	10 15	200 0	200 0	9 2	9 2
Bálághát	17 1	17 1	...	...	11 13	11 13	15 5	14 0	...	...	...	...	...	...	...	...	15 10	15 10	...	...	12 8	12 8	192 0	192 0	8 0	8 0
Bhandára	16 4	16 4	...	...	...	...	11 12	10 0	...	...	...	...	...	...	...	...	16 4	16 4	...	...	12 8	12 8	180 0	180 0	9 2	9 2
Chánda	14 5	14 5	...	...	...	...	12 13	12 13	20 3	20 3	...	...	...	...	...	...	19 3	19 3	...	...	12 15	12 15	615 0	615 0	8 12	8 12
Eastern—																										
Biláspur	16 11	16 11	...	...	10 3	10 3	12 5	12 5	...	...	...	...	...	...	...	...	14 1	14 1	...	...	15 4	15 4	96 0	96 0	8 0	8 0
Raipur	19 11	19 11	...	...	10 12	10 12	14 12	14 12	...	...	...	...	...	...	...	...	15 0	15 0	...	...	13 0	13 0	64 0	64 0	8 0	8 0
Sambalpur	12 4	12 4	...	...	14 0	11 6	19 4	16 10	...	...	...	...	...	...	...	...	9 0	9 0	...	...	7 8	8 0	160 0	160 0	9 10	9 10
Berar—																										
Buldána	15 0	15 0	...	...	8 0	8 0	10 0	10 0	20 0	19 0	18 0	16 0	...	...	...	...	13 0	13 0	...	...	10 0	10 0	§	§	9 0	9 0
Básim	17 3	17 2	...	...	7 12	8 6	9 12	10 2	24 10	23 13	24 0	24 0	...	...	...	...	18 8	18 8	...	...	13 5	13 5			9 3	10 10
Akola	14 0	14 0	...	...	6 8	6 8	8 0	8 0	17 0	17 0	13 0	13 0	...	...	...	...	16 0	16 0	...	...	17 0	17 0			10 0	10 0
Ellichpur	14 4	14 0	...	...	7 0	7 0	8 0	8 4	16 4	16 0	13 0	13 0	...	...	...	...	14 2	14 0	...	...	17 4	17 4			10 0	9 8
Amráoti	14 2	14 0	...	...	6 0	6 8	7 0	7 8	18 3	17 0	13 0	13 0	...	...	16 0	...	14 8	14 6	...	...	12 0	11 4			9 0	9 0
Wún	14 8	14 8	...	...	8 0	8 0	10 0	10 0	21 0	21 0	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 11	12 11	...	...	6 12	6 10	9 7	9 4	17 12	17 12	17 12	...	...	...	...	...	14 7	14 13	...	...	18 4	17 12	120 0	120 0	9 2	9 0
Bolárum	13 4	13 8	...	...	7 5	7 5	8 6	8 6	19 8	20 3	...	...	...	...	...	...	15 11	15 11	...	...	...	...	116 14	116 14	9 0	9 0
Chadarghat	11 0	11 0	...	...	7 4	7 0	10 8	9 8	20 0	19 0	20 0	19 0	...	...	...	...	16 0	17 0	...	...	...	...	121 0	120 0	9 8	9 8

* Not sold. † Not produced. ‡ Not procurable. § Firewood is sold by head-loads, cart-loads, and bullock-loads.

RETAIL PRICES FOR THE 1st HALF OF SEPTEMBER 1889—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Maruva or ragi (*Eleusine coracana*).		Kangni or karun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	11 13	11 13	12 10	12 10	*	*	*	*	20 6	20 6	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	8 2	8 2	...	...	10 10	10 10	11 5	11 5	13 3	13 3	30 13	30 13	19 5	19 5	...	...	...	...	...	...	...	...	128 13	128 13	12 5	12 5
South, central—																										
Coimbatore	11 2	11 8	...	...	12 3	12 3	13 2	13 2	22 10	21 11	*	*	26 3	26 3	...	...	...	...	...	...	...	...	133 10	133 10	12 11	12 11
Nilgiris	10 11	10 11	...	...	9 10	9 10	10 6	10 6	20 0	20 0	16 13	16 13	20 3	20 3	...	...	...	...	...	...	...	...	161 13	161 13	9 3	10 2
Salem	10 13	10 13	...	...	11 13	11 13	13 3	13 3	29 2	29 2	26 3	26 3	30 13	30 13	...	...	...	...	...	...	...	...	186 10	186 10	13 8	13 8
Central—																										
Bellary	13 6	13 6	...	...	11 13	12 3	13 8	13 8	28 10	28 10	21 10	21 2	33 0	33 0	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Anantapur	11 8	11 8	...	...	12 13	12 13	14 0	14 0	31 6	31 6	25 6	25 6	32 0	32 0	...	...	...	...	...	...	...	...	194 6	194 6	11 5	11 5
Cuddapah	12 8	12 8	...	...	11 10	11 10	12 8	12 8	23 11	23 11	*	*	31 8	31 8	...	...	...	...	...	...	...	...	140 0	140 0	12 2	12 2
Kurnool	11 6	11 6	...	...	10 11	10 11	11 6	11 6	25 11	25 11	22 8	21 14	*	*	...	...	...	...	...	...	...	...	142 14	142 14	11 5	11 5
East Coast, north—																										
Ganjam	7 2	7 2	...	...	9 8	9 8	10 0	10 0	*	*	*	*	17 5	17 5	...	...	...	...	...	...	...	...	167 11	167 11	12 13	12 5
Vizagapatam	10 13	11 8	...	...	9 8	9 8	11 5	11 5	22 11	22 11	27 11	27 11	20 3	20 3	...	...	...	...	...	...	...	...	116 10	116 10	11 11	11 11
Godávari	10 6	10 6	...	...	13 14	14 6	15 0	15 0	23 0	24 0	21 2	22 0	21 13	23 11	...	...	...	...	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	11 8	11 8	12 2	12 2	19 0	19 0	*	*	23 13	23 13	...	...	...	...	...	...	...	...	170 2	170 2	13 3	13 3
Nellore	11 8	11 0	...	...	13 5	12 11	14 5	13 13	22 11	22 11	*	*	27 13	27 13	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East-Coast, south—																										
Madras	10 13	10 13	...	...	11 11	11 13	12 14	12 13	18 11	16 6	7 2	9 3	26 6	26 6	...	...	...	...	...	...	...	...	99 6	99 10	12 5	12 5
Chingleput	*	*	...	...	12 11	12 11	13 10	13 10	*	*	*	*	24 11	24 11	...	...	...	...	...	...	...	...	122 8	122 8	12 6	12 6
N. Arcot	9 6	9 6	...	...	11 10	12 3	13 3	13 3	*	*	24 13	24 10	30 13	29 2	...	...	...	...	...	...	...	...	194 6	194 6	11 5	11 5
S. Arcot	8 10	8 10	...	...	13 2	13 2	13 10	13 10	20 3	24 10	16 13	24 10	23 14	23 14	...	...	...	...	...	...	...	...	209 0	209 0	11 11	12 6
Tanjore	8 13	8 13	...	...	13 11	13 11	*	*	*	*	26 3	25 6	29 8	29 8	...	...	...	...	...	...	...	...	166 3	166 3	12 6	12 6
Trichinopoly	8 14	8 14	...	...	12 10	12 3	13 2	12 11	20 11	22 6	22 14	22 14	26 3	26 3	...	...	...	...	...	...	...	...	143	143	12 3	12 3
Southern—																										
Tinnevelly	8 8	8 8	...	...	11 2	11 2	12 0	12 0	*	*	*	*	*	*	...	...	...	...	...	...	...	...	53 5	53 5	14 13	14 6
Madura	9 11	10 2	...	...	12 3	12 10	12 11	13 2	24 5	24 5	20 10	22 14	24 13	24 13	...	...	...	...	...	...	...	...	140 14	136	13 10	13 10
Mysore—																										
Mysore	10 0	10 0	10 4	10 0	9 8	9 8	10 8	10 8	28 0	27 8	18 0	18 0	30 0	30 0	...	...	...	...	...	...	...	...	84 0	87 0	8 12	9 0
Bangalore	10 8	10 8	11 8	11 8	9 8	9 8	10 8	10 8	22 0	21 0	...	...	32 0	33 0	...	...	...	...	...	...	...	...	84 0	84 0	9 4	9 4
Kolar	...	...	10 0	10 0	10 8	10 8	12 8	12 8	...	...	...	...	44 0	43 0	...	...	...	...	...	...	...	...	144 0	132 0	9 8	9 0
Tumkur	11 0	11 0	11 0	11 0	10 8	10 8	12 8	11 8	...	...	...	...	48 0	48 0	...	...	...	...	...	...	...	...	340 0	340 0	9 0	9 0
Hassan	...	...	10 0	10 0	11 0	11 0	13 0	13 0	...	...	...	...	46 0	40 0	...	...	...	...	...	...	...	...	96 0	96 0	8 0	8 0
Kadur	10 0	10 0	11 0	11 0	12 0	12 0	13 0	10 0	...	...	...	...	40 0	40 0	...	...	...	...	...	...	...	...	240 0	240 0	8 0	8 0
Shimoga	11 9	11 9	12 10	12 10	10 8	10 8	14 11	14 11	33 10	31 8	...	...	44 2	39 14	...	...	...	...	...	...	...	...	480 0	480 0	8 6	8 6
Chitaldrug	13 0	12 0	15 0	14 0	11 0	10 0	13 0	13 0	32 0	32 0	30 0	32 0	48 0	48 0	...	...	...	...	...	...	...	...	320 0	320 0	9 0	9 0
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	11 8	10 8	13 8	12 8	...	...	...	...	39 0	35 8	...	...	22 8	20 0	...	...	...	...	110 0	110 0	9 0	8 0
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

E. J. SINKINSON,
Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

SCHOOL FOR MODERN ORIENTAL STUDIES ESTABLISHED BY THE IMPERIAL INSTITUTE OF THE UNITED KINGDOM, THE COLONIES AND INDIA IN UNION WITH UNIVERSITY COLLEGE AND KING'S COLLEGE, LONDON.

INDIA OFFICE,
London, 22nd August 1889.

Public (Educational).
No. 89.

His Excellency the Most Honourable the Governor General of India in Council.

MY LORD MARQUIS,—I transmit, for the information of Your Excellency in Council, copy of a letter from the Imperial Institute, regarding a School for Modern Oriental Studies established by the Governing Body of that Institute.

2nd July 1889.

2. Copies of the printed statement of particulars referred to in Sir F. A. Abel's letter are also forwarded.

I have the honour to be,

MY LORD MARQUIS,

Your Lordship's most obedient, humble Servant,

CROSS.

No. $\frac{521}{14}$, dated 1, Adam Street, Adelphi, W.C., 2nd July 1889.

From—SIR F. A. ABEL, Esq., Secretary of the Imperial Institute of the United Kingdom, the Colonies and India,

To—The Under-Secretary of State for India, India Office.

I have received the instructions of His Royal Highness the President of the Institute to request that you will be so good as to bring to the notice of the Secretary of State for India in Council the accompanying statement of particulars respecting a "School for Modern Oriental Studies" which has been established by the Governing Body of the Imperial Institute, in co-operation with the Councils of University College and King's College, London, with the object of supplying the requirements of those seeking official employment, and of officials holding appointments, in connection with which a practical knowledge of one or other of the Modern Oriental Languages is indispensable or desirable.

It has been represented to the Governing Body of the Institute that the tuition and facilities to be afforded by this School, which it is intended should correspond in character to those provided by important State Modern Oriental Schools in Germany, France, and Austro-Hungary, will be, in many directions, of great assistance and value, not only to those seeking employment or holding appointments in the Indian Civil Service, but also to natives.

The languages to be dealt with in the School comprise, in Division I. Sanscrit, Bengali, Hindi, Hindustani, Tamil, Telugu, Punjabi, Pali, Marathi, Gujarati, Arabic and Persian; and, in Division II. Colloquial Arabic, Chinese, Burmese, Modern Greek, Colloquial Persian, Japanese, Russian, Turkish, Malay, and Swaheli.

I am instructed to express a hope that Lord Cross may deem it desirable to cause measures to be taken for officially directing the attention of the Government of India to the existence of the new school of Modern Oriental Studies, and to afford it such official recognition as may be in his power to bestow.

School for Modern Oriental Studies established by the Imperial Institute of the United Kingdom, the Colonies and India in union with University College and King's College, London.

The commercial and official Classes in the United Kingdom, whose pursuits entail either temporary residence in, or visits to, Oriental Countries and communion or correspondence with the natives of those Countries, have long experienced the want of facilities which might be afforded by a sufficiently comprehensive public Institution, where a practical and colloquial acquaintance with the more important Modern Oriental Languages might be acquired.

In France, Germany and Austria-Hungary, there exist Institutions of magnitude and importance, for affording instruction in the spoken and written Oriental dialects and in matters relating to the history, commerce and political economy of the Countries in which those languages are spoken.

In France, the School of Living Oriental Languages, which was founded nearly 100 years ago, receives from the State the free use of a large building and a grant of over £6,000 per annum; gratuitous instruction is there given in the chief Modern Oriental Languages, and a commercial section has recently been added to it by the Minister of Public Instruction.

The Imperial Oriental Academy of Vienna has long been of world-wide celebrity and has greatly contributed to the extension of commerce in Austria-Hungary, whilst in Berlin, the Imperial German School of Living Oriental Languages, established a year ago upon a very important footing, has already received considerable development. This school is supported by an annual subvention of £3,600, and the tuition there is entirely gratuitous.

Although the scope of action of the Imperial Institute, as defined by its Charter, does not embrace the exercise of actual educational functions, its Governing Body has considered that the creation and development of an organisation for providing, in the United Kingdom, the important aid to the Official and Commercial sections of the community which is furnished to Continental Nations by such establishments as above named, might prove a work of considerable utility.

There have existed at University College and at King's College, since their foundation, Professorships of certain Oriental Languages; the Indian School of University College on the one hand, and the Oriental section of King's College on the other, have accomplished useful work in the preparation of candidates for the Indian Civil Service and other Government Departments, by affording facilities for the study of some of the Eastern Languages.

The Committee of the Institute, having met with a cordial response from the Councils of the two Colleges, to a proposal to consolidate the work of this nature now being performed there, and to bring it into harmonious working with a scheme for affording practical instruction in other important Oriental Languages, now desire to direct attention to the results of a careful consideration of the whole subject by a Special Committee, appointed by them for that purpose, which includes representatives of the Councils of University and King's Colleges, and of which the following are the Members:

SIR FREDERICK ABEL, C.B., D.C.L., D.Sc., F.R.S. (*Chairman*).

COL. SIR EDWARD BRADFORD, K.C.S.I.

SIR FRANCIS DILLON BELL, K.C.M.G., C.B.

COL. SIR CHARLES WILSON, R.E., K.C.B., K.C.M.G.

SIR THOMAS WADE, G.C.M.G., K.C.B.

MAJ.-GENL. SIR FREDERIC GOLDSMID, K.C.S.I., C.B.

SIR PHILIP MAGNUS.

MAJOR C. M. WATSON, R.E., C.M.G.

SIR GEORGE YOUNG, Bart., LL.D. } Nominated by the Council of University College.
PROFESSOR HENRY MORLEY, LL.D. }

THE REV. HENRY WACE, D.D. } Nominated by the Council of King's College.
PROFESSOR R. K. DOUGLAS }

Arrangements have been completed by this Committee and approved of by the Governing Bodies of the Imperial Institute and of the two Colleges, for the organisation of a School in London, designed both for giving instruction in Modern Oriental Languages and also for the pursuit of studies relating to the history, literature, commercial and physical geography, political economy and the natural and industrial resources of the Countries and Districts in which the various languages are used.

It is in contemplation to arrange for the delivery of Special Lectures or courses of Lectures from time to time, in connection with the School, by Experts or Specialists, in any of the foregoing subjects:

This School will be carried on under the immediate direction of the Committee above specified.

The classes which the "School of Modern Oriental Studies" comprises, are divided under two Heads:

DIVISION I. includes classes for all Oriental Languages especially required by Students qualifying for examinations for the Indian Civil Service, the instruction being of the same character as that provided for some time past at University College and at King's College.

These classes will, from the commencement of the AUTUMN TERM of 1889, be continued at University College and will be conducted under regulations common to the other classes which combine with them to constitute the General School.

This division includes instruction in Sanscrit, Bengali, Hindi, Hindustani, Tamil, Telugu, Punjabi, Pali, Marathi, Gujarati, Arabic and Persian.

DIVISION II. consists mainly of classes for Modern Oriental Languages other than the Indian Languages.

The courses of tuition will be of a practical rather than of an academic character; they will have particular reference to commercial and official requirements and to the facilitation of colloquial intercourse with natives of Oriental Countries.

It is in contemplation, so soon as the number of Students warrants the expenditure, to secure the services of native readers and teachers of conversation in connection with the classes of this Division.

The Languages to be taught in Division II. comprise Colloquial Arabic, Modern Greek, Colloquial Persian, Russian, Turkish, Chinese, Burmese, Japanese, Malay and Swaheli.

The classes under this Division will be conducted at King's College, where arrangements will also be made for the establishment of evening classes.

The names of Instructors and the places where various classes will be held are given below:

There will be three terms, of about ten weeks, in each year, as follows:

AUTUMN TERM—commencing about the beginning of October.

SPRING TERM—commencing about the middle of January.

SUMMER TERM—commencing early in May.

The School will open with the Autumn Term of 1889.

A fee of THREE GUINEAS per term will have to be paid in advance by each Student for each Language taken up for instruction. This payment will entitle the Student to the use, within the colleges, of text books, dictionaries, and works of reference required in connection with the particular Language taught, and to the use of all the facilities which it is proposed to secure in the development of the School.

Accommodation will be provided to enable Students to pursue their studies at hours when the classes are not held.

The Libraries of both Colleges will be opened to Students in any of the classes of the School, during the usual hours of study.

Intending Students should communicate with the ORGANISING SECRETARY at the Offices of the IMPERIAL INSTITUTE, 1, ADAM STREET, ADELPHI, LONDON, W.C., where the registration of Students will take place, and where all information regarding the School will be supplied.

F. A. ABEL,

Secretary of the Imperial Institute.

June 1889.

DIVISION I.

HELD AT

UNIVERSITY COLLEGE, LONDON.

Languages.	Names of Professors or Lecturers.
SANSCRIT	C. BENDALL.
BENGALI	J. F. BLUMHARDT.
HINDI	J. F. BLUMHARDT.
HINDUSTANI	J. F. BLUMHARDT.
TAMIL	J. BRADSHAW.
TELUGU	
PUNJABI	
PALI	T. W. RHYS DAVIDS, LL.D. Ph.D.
MARATHI	H. CHINTAMON.
GUJARATI	S. A. KAPADIA, M.D., L.R.C.P.
ARABIC	C. RIEU, Ph.D. H. A. SALMONE.
PERSIAN	C. RIEU, Ph.D.

DIVISION II.

HELD AT

KING'S COLLEGE, LONDON.

Languages.	Names of Professors or Lecturers.
COLLOQUIAL ARABIC	The REV. DR. J. L. SABUNJIE.
CHINESE	R. K. DOUGLAS.
BURMESE	GENERAL ARDAGH.
MODERN GREEK	M. CONSTANTINIDES.
COLLOQUIAL PERSIAN	SIR FREDERIC GOLDSMID.
JAPANESE	F. V. DICKINS, M.B., B.Sc.
RUSSIAN	N. ORLOFF, M.A.
TURKISH	CHARLES WELLS, Ph.D.
MALAY	
SWAHELI	*ARCHDEACON FARLER.**

* *The Committee is in communication with this gentleman.*

C. J. LYALL,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Correspondence relating to the loss of the *S.S. Vaitarna* off the Bombay Coast in November 1888.

No. 272-S., dated Simla, the 19th June 1889.

From—The Meteorological Reporter to the Government of India,

To—The Secretary to the Government of India, Revenue and Agricultural Department.

I have the honour to submit the following reply to the various charges which have been made against the Meteorological Department in connection with the loss of the *Vaitarna,* in accordance with the request contained in your No. $\frac{82}{3\cdot21}$-M., dated Simla, the 6th May 1889.

2. The following appear to be the whole of the points and issues which require consideration and answer. The Court of Enquiry calls the attention of the Government to the following defects:

(*a*) The want of a proper system of meteorological observations on the Coast of India.

(*b*) The want of a proper system of exhibiting storm-warning signals on the Coast of India.

It also records the opinion—

(*c*) That if a proper storm-warning system had been in force with communication to most of the northern ports, intimation could have been conveyed in time to have enabled the *Vaitarna* to avoid the cyclone.

In addition to these three points, the following are suggested by the evidence and subsequent discussion on the evidence:

(*d*) Whether the Simla Office with the system then in force gave as full warning and information to merchants and shippers in Bombay of the storm in question as could reasonably have been expected.

(*e*) Whether the Bombay storm-warning system then in operation was defective and unsatisfactory, and also to whom the blame for this state of affairs should be assigned.

3. My reply may be summed up as follows:

(*a*) That there is a fairly complete and satisfactory system of observations along the Coast of India, but the Kattiawar Coast is imperfectly represented.

(*b*) That there is a proper and satisfactory system for warning at least three-fourths of the Coast of India, but that the Bombay system was at the time of the *Vaitarna* disaster defective. The India Meteorological Department was, however, at the time endeavouring to remedy the defect.

(*c*) That if a proper and complete system for warning the Bombay (including the Kattiawar) Coast had been in force at the time, it almost certainly would not have enabled the *Vaitarna* to weather the storm, as she was too lightly built to encounter a cyclonic storm and was navigating a portion of the Coast where there is no shelter, and the Captain was apparently more or less ignorant of the laws of storms. It is, moreover, doubtful whether any system of storm signals would be of much use to vessels of the *Vaitarna* build navigating the Kattiawar Coast.

(*d*) The Simla Office gave as full warning of the position and character of the storm to the West Coast ports by means of signal and telegrams as could reasonably be expected, more especially when the

circumstances under which the Simla Office was performing that duty at that time are taken into consideration.

(*e*) Neither the Bombay authorities nor Mr. Chambers ever called the attention of the Meteorological Department or the Government of India to the defects of the Bombay meteorological and storm-warning services so far as the Kattiawar Coast is concerned, and hence they are in part, if not chiefly, responsible for the continuance of the defect.

4. As a full explanation is desired, I will deal with each of these five points *seriatim*, and finally give a full statement of the action taken by the Simla Office to warn the West Coast ports during the progress of the storm, in order to give as complete a reply as possible to the fourth and most important issue. Before doing so I have to point out that the enquiry of the Court appears to me to have been imperfectly conducted and that the actual wording of its conclusions goes far beyond the scope of this enquiry. It neither summoned Mr. Hutchinson, Meteorological Reporter for Western India, nor Mr. Dallas, Assistant Meteorological Reporter to the Government of India, who hoisted the signals during the storm and was present in Bombay at the time and ready to give evidence; and bases the whole of its conclusions on the meteorological aspect of the enquiry upon the evidence of a single witness, who in no way represented the Meteorological Department. The enquiry was hence one-sided, and in my opinion failed to point out the more striking and most easily remedied defects of the Bombay storm-signal service.

I may also point out that the Government of Bombay concurs in the opinion of the Court that if a proper storm-warning system had been in force with communication to most of the northern ports, intimation could have been conveyed in time to have enabled the *Vaitarna* to avoid the cyclone, and bases its concurrence on statements which, to say the least, do not represent facts. The Bombay Government says that it appears from a report submitted by Mr. Hutchinson, Meteorological Reporter for Western India, that merchants and shippers were not informed at the time the vessel left Bombay of the existence of a cyclonic storm on the Kattiawar Coast. The facts are that the storm signals were flying at Bombay when the *Vaitarna* left that port (intimating to merchants, shippers, port authorities, &c., that there was a cyclonic storm in the Arabian Sea at some distance from the Bombay Coast), and that there was also at that time no cyclonic storm in existence on or off the Kattiawar Coast.

5. In reply to the first issue [(*a*) paragraph 2] it is sufficient to point out that there was at the time the Court sat a very fairly complete and well-organized system of meteorological observation over the whole of India, coast and inland. Mr. Chambers' sole suggestion in this respect, *vide* page 9 of report of the Court, is to establish an Observatory at Verawal, in addition to the 162 already in existence. So far as I can judge, this is the sole evidence for the recommendation of the Court. It might properly have pointed out the local deficiency in Kattiawar. Instead of that it condemned the whole system without making any enquiry into its character and extent.

6. With respect to the second criticism of the Court of Enquiry [(*b*) paragraph 2], it is presumed that the Court did not intend deliberately to ignore the fact that the Meteorological Department has, under instructions from the Government of India, devoted much time and labour during the last three years to the perfecting of the Bengal storm-warning system and the introduction of a satisfactory system suited to local requirements for warning the Burma and Madras ports. What the Court apparently intended to say was that the Bombay system, as in force at the time of the *Vaitarna* disaster, was defective or not a proper system, by which it perhaps meant that it was not based on correct principles. For this, as I shall show presently, I cannot assume any responsibility.

The opinion of the Court is worded in such a manner that I am unable to infer with certainty what it really means, but assume it is what I have stated above. A warning system had been in operation for the Bombay ports since 1880 administered by Mr. Chambers. The Simla Office took over this work in August 1888, and barely two months' working of the system convinced me

that it was defective and unsatisfactory, and that I ought to take early steps to place it on a proper footing. With this object in view I went to Kurrachee in November and discussed the matter with the Port Officer on the 8th of November, the day on which the storm approached the Kattiawar Coast, and on which the *Vaitarna* probably went down. I sent Mr. Dallas to Bombay early in December, partly with the object of learning from the Port Officer and other authorities their opinions and wishes with respect to an improved storm-signal service. Mr. Dallas was engaged in this work at the very time that the Court sat. One of the strangest features of this enquiry (and which seems to me to call for explanation) is that Mr. Dallas, who has had many years' experience of working a storm-signal service in England as well as in India, and who actually gave the orders for hoisting the signals on the West Coast during the *Vaitarna* storm and was known to be present in Bombay at the time of the enquiry with the object of improving the local meteorological service, was not called by the Government Solicitor for examination before the Court. The Court might have given the most valuable assistance to the Meteorological Department if it had enquired fully into the working of the Bombay storm-warning system, pointed out its defects and suggested necessary or desirable improvements, and it would thus have strengthened the hands of the Meteorological Department in carrying out the improvements it was actually trying to effect at the time.

In connection with this, I wish to protest against the theory that the Imperial Meteorological Department should ascertain and provide for all local requirements independently of any action of the Local Government or local authorities. My own opinion is that, while the Meteorological Department should endeavour to ascertain and carry out any improvements necessary to make its work more effective, it should as a practical Department rely for the direction of its improvements mainly upon the expressed wants of local authorities and the public. In other words, it should, for example, give the Government or public the information it requires and is prepared to use, and not the information that the Department thinks it ought to require. A recommendation for the improvement of the local meteorological service made by a competent local authority would frequently enable the Meteorological Department to ask for and obtain the necessary means to enable it to remedy the defects pointed out by that authority.

The responsibilities of a storm warning Department are, I may point out, so great that its natural tendency is to endeavour to extend the field of observation upon which it bases its action. By properly selected extension the work of storm warning becomes easier and more certain, and the responsibility and anxiety inherent to the work is diminished. It is hence evident that any extension of the system of observations for storm-warning purposes established in India depends really upon the willingness of the Government of India or local authorities to provide the funds necessary for the cost of such extensions.

The Meteorological Department has, for example, frequently pointed out that the Bay of Bengal storm-warning work could be much more effectively performed and that earlier and more certain warning of storms could be given if Port Blair and the Eastern Channel Light Vessel at the entrance to the Hooghly were connected telegraphically with the mainland. Neither the Government of India nor the local authorities are willing to provide the funds. It would be equally easy for me to suggest that the extension of a proper storm-warning system to the Kattiawar Coast requires that telegraph lines should be laid down connecting Dwarka and Cutch Mandvi with the nearest telegraph offices, but suggestions of this kind are impracticable and valueless unless at the same time a feasible method of providing the funds necessary for carrying out the suggestions be indicated.

These remarks will perhaps indicate the difficult position in which the Department is placed in such matters and also show that the intelligent expression of local bodies, *e.g.*, Local Governments, Chambers of Commerce, &c., might be a safer and better guide to useful and realisable extensions of the practical work of the Department than its own wishes and suggestions.

I have already stated the action I took in the year 1887 to place the Bombay storm-warning system on a proper footing. The Government of India is hence in a position to decide whether my action in visiting Bombay in 1887 (one result of which was Mr. Chambers' letter published in the Appendix) and my action in

November and December 1888 in visiting Kurrachee and sending Mr. Dallas to Bombay are sufficient proofs or not that I was doing as much as might reasonably be expected from me as Head of the Department to improve the local storm-warning system in accordance with local wants and requirements. As part of the same subject, the Government of India will perhaps also take into its consideration the fact that neither the whole-time Bombay Reporter nor any one else pointed out to me during the whole of this period in any official communication the deficiency in the Bombay meteorological or storm-warning system, so far as Kattiawar was concerned.

7. The statement of the Court that if a proper storm-warning system had been in force, with communication to most of the northern ports, intimation could have been conveyed in time to have enabled the *Vaitarna* to avoid the cyclone, is apparently based solely on a remark of Mr. Chambers, that it would have been possible with a proper storm-signal system to have warned the Kattiawar Coast on the 8th November. The 8th covers a period of twenty-four hours, and the important point in such a matter is the hour of that day and not the day when the signals could have been hoisted. The Court apparently asked no question on this most important point, and the vague statement of a single witness was utilized by at least one Bombay newspaper, in order to make a serious charge against the Department and the Government of India, *viz.*, of being virtually the cause of the loss of the *Vaitarna*. This is the most important issue raised by the report of the Court of Enquiry.

So far as I can reasonably judge from my experience of storm-warning work, if there had been an Observatory at Verawal and another at Dwarka or Mandvi and storm-signal arrangements in complete working order at the Kattiawar ports, it would have been possible to have hoisted warning signals at the Kattiawar ports intimating the existence of a disturbance at some distance to the south-west of the Kattiawar Coast about noon of the 8th, and to have hoisted danger signals intimating the early advance of a cyclonic storm about 4 or 6 P.M. of the same day. The *Vaitarna* left Cutch Mandvi at 8 A.M. and passed Dwarka at noon. Hence under a practically perfect system the Captain might have received general intimation of stormy weather about noon or about the time he began to advance along the West Kattiawar Coast. Mr. Moir, Manager of the line to which the *Vaitarna* belongs, thus describes that Coast: "There is no harbour between Mandvi and Bombay *into which the Vaitarna could have run.* They are all open roadsteads: Mandvi itself is an open roadstead." Hence it is certain, if this evidence be accepted, that even if the Kattiawar ports had been warned at noon of the 8th, the *Vaitarna* would still have been obliged to have remained out in the open sea, and in the absence of definite instructions to the Captain in which direction to run to avoid the storm (such as are not given by any existing storm-warning system), he would almost certainly have proceeded in the same course as he did and with the same result. For in such matters the knowledge and judgment of the Captain counts for a good deal and cannot be entirely superseded by the general warning of a distant signal. That this inference is almost certainly correct is proved by the fact that the Court concluded from the action of the Captain (and probably rightly, although this is not the opinion of Sir Henry Morland) that he was unable to utilize the indications of his barometer and the changes in wind, force, and direction so as to ascertain roughly the bearing of the storm centre and its line of march, and hence decide on the proper course to adopt to avoid the storm. In fact, he simply ran into the advancing storm, and his vessel was overwhelmed by the heavy seas.

The establishment of a proper system such as the Court apparently contemplated would require not merely the establishment of two Observatories—one at Verawal and the other at Dwarka or Cutch Mandvi—and the maintenance of storm-signal stations at Verawal, Porbandar, Dwarka and Cutch Mandvi (which would involve a comparatively small expenditure), but also the laying down of at least 150 miles of telegraphic lines to connect Dwarka and Cutch Mandvi; and I am informed by the Telegraph Department that they would not pay and that there is no probability of their construction for many years to come.

8. With respect to the fourth issue [(*d*) paragraph 2], *viz.*, the action of the Simla Office, I have gone carefully through the history of the storm and also considered the action which Mr. Dallas took (I was absent from Simla at the time as already stated) to warn the Bombay Coast of the storm, and have come to the conclusion that he acted with judgment and great care. I need not repeat the circumstances under which the working of the Bombay storm-signal service was transferred to Simla nor the difficulties under which it had to be carried out, as they have been already fully stated in previous correspondence on the subject.

Mr. Dallas's action is given in detail in paragraphs 10 and 11 in connection with the brief account of the storm.

9. My action in proceeding to Kurrachee in November is sufficient proof that I felt the Bombay warning system was defective at that time. As statements have been made imputing the delay in the removal of this defect to the India Meteorological Department ignoring the representations of Mr. Chambers, it is necessary for me to point out where, in my opinion, blame should really lie.

So far as I can ascertain from the records of my office, Mr. Chambers never pointed out to Mr. Blanford the absence of observatories or storm-warning stations on the Kattiawar Coast or submitted proposals for their establishment. Shortly after I took over charge from Mr. Blanford (in May 1887) I learnt that the Bombay storm-signal service was not in as efficient and satisfactory state as I thought it ought to be, considering the great importance of Bombay as a seaport on an open coast of a sea exposed to fierce tropical cyclones. At the first opportunity, that is, in October 1887, I went to Bombay and saw Mr. Chambers, discussed with him the unsatisfactory condition of the Bombay storm-warning system, and asked him to submit a scheme for placing it on a satisfactory footing. As the reduction of his appointment was then under consideration, I urged him to study economy as well as efficiency in drawing up his scheme. I enclose a copy of the letter embodying his scheme which he sent to me in November 1887 and of a chart accompanying it (*vide* Appendix A). It shows that Mr. Chambers made absolutely no suggestion at that time for establishing observatories or storm-signal stations on the Kattiawar Coast. There is also no indication in this letter that he at that time recognized the existence of the defects he subsequently pointed out to the Court of Enquiry in December 1888.

He then had several years' experience of the work of warning the Bombay Coast; and yet at that stage when called upon by me, as Head of the Department, in consequence of his own representations of the defective state of the Bombay warning system, to submit a satisfactory scheme which I could recommend to the Government of India, he failed to make any suggestion such as that which he made to the Court and upon which it bases its conclusions that the Meteorological Department had failed to provide a proper storm-warning system for the Bombay Coast. It is one of the most striking cases of a man being wise after the event, that has come within my experience. It is also not a little strange that the Court did not ask Mr. Chambers whether he had ever submitted definite proposals to the Government of India for the establishment of observatories and storm-signal stations on the Kattiawar Coast.

No further correspondence ensued on the subject, and hence this letter represents Mr. Chambers' views from the date of its submission until he ceased to be Reporter on 1st August 1888; that is, when the Simla Office took over charge of the Bombay storm-signal work. Hence Mr. Chambers failed, so long as he was Reporter, to point out the defects of the system so far as the Kattiawar Coast was concerned; and the Simla Office was obliged to take it over with all its defects for which I was in no way responsible, but which I began to try to remedy as soon as I was in a position to do it.

I am, however, not prepared to urge that Government should in its present financial condition spend the large amount required to lay down 150 miles of unproductive telegraph lines in order to protect as far as possible the Kattiawar Coast. It has no ports in which vessels can take shelter during storms, and traffic is suspended for nearly six months of the year (that is, during the whole of the south-west monsoon). Such disasters as the *Vaitarna* can be much more simply and directly avoided by the adoption of Sir Henry

Morland's suggestion that the Government should only permit vessels of suitable build and strength to navigate that part of the Coast and carry passengers. The chief advantage of the extension proposed would be to warn and protect the port towns, but not the shipping off the Coast. Although therefore I do not urge the extension as absolutely necessary, I recommend it strongly to the consideration of the Government of India and the local authorities, as it would undoubtedly enable the Kattiawar Coast to be adequately warned in stormy weather.

10. I have written a history of the storm for publication in the cyclone Memoirs. A careful consideration of the whole of the available data of the storm shows that the account given by Mr. Chambers and accepted by the Court is imperfect:

1st—In stating that the cyclonic storm which crossed the Peninsula passed out as a cyclonic storm into the Arabian Sea.

2nd—In suggesting that the cyclonic storm advanced in a definite course over the Arabian Sea during the interval from the 2nd to the 6th.

The real facts, so far as I can judge from the data, were—

1st—The cyclonic storm broke up as a definite storm in the Peninsula, and on approaching the West Ghâts resolved into a series of eddies which were partially transmitted westwards, the final result being an extension of an area of disturbed weather previously existing in the Arabian Sea.

2nd—In this area of disturbed weather a small cyclonic storm was very slowly generated or developed between the 4th and the 7th, during which period it was, as usually happens in the initial stage of cyclonic storms, nearly stationary.

3rd—This storm was of very small extent and of moderate intensity and began to move rapidly on the evening of the 7th to the north-north-east.

These facts are very important for the reason that the indications of squally weather or of an incipient cyclone at distant observing stations are more or less vague and uncertain. Sir Henry Morland, in his able letter, points out clearly the character of the barometric indications—"The barometric indications we have been able to obtain are not such as would have afforded much warning or have led an ordinary ship-master to anticipate the worst kind of weather," and again "there was nothing in the meteorological observations available or which could have been taken on the Continent of India to have justified a prognostication that the cyclone had recurved and would strike the Coast of Kattiawar."

11. The difficulty which Mr. Dallas had in dealing with the facts was as follows:

The Coast observations for some days showed the existence of disturbed weather off the West Coast; but these indications were vague and not sufficient to indicate even with approximate accuracy the nature of the disturbance. In the daily Reports of the period Mr. Dallas described the disturbance as the continuation of the cyclonic storm which crossed the Peninsula. In a memorandum which he drew up when in Bombay, and which was forwarded to the President of the Court, but was not read or accepted as evidence, Mr. Dallas, on the strength of the additional information received up to that date, modified his opinion so far as to suggest that the storm in the Arabian Sea was a secondary or subsidiary storm, a resultant of the primary, but not the direct continuation of it. The indications of the second or subsidiary cyclonic storm only became definite on the morning of the 8th when the storm was approaching the Kattiawar Coast. At that time unfortunately the storm, which was of small extent, was approaching a part of the Coast where there are no observatories. Whoever may be to blame for this, it was certainly not Mr. Dallas.

The first observations which he received showing the character of the disturbance were those sent from Surat and Rajkote on the morning of the 9th, and he then hoisted the signals at the signal stations on the Gulf of Cambay.

The following table shows fully the action Mr. Dallas took in warning the West Coast during the disturbance:

Hoisted.	Lowered.	Stations warned.	Telegraphic Orders.*	
Date on which order issued.	Date.		To hoist the signal.	To lower the signal.
1st November 1888.	4th November 1888.	Karwar ... Port Officer ... Kumta ... Customs Manager.	Severe cyclonic storm crossing Peninsula from Madras. South-westerly strong winds or gales probable. Hoist signal.	Please lower signals. Lower signal; cyclone passed northward.
	3rd November 1888.	Cochin ... Port Officer. Calicut ... ,, Mangalore ... ,,		
3rd November 1888.	5th November 1888.	Bombay Castle, Port Officer ... Alibagh ... Head Accountant, Huzur Treasury. Ratnagiri ... Sirkarkun in charge of Custom House.	Shallow cyclonic storm drifting up West Coast and moderate south-east and east gales likely. Hoist signal.	Please lower signal. Please lower signal.
	4th November 1888.	Vengorla ... Ditto. New Goa ... Director, Meteorological Observatory. Marmagao ... Chief Engineer and Agent, W. I. P. R.		
9th November 1888.	10th November 1888.	Kurrachee ... Master Attendant ... Bhavnagar... State Engineer. Daman ... Governor.	Moderate cyclonic storm advancing north-eastward across Kattiawar. Hoist danger signal.	Lower signal; cyclone passed inland.

* All telegrams sent urgent.

12. In judging of the action of Mr. Dallas, it is most important to act on the principle recognised by Sir Henry Morland in his statement that the evidence placed before the Court of the course and development of the storm was all obtained after its occurrence or was the result of inferences drawn from what did occur. We should place ourselves in his position at the time and having only the information he then had and not to allow any certain knowledge of subsequent facts to bias our judgment. There should also be further taken into consideration, in this special case, the very unsatisfactory character of the Bombay signal service at that time, and the imperfect acquaintance of the Simla Office with the conditions of the West Coast and of the storms of the Arabian Sea (due to the fact that there has been little previous systematic investigation of these storms). It is an open question whether it was desirable to hoist the storm signals at all on the Bombay Coast during the stormy weather of the first week of November 1888 in the Arabian Sea. Mr. Dallas believed at the time it would probably not give strong winds to the ports themselves, although it almost certainly would in the open sea off these ports. He had, however, only the alternative of hoisting no signal at all or of hoisting the only signal the system in force permitted. He adopted the more prudent course (that which, strange to say, the Department is now blamed for not having done) and gave notice to the shippers, merchants and port authorities at Bombay of the existence of this storm by hoisting the storm signals on the 3rd and keeping them up until noon of the 5th. The weather telegrams which were sent daily from Simla at that time and published in the Bombay papers also informed the public of the existence and general character of the storm. The following is a copy of the weather telegrams published in the *Times of India*, on Monday morning, the 5th:

Extracts from the "Times of India," *Monday, November 5th, 1888.*

THE WEATHER.

(By telegraph.)

Simla, November 3rd.

"The cyclonic storm noticed during the past few days is travelling northward along the West Coast. It has filled up a good deal, but is still well defined, and will probably give gales and rough weather to the Konkan Coast, with rain

there and perhaps in the interior. Further low pressures are developing over the Bay. The wind is cyclonic and strong to a gale on the mid-West Coast. Easterly winds prevail at the central stations; variable elsewhere. Rain has fallen all over the Peninsula; heavily on the East Coast and Ceylon. The weather is fine in Northern and Central India and very unsettled in the south."

Simla, November 4th.

"The pressure has fallen a little at Bombay and in Sind and the cyclonic storm has advanced northward to the neighbourhood of Bombay. The pressure has increased elsewhere and is high in Assam. The wind is generally easterly. It blows freshly at some western stations, and a gale is reported from Sholapur. Rain has fallen in Orissa and over the Peninsula; the largest amounts are at Masulipatam and Secunderabad."

Mr. Dallas hence fully warned the Bombay merchants, local authorities, and the public generally of the existence of this storm; and if the *Vaitarna* disaster had not occurred, the probabilities are his action would have been severely criticized by the Bombay press, &c., for unnecessarily alarming the Bombay public and interrupting the trade and work of the port.

Hence after a full consideration of Mr. Dallas's action from a proper and reasonable standpoint, I am strongly of opinion that he acted throughout with judgment and utilized fully all the means at his disposal to warn the Bombay Coast ports of the storm.

It would have been more satisfactory if the Court had examined Mr. Dallas and come to this conclusion. The full explanation I have given will, I venture to hope, prove to the satisfaction of the Government of India that Mr. Dallas not only endeavoured to perform a very onerous duty to the best of his ability under peculiarly difficult conditions, but that, taking into consideration the means at his disposal, he warned the Bombay Coast ports properly and adequately during the *Vaitarna* storm.

13. These remarks are, I trust, sufficient to enable the Government of India to take any action it considers necessary in connection with the enquiry and to deal with the important question, should it ever arise, who was chiefly blamable for the imperfection of the Bombay storm-warning system at the time of the *Vaitarna* disaster.

14. In conclusion, I may state that the Simla Meteorological Office, partly at the instance of the Government of India and partly on its own knowledge of the defects of the Bombay meteorological system, was doing its utmost to remedy the defects before the *Vaitarna* disaster occurred.

The chief defects were—

(*a*) The want of a proper local daily weather report.
(*b*) The defective character of the Bombay storm-signal service.
(*c*) The defective representation of Kattiawar in our meteorological system.

It is sufficient to point out the action of the Department to remedy these defects—

1st—A local daily weather report and chart based on weather telegrams from 41 stations is now published and issued daily to the Bombay public and that practically at no additional cost to the State. This result, I may add, is mainly due to the action and liberality of the Bombay Chamber of Commerce.

2nd—The India Meteorological Reporter commenced to endeavour to remedy the second defect last November and has submitted the complete details of a storm-warning system, the principles of which have been fully approved by the Bombay local authorities and which is now under consideration of the Government of India for adoption.

3rd—The India Meteorological Department, as soon as the third defect was brought to its notice, took practical measures to remedy it so far as it could by making or suggesting arrangements for the establishment of an Observatory at Verawal and storm-signal stations at Verawal and Porbandar. It is not possible to remedy this defect satisfactorily until telegraphic communication has been opened to Dwarka or Mandvi.

No. $\frac{139 \text{ Met}}{3-35}$, dated Simla, the 22nd August 1889.

From—SIR E. C. BUCK, KT., Secretary to the Government of India, Revenue and Agricultural Department,

To—The Chief Secretary to the Government of Bombay.

With reference to your letter No. 1469 of the 13th April last, submitting a copy of the Proceedings of the Court of Enquiry on the loss of the steamship *Vaitarna*, I am directed to forward, for the information of His Excellency the Governor in Council, a copy of a report which has been furnished by the Meteorological Reporter to the Government of India, and to communicate the following remarks on the subject.

2. From your letter it is gathered that the Government of Bombay (*a*) is of opinion that the merchants and shippers were not informed at the time the *Vaitarna* left Bombay of the existence of a cyclone on the Kattiawar Coast; (*b*) concurs with the Court of Enquiry in thinking that, if a proper storm-warning system had been in force, intimation could have been conveyed in time to have enabled the *Vaitarna* to avoid the cyclone. With regard to the first point, I am to draw attention to Mr. Eliot's statements that on the 5th November, the date on which the *Vaitarna* left the harbour, the storm-signals were flying at Bombay, and that on that date no cyclone was in existence on the Kattiawar Coast. The signals were subsequently taken down, as the storm had dispersed or gone out to sea. On the second point, I am to observe that it is a well known fact that the coasts of Bengal, Madras, and Burma are provided with an elaborate and fairly worked storm-warning system. The Government of India, therefore, presumes that the Court of Enquiry, in calling attention to the want of a proper system of Meteorological observations and signals, meant to confine its condemnation to the state of things on the Western Coast, and more particularly to the absence of storm-warning stations in Kattiawar. The Government of India is prepared to express its concurrence with the Court and the Government of Bombay to this extent, that there were at the time of the enquiry some imperfections in the system of Western India. But it appears to the Government of India that the utmost that could have been done, if there had been most complete communication with the ports on that coast, would have been to fly the general danger-signal at or shortly after noon of the 8th November, that is, probably after the *Vaitarna* left Dwarka, at which place, according to the report of the Court of Enquiry, "the sea was smooth, and there was no indication of a storm." The next port of call was Porbandar, and before he reached there the Captain of the *Vaitarna* must have become fully aware of all that a mere danger-signal could have told him. His Excellency the Governor General in Council is not, therefore, prepared to assent to the conclusion that, under any existing system of storm-signalling, intimation could have been conveyed in time to have enabled the *Vaitarna* to avoid the cyclone. Inland signal-stations could not have helped the Department, and it was not until the afternoon of the 8th November that data existed for even the formation of an opinion that a cyclone was approaching from the south-south-west.

3. His Excellency in Council trusts that the Government of Bombay will be satisfied by Mr. Eliot's report that the Meteorological Department, in the measures which it initiated in 1887 and 1888, took all reasonable precautions not only for the maintenance, but even for the improvement, of the storm-warning system as handed over by the Local Reporter. Any practical suggestions for its further improvement will always be welcomed, and in this connection I am to invite attention to paragraph 14 (2) of Mr. Eliot's letter, and to my letter No. $\frac{110}{3-24}$ M. of the 18th June last, with the latter of which was forwarded, for the approval of the Government of Bombay, a detailed scheme for the improved storm-warning signal service of the West Coast of India, and to say the Government of India still awaits a reply to this letter. With regard to clause (3), paragraph 14 of Mr. Eliot's letter, I am also to invite attention to my letter No. $\frac{117}{3-29}$, dated the 1st ultimo, regarding the proposed establishment of an Observatory at Verawal on the Kattiawar Coast.

4. The Government of India will be glad to learn whether His Excellency in Council has taken or proposes to take any measures for the better instruction

of shipmasters in the law of storms, and the regulation of journeys along an unprotected coast by vessels of the light build of the *Vaitarna*.

No. 3778-A., dated Bombay Castle, the 11th September 1889.

From—J. NUGENT, Esq., C.S., Chief Secretary to the Government of Bombay,

To—The Secretary to the Government of India, Revenue and Agricultural Department.

I am directed to acknowledge the receipt of your letter No. 139-3-35 Met., dated 22nd ultimo, and in reply to state that the Government of India have correctly presumed that the Court of Enquiry on the loss of the steamship *Vaitarna* in calling attention to the want of a proper system of meteorological observations and signals meant to confine its condemnation to the state of things on the Western Coast, and more particularly to the absence of storm-warning stations in Kattiawar. Neither the Court of Enquiry nor the Bombay Government had anything to say as regards the storm-warning system in force in Bengal, Madras, and Burma.

2. As regards the remarks made in paragraph 3 of your letter, I am desired to invite the attention of the Government of India to my letter No. 3376, dated 20th ultimo, in which it was stated that this Government approved the arrangements proposed by the Meteorological Reporter to the Government of India for improving the storm-warning system on the West Coast, and with reference to paragraph 3 thereof to state that the officers at Verawal and Porbandar, to whom the storm-warning telegrams should be sent, are the "Vahivatdar Verawal," and the "Port Superintendent, Porbandar." The arrangements regarding the delivery of such telegrams at Dwarka are still under consideration. I am also to state that this Government have no objection to the establishment of an Observatory at Verawal, and that the State of Junagad, to which the Port of Verawal belongs, has agreed to provide the buildings required for the Observatory and to maintain them in proper order.

3. Adverting to paragraph 4 of your letter under reply, I am to invite attention to paragraphs 2 and 3 of my letter No. 3214, dated the 9th ultimo, to the Government of India in the Department of Finance and Commerce, in which information on the points raised in your letter has been supplied.

By order,

J. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

STATISTICS AND COMMERCE.
Statistics.

Review of the working of the Indian Companies Act, VI of 1882, during the year 1888-89.

No. 5522, dated Simla, the 25th October, 1889.

RESOLUTION—By the Government of India, Department of Finance and Commerce.

Read the following communications submitting the Reports of Registrars of Joint Stock Companies on the working of the Indian Companies Act, VI of 1882, during the official year 1888-89:

From the Government of Madras, No. 1217, dated the 16th July 1889.

From the Government of Bombay, No. 4817, dated the 5th July 1889.

From the Government of Bengal, Nos. $\frac{J}{4}$-2 and $\frac{J}{4}$-4, dated the 18th June and 13th August 1889.

From the Government of the North-Western Provinces and Oudh, No. $\frac{356}{VII.-117-B.}$, dated the 29th May 1889.

From the Government of the Punjab, No. 7, dated the 14th May 1889.

From the Chief Commissioner, Central Provinces, No. $\frac{4329}{214}$, dated the 17th July 1889.

From the Chief Commissioner, Burma, No. $\frac{318}{6-C.}$, dated the 10th May 1889.

From the Chief Commissioner, Assam, No. 5396, dated the 7th September 1889.

From the Secretary for Berar to the Resident at Hyderabad, No. 282-G., dated the 18th July 1889.

From the Resident in Mysore, Nos. $\frac{3110}{535}$ and $\frac{2391}{535}$, dated respectively the 11th September and the 18th July 1889.

RESOLUTION.—At the close of 1887-88 there were 910 joint stock companies in existence in India, registered under the Indian Companies Act. They possessed a total nominal capital of 3,025½ lakhs, the actual (paid-up) capital being nearly 2,233 lakhs. During the year 1888-89, the capital of 32 of these companies was increased nominally by about 45¾ lakhs, the actual figures, however, not being reported in most cases; while 112, with a paid-up capital of about 11 lakhs, so far as reported, ceased to work.

The number of companies registered in 1888-89 was 97, with a nominal capital of 178 lakhs; but their paid-up capital cannot be completely stated, the amount of such capital not having been reported in several cases up to the end of the year. The net result at the close of 1888-89 was a total of 895 companies possessing a nominal capital aggregating 3,134 lakhs, and an actual capital, so far as reported, of 2,299¾ lakhs.

2. The following table shews the number of companies and the amount of paid-up capital in each of the provinces in the last two years:

PROVINCE.	NUMBER OF COMPANIES.		PAID-UP CAPITAL.		INCREASE OR DECREASE PER CENT. IN 1888-89.		Provincial proportion of paid-up capital to all paid-up capital in 1888-89.
	1887-88.	1888-89.	1887-88.	1888-89.	Number of Companies.	Capital.	
			Rs.	Rs.			Per cent.
Bengal	227	234	9,85,97,905	9,77,87,068	+ 3	— 1	42·5
Bombay	204	223	9,20,82,917	9,87,43,382	+ 9	+ 7	43
Madras	317	266	1,63,99,644	1,67,90,358	— 16	+ 2	7·3
North-Western Provinces and Oudh	52	54	82,11,928	85,55,419	+ 4	+ 4	3·7
Punjab	22	22	32,32,914	35,04,166	*Nil*	+ 8	1·5
Burma	12	11	12,41,955	11,77,110	— 8	— 5	·5
Central Provinces	3	3	8,72,595	8,77,790	*Nil*	+ ·6	·4
Assam	3	3	*	*	*Nil*	...	...
Mysore	70	78	26,22,067	25,29,784	+ 11	— 4	1·1
Hyderabad Assigned Districts ...	...	1	...	10,000	...	...	...
TOTAL ...	910	895	22,32,61,925	22,99,75,077	— 2	+ 3	100

* Not reported.

3. The following table shews the division of the aggregate capital among the principal classes of joint-stock enterprise:

Companies.		Number.	Nominal capital.	Paid-up capital.
			Rs.	Rs.
Banking, Loan, and Insurance	Banking and loan	314	5,16,75,295	3,27,37,866
	Insurance	17	1,35,95,000	21,90,846
	Total	331	6,52,70,295	3,49,28,712
Trading	Merchants and traders	105	2,53,45,550	1,81,67,682
	Navigation	7	1,05,65,000	92,60,933
	Railways and tramways	12	1,07,30,000	69,58,445
	Co-operative associations	20	7,02,500	3,77,140
	Shipping, landing, and warehousing	5	7,31,600	6,29,100
	Total	149	4,80,74,650	3,53,93,300
Mills and Presses	Cotton mills	58	5,48,52,250	3,97,61,661
	Jute mills	10	1,26,75,000	1,07,11,200
	Mills for cotton, jute, wool, silk, hemp, &c.	58	4,62,87,000	3,53,85,649
	Cotton and jute screws and presses	63	1,38,05,580	1,26,41,118
	Other mills and presses	30	64,66,000	38,40,520
	Total	219	13,40,85,830	10,23,40,148
Tea and other Planting Companies	Tea	129	4,13,39,075	3,52,91,400
	Coffee and chinchona	7	6,00,000	5,14,285
	Others	9	9,10,000	5,41,833
	Total	145	4,28,49,075	3,63,47,518
Mining and Quarrying	.....	20	85,00,100	79,34,858
Ice manufacture	.....	13	26,07,500	19,59,932
Sugar manufacture	.....	1	16,00,000	16,00,000
Breweries	.....	3	17,00,000	12,00,000
Others	.....	14	87,11,000	84,70,609
	Grand Total	895	31,33,98,450	22,99,75,077

The largest part—1,023 lakhs paid-up—of the aggregate capital is invested in mills and presses chiefly for working or pressing cotton, jute, wool, and silk. The greater number of these are registered in Bombay, that Presidency representing under this head a paid-up capital of 721 lakhs, or over two-thirds of the whole, most of it invested in cotton mills and presses. The sum of 199 lakhs represents the paid-up capital invested in mills and presses registered in Bengal, their working being mainly limited to jute.

In tea, coffee, and other plantations 363 lakhs of paid-up capital are invested, of which 344 lakhs are held in Bengal, most of the tea companies being registered in Calcutta.

The paid-up capital invested in banking or loan companies amounts to 349 lakhs, of which 180 lakhs are in companies registered in Bengal and 96 lakhs in Madras.

Trading companies have a paid-up capital of 354 lakhs, of which 93 lakhs are invested in coasting and river steamer companies, and about 70 lakhs in railways and tramways. Of these 70 lakhs the bulk is invested in the Bombay tramways (30 lakhs), the Darjeeling-Himálayan Railway (17½ lakhs), the Tarkessar Railway (16½ lakhs), the Deoghur Railway (2¾ lakhs).

Of the 79 lakhs invested in mining and quarrying companies, 59 lakhs are in companies registered in Bengal, 52 lakhs being invested in that province in coal mining companies.

4. Comparing the paid-up capital of the last two years, the figures below are of some interest. The figures are rupees, 000's omitted:

	Paid up in— 1887-88.	1888-89.
Banking and loan	324,63	327,37
Merchants and traders	173,24	181,67
Mills for cotton, jute, wool, silk, and hemp	794,81	858,58
Cotton and jute presses	121,50	126,41
Tea	354,36	352,91
Mining and quarrying	100,95	79,34
Navigation	89,45	92,61
Railways and tramways	68,89	69,58

The only considerable increase in capital—about 8 per cent—was assigned to mills, mainly cotton mills.

5. The following table shews the number of companies under each category during the last five years:

Companies.		1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	Increase or decrease per cent in 1888-89 compared with 1884-85.
Banking, Loan, and Insurance.	Banking and loan	196	287	359	362	314	+ 60
	Insurance	11	14	13	17	17	+ 55
	Total	207	301	372	379	331	+ 60
Trading	Merchants and traders	85	85	88	98	105	+ 24
	Navigation	8	7	10	7	7	— 12
	Railways and tramways	7	8	10	11	12	+ 71
	Co-operative associations	14	13	15	18	20	+ 43
	Shipping, landing, and warehousing	4	8	5	6	5	+ 25
	Total	118	121	128	140	149	+ 26
Mills and Presses	Cotton mills	44	48	53	51	58	+ 32
	Jute mills	11	10	10	10	10	— 9
	Mills for working cotton, jute, wool, silk, hemp, &c.	42	45	38	50	58	+ 38
	Cotton and jute screws and presses	55	51	60	60	63	+ 15
	Other mills and presses	10	26	29	27	30	+ 200
	Total	162	180	190	198	219	+ 35
Tea and other Planting Companies.	Tea	127	130	131	127	129	+ 2
	Coffee	3	2	} 7	7	7	— 12
	Chinchona	5	5				
	Others	3	5	5	7	9	+ 200
	Total	138	142	143	141	145	+ 5
Mining and Quarrying	.....	25	26	25	23	20	— 20
Ice manufacture	.....	14	12	12	12	13	— 7
Sugar manufacture	.....	4	4	2	1	1	— 75
Breweries	.....	3	3	3	3	3	*Nil.*
Others	.....	23	16	13	13	14	— 39
	Grand Total	694	805	888	910	895	+ 29

6. The following table shews, so far as reported, the total number of joint stock companies at work in India with their nominal and paid-up capital at the end of each of the last nine years:

YEARS.	Companies at work.	Nominal capital.	Paid-up capital.	Increase of paid-up capital.
		Rs.	Rs.	Rs.
1880-81	475	19,74,10,150	14,86,66,364	.....
1881-82	500	21,29,73,730	15,45,80,041	59,13,677 = 4 %
1882-83	547	22,17,01,800	17,01,59,044	1,55,79,003 = 10 ,,
1883-84	649	26,67,34,384	18,75,06,107	1,73,47,063 = 10 ,,
1884-85	696	27,88,76,908	20,63,58,444	1,88,52,337 = 10 ,,
1885-86	805	28,54,34,367	21,00,25,677	36,67,233 = 2 ,,
1886-87	888	29,13,61,646	21,38,04,422	37,78,745 = 2 ,,
1887-88	910	30,25,42,842	22,32,61,925	94,57,503 = 4 ,,
1888-89	895	31,33,98,450	22,99,75,077	67,13,152 = 3 ,,

The increase during the year was 67 lakhs, being at the rate of 3 per cent. The average annual rate of increase during the eight years has been 5 per cent. In the last four years the increase has been slow.

7. The statistics of companies limited by guarantee have apparently been defectively reported. The figures, so far as they go, shew that there were 79 such companies at the close of 1887-88, almost all in the Madras Presidency, being mostly small benefit societies of a speculative and not infrequently fraudulent character. A great number of these companies was started in 1885-86 in Madras, collapsing after a year or two. Thirty ceased to work in 1888-89. Four new companies being added, there were 53 such companies at the close of the year.

8. The fees realised and the expenditure in each province last year were:

PROVINCE.	Fees.	Expenditure.
	Rs. A. P.	Rs. A. P.
Bengal	6,354 12 0	617 6 4
Bombay	10,681 0 0	1,052 5 0
Madras	5,096 10 0	1,505 4 9
North-Western Provinces and Oudh	895 12 0	...
Punjab	1,352 12 0	...
Central Provinces	...	...
Burma	280 0 0	...
Assam	10 0 0	...
Mysore State	3,821 11 2	...
Bangalore	205 0 0	...
Hyderabad Assigned Districts	43 0 0	...
TOTAL ...	28,740 9 2	3,175 0 1

* Government of Madras.
" Bombay.
" Bengal.
" the North-Western Provinces and Oudh.
" the Punjab.
Chief Commissioner of the Central Provinces.
" " Burma.
" " Assam.
" " Ajmere.
" " Coorg.
Secretary for Berar to the Resident at Hyderabad.

ORDER.—Ordered, that the foregoing Resolution be published in the Supplement to the *Gazette of India*, and that copies be forwarded to all Local Governments and Administrations* and to the Foreign Department for communication to the Resident in Mysore.

E. J. SINKINSON,
Secretary to the Government of India.

TABLE I.

Joint Stock Companies at work at the end of 1888-89.

PROVINCES.	Capital.	Banking or Loan Companies.		Trading Companies.		Mills and Presses.		Tea and other Planting Companies.		Mining and Quarrying Companies.		Ice Companies.		Sugar.		Breweries.		Others.		TOTAL.	
		No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.
Madras Presidency ...	Nominal ...	208	2,44,49,620	22	40,55,000	19	60,45,000	8	12,20,000	7	14,31,100	1	65,000	...	...	...	...	1	20,000	266	3,72,80,720
	Paid-up ...		96,31,712		9,51,326		41,70,637		5,33,113		10,49,548		58,263		...		...		5,759		1,67,90,358
Bombay Presidency ...	Nominal ...	14	91,00,000	45	2,01,36,600	148	9,56,53,830	3	1,15,000	1	8,83,000	6	15,77,500	...	...	...	...	6	74,05,000	223	13,48,69,930
	Paid-up ...		18,11,630		1,56,18,506		7,20,84,511		66,130		8,73,480		10,32,075		...		...		72,57,050		9,87,43,382
Bengal ...	Nominal ...	25	2,30,60,000	34	1,93,93,000	30	2,35,95,000	127	4,00,88,575	11	60,69,000	3	7,10,000	2	16,00,000	...	...	3	11,60,000	234	11,60,73,575
	Paid-up ...		1,79,53,607		1,64,44,686		1,98,64,850		3,44,58,175		58,91,830		7,02,120		16,00,000		...		8,91,800		9,77,87,068
North-Western Provinces and Oudh	Nominal ...	11	33,38,000	22	19,86,000	13	46,21,000	3	6,55,000	...	...	1	1,50,000	...	...	2	5,00,000	2	91,000	54	1,13,49,000
	Paid-up ...		30,56,740		6,00,740		35,64,360		6,55,000		...		1,09,579		...		5,00,000		91,000		85,55,419
Punjab ...	Nominal ...	3	11,00,000	9	9,44,500	4	21,61,000	2	3,25,500	1	1,20,000	1	1,00,000	...	...	1	12,00,000	1	20,000	22	59,68,000
	Paid-up ...		7,71,620		5,96,551		9,61,000		3,07,100		1,20,000		57,895		...		7,00,000		10,000		35,04,166
Central Provinces ...	Nominal ...	...	...	...	...	3	11,60,000	...	...	...	...	...	...	...	...	...	...	...	...	3	11,60,000
	Paid-up ...		...		...		8,77,790		...		...		...		...		...		...		8,77,790
Burma ...	Nominal ...	9	50,000	9	12,60,550	...	...	1	1,00,000	...	...	...	...	...	...	...	...	1	15,000	11	13,31,550
	Paid-up ...		29,895		11,32,215		...		...		...		...		...		...		15,000		11,77,110
Assam ...	Nominal ...	...	...	1	25,000	...	...	1	10,000	...	...	1	10,000	...	...	...	...	...	...	3	55,000
	Paid-up ...		...		*		...		*		...		*		...		...		...		*
Mysore State ...	Nominal ...	58	26,17,675	6	2,58,000	1	4,50,000	1	2,00,000	...	...	...	...	...	...	...	...	...	...	66	33,45,675
	Paid-up ...		9,12,885		39,376		4,17,000				...		...		...		...		...		13,69,161
Bangalore ...	Nominal ...	11	15,55,000	...	...	2	4,00,000	...	...	...	...	...	...	...	...	...	...	...	...	13	19,55,000
	Paid-up ...		7,60,623		...		4,00,000		...		...		...		...		...		...		11,60,623
Hyderabad Assigned Districts ...	Nominal ...	...	...	1	10,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	10,000
	Paid-up ...		...		10,000		...		...		...		...		...		...		...		10,000
TOTAL ...	Nominal ...	331	6,52,70,895	149	4,80,74,650	219	13,40,85,830	145	4,28,46,975	20	85,00,100	13	26,67,500	2	16,00,000	3	17,00,000	14	87,11,000	895	31,33,98,450
	Paid-up ...		3,49,28,712		3,53,93,300		10,23,40,148		3,03,97,518		79,34,858		19,59,932		16,00,000		12,00,000		82,70,669		22,99,75,077

* Not reported.

TABLE II.

Companies divided into shares.

Provinces.	Working at close of 1887-88.			Registered during 1888-89.			Capital increased during 1888-89.			Capital decreased during 1888-89.			Ceased to work during 1888-89.			Working at close of 1888-89.		
	No.	Nominal capital.	Paid-up capital.	No.	Nominal capital.	Paid-up capital.	No.	Nominal capital.	Paid-up capital.	No.	Nominal capital.	Paid-up capital.	No.	Nominal capital.	Paid-up capital.	No.	Nominal capital.	Paid-up capital.
		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.
Madras Presidency	317	3,95,91,012	1,63,99,644	30	27,80,545	4,20,058	9	11,99,994	*	...	...	...	81	62,90,831	*	266	3,72,80,720	1,67,90,358
Bombay Presidency	204	13,46,35,930	9,20,84,917	27	96,27,000	8,01,600	10	19,12,000	*	...	...	...	8	13,05,000	10,76,425	223	13,48,69,930	9,87,43,382
Bengal	227	11,51,74,575	9,85,97,905	20	37,07,000	*	3	6,50,000	*	...	...	...	13	34,58,000	*	234	11,60,73,575	9,77,87,068
North-Western Provinces and Oudh ...	52	9,12,70,000	82,11,928	5	86,000	*	1	1,00,000	*	...	...	...	3	1,07,000	4,000	54	1,13,49,000	85,55,419
Punjab	22	43,68,000	32,33,914	2	12,00,000	*	1	5,00,000	*	...	...	...	2	1,00,000	*	22	59,68,000	35,04,166
Central Provinces	3	11,60,000	8,71,595	...	...	...	...	...	5,195	...	...	...	...	...	*	3	11,60,000	8,77,790
Burma	12	13,56,550	12,41,955	1	90,000	*	...	...	...	...	...	...	2	1,15,000	*	11	13,31,550	11,77,110
Assam	3	55,000	*	...	...	...	...	...	...	...	...	...	...	...	...	3	55,000	*
Mysore State	57	29,57,775	13,19,188	11	2,98,000	*	5	1,30,000	*	...	...	...	2	39,600	13,69,161	66	33,45,675	13,69,161
Bangalore	13	19,74,500	13,11,879	...	...	...	3	90,500	*	...	...	...	1	1,10,000	11,60,623	12	19,55,000	11,60,623
Hyderabad Assigned Districts ...	...	...	...	1	10,000	10,000	...	...	...	...	...	...	...	...	...	1	10,000	10,000
Total ...	910	30,25,42,842	22,32,61,935	97	1,77,98,545	12,31,658	32	45,81,494	5,195	...	...	...	112	1,15,25,431	10,80,425	895	31,33,08,450	22,99,75,077

* Not reported.

TABLE III.

Companies limited by guarantee, i.e., possessing no capital paid-up.

Provinces.	Number working at close of 1887-88.	Number registered during 1888-89.	Number ceased to work during 1888-89.	Number working at close of 1888-89.
Madras Presidency	57	2	29	30
Bombay Presidency	Nil	2	Nil	2
Bengal	1	Nil	Nil	1
North-Western Provinces and Oudh	Nil	Nil	Nil	Nil.
Punjab	3	Nil	1	2
Central Provinces	Nil	Nil	Nil	Nil.
Burma	Nil	Nil	Nil	Nil.
Assam	Nil	Nil	Nil	Nil.
Mysore State	17	Nil	Nil	17
Bangalore	1	Nil	Nil	1
Total ...	79	4	30	53

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, October 21st, 1889.

The rainfall of the summer monsoon is as a rule concluded all over the Indian region by about the 15th of October, while the rainfall of the winter monsoon on the Coromandel Coast commences at about the same time. Hence the middle of October forms a convenient division for the purposes of rainfall registration, and, while the last summary showed the final results of the summer monsoon, the present summary shows the first effects of the winter monsoon. In normal years the weather of the present week is characterised by more or less heavy showers over Burmah, Assam and Bengal, by very slight showers in Upper India, the Gangetic plain, the Central Provinces, Central India and the north of the Peninsula, and by moderately heavy rain in the Carnatic and South India. The records of the present week show that this normal distribution has been largely departed from owing mainly to the action of the cyclonic storm, the formation of which over the Bay was noticed last week. This storm not only occasioned increased energy and rainfall in the north-east monsoon current blowing on the East Coast of the Peninsula, but induced a strong south-west current on the opposite coast, and occasioned very heavy rain there and also in Berar and the west of the Central Provinces.

The chart of the 15th showed relatively high pressures over the north-west of the Punjab and the Assam Valley, low pressures over the Peninsula with two minima,—one off the Coromandel and one off the Malabar Coast. Irregular and partial cyclonic circulations of the wind prevailed in the neighbourhood of both disturbances, but the depression of the barometer within the low pressure areas was in moderate only, and the winds were by no means strong. The weather was exceedingly fine all over Northern India, the Central Provinces, Central India and the north of the Peninsula. The chart of the 16th showed that the Madras depression had crossed the Coast during the preceding night and was advancing in a west-north-west direction towards the South Bombay Deccan. The storm had increased somewhat in intensity, and the somewhat irregular cyclonic circulation of the winds had increased in force, and a moderate gale was reported from Cocanada. The weather was hence unsettled over the Peninsula, while it remained exceedingly fine elsewhere. By the morning of the 17th the storm lay a few miles to the south-eastward of Belgaum. The depression had continued to develop, and the lowest pressures reported were about 0·1 inch lower than those of the preceding day. The general conditions of the weather were unchanged, unsettled stormy weather prevailing over the Peninsula and exceedingly fine weather all over Northern India. The chart of the 18th showed that the storm had hardly moved its position. The centre had apparently passed over Bellary, and the wind was south-south-west at that station instead of north as on the preceding day. The storm was apparently recurving and advancing northward along the east of the Ghâts towards Berar. A cyclonic circulation of fairly strong winds prevailed, and the weather remained very unsettled all over the Peninsula. Very fine weather continued in the north. By the 19th the storm was beginning to fill up. It had advanced very slowly in a north-north-east direction, and the centre lay near Sholapur. There was no other change of importance. The chart of the 20th showed that the process of filling up continued, and that the depression was now very slight. The centre apparently lay to the south-east of Nagpur, so that it had continued to move north-eastward and the unsettled weather had spread into the Central Provinces. There was no change over Northern India. On the 21st the depression was unchanged in character, but the centre had apparently moved slightly eastward. The weather was unchanged.

Temperature.—A remarkable depression of temperature has prevailed during the past week. In the Peninsula and the central parts of the country this depression has been very largely due to the excessive rainfall, but in Northern India it has apparently been attributable to an abnormal wave of cold which has advanced over Upper India, seemingly from the north-westward. At first this

abnormal coolness was more noticeable in the night than in the day temperatures: thus, at Quetta on the night of the 16th the minimum temperature was 10½° lower than usual and at Hyderabad, Jacobabad, Dera Ismail Khan, Rawalpindi and Roorkee was more than 7° in defect. This large deficiency in the night temperatures continued and spread over the whole of Northern India, and at the same time the maxima became affected in a slighter but similar manner.

The net result of these two causes was that the returns for the week as given in the table below showed a general deficiency in all Provinces, except Burmah and the Central Provinces, where there was an excess of about half degree:

PROVINCES.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of Present Week from Normal.
Burmah	+ 0·9°	+ 0·5°
Bengal	+ 0·9°	— 0·2°
North-Western Provinces	+ 0·7°	— 2·6°
Punjab	— 1·5°	— 4·7°
Bombay	+ 0·9°	— 0·5°
Central Provinces	+ 0·9°	+ 0·3°
Guzerat and Central India	+ 0·8°	— 1·3°
Sind and Rajputana	— 1·0°	— 4·2°
Madras	+ 0·2°	— 0·7°

This table shows a steady fall of temperature compared with the average throughout the country, the decrease being greatest 3·2° over Upper India. At many stations the minimum readings recorded were lower than any recorded in any previous October. At Quetta the thermometer fell below the freezing point on nearly every morning during the week.

Rain.—There has again been no rain over Upper India. In the Central Provinces showers recommenced during the week, and in all other parts of India there has been general, and over the Peninsula heavy, rainfall. A large part of this rainfall has been due to the barometric depression which passed into India from the Bay, but in Burmah and Bengal it has been attributable to fairly general showers.

The following is a brief description of the daily distribution:—On the 15th there was general rain over the Peninsula to the south of a line joining Vizagapatam to Ratnagiri; there were also local showers in the north-west angle of the Bay and in parts of Burmah. Elsewhere the weather was fine and dry. The heaviest falls were at West Coast stations. On the 16th the distribution was the same, except that there was some slight northward extension of the rainfall area. The chart of the 17th showed no change, but on the 18th the rainfall area was extending further northward into Berar, while the falls in South-West Bengal, Orissa and the Circars had become much heavier. On the 19th rain had spread into the Central Provinces, but had fallen off in the south of the Peninsula. On the 20th the rain had fallen lighter generally and had altogether ceased over a large part of the south and west of the Peninsula. In the Circars, Orissa, Lower Bengal and the Central Provinces it still continued, and in Burmah general showers were reported. On the 21st there was no change.

The concluding table shows that no rain whatever fell during the week in the Assam Valley, North Bengal, Behar, the greater part of the North-Western Provinces, the Punjab, Rajputana, Sind and Kattiawar. In twenty-seven divisions the week's fall was short of the normal and in nineteen was in excess. In Sind and Kattiawar rain neither fell nor was expected during the week. The greatest excess was 8 inches in Coorg, followed by 5½ inches in Malabar, 4 inches in the Konkan and East Coast Central and 3½ inches in East Coast North and the Bombay Deccan. The greatest excess relatively to the average was however in the Central Provinces (west), where the normal rainfall was only 0·25 inch, and the amount received 2·41 inches, or nearly ten times as much.

The returns of maximum falls exhibit several exceptionally large amounts considering the time of year: thus, Vayitri in Calicut received 23 inches; Karkal in south Kanara, 16¼ inches; Gudapur in the Nilgiris, 10½ inches; Verojendrapet in Coorg, 11 inches; and Kumpta in North Kanara, 15 inches; on the eastern side of the Peninsula Yellamanchili in Vizagapatam received 12 inches; Narsapur in Godavery, 13½ inches; Repalli in Kistna, 12¾ inches; Ongoli in Nellore, 10½ inches; and Ponnery in Chingleput, 13¾ inches.

These falls, but more especially those on the western side of the Peninsula, are exceptionally heavy for the season.

PROVINCE.	DIVISION.	Rainfall Data for Week ending October 21st, 1889.			Rainfall Data from October 15th to October 21st, 1889.		
		Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	Average Actual Rainfall of Season to date.	Average Normal Rainfall, October 15th to October 21st.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	4·85	2·48	+ 2·37	4·85	2·48	+ 96
	Lower Burmah	2·45	1·68	+ 0·77	2·45	1·68	+ 46
	Central Burmah	1·77	1·20	+ 0·57	1·77	1·20	+ 48
	Upper Burmah	1·15	?	...	1·15	?	?
	Arakan	0·75	1·16	— 0·41	0·75	1·16	— 9
Bengal and Assam	Eastern Bengal	0·16	1·56	— 1·40	0·16	1·56	— 90
	Assam (Surma)	0·12	1·41	— 1·29	0·12	1·41	— 91
	Do. (Brahmaputra)	0	1·17	— 1·17	0	1·17	—100
	Deltaic Bengal	0·32	1·31	— 0·99	0·32	1·31	— 76
	Central Bengal	0·15	1·28	— 1·13	0·15	1·28	— 88
	North Bengal	0	1·23	— 1·23	0	1·23	—100
	Orissa	2·96	1·43	+ 1·53	2·96	1·43	+109
	Chutia Nagpur	0·27	0·59	— 0·32	0·27	0·59	— 54
	Behar (South)	0	0·54	— 0·54	0	0·54	—100
	Do. (North)	0	0·56	— 0·56	0	0·56	—100
North-Western Provinces and Oudh.	North-Western Provinces (East).	0·24	0·13	+ 0·11	0·24	0·13	+ 85
	Oudh (South)	0·02	0·13	— 0·11	0·02	0·13	— 85
	Do. (North)	0	0·04	— 0·04	0	0·04	—100
	North-Western Provinces (Central).	0	0·04	— 0·04	0	0·04	—100
	North-Western Provinces (West).	0	0·01	— 0·01	0	0·01	—100
	North-Western Provinces (Submontane).	0	0·09	— 0·09	0	0·09	—100
Punjab	Punjab (South)	0	0·08	— 0·08	0	0·08	—100
	Do. (Central)	0	0·16	— 0·16	0	0·16	—100
	Do. (Submontane)	0	0·01	— 0·01	0	0·01	—100
	Do. (Hill Districts)	0	0·12	— 0·12	0	0·12	—100
	Do. (North-West)	0	0·15	— 0·15	0	0·15	—100
	Do. (West)	0	0·03	— 0·03	0	0·03	—100
Bombay and Malabar Coast Districts (Madras).	Malabar	7·61	2·11	+ 5·50	7·01	2·11	+261
	Madras (South Central)	2·91	2·04	+ 0·27	2·91	2·64	+ 10
	Coorg	10·00	1·81	+ 8·19	10·00	1·81	+452
	Mysore	1·77	1·03	+ 0·74	1·77	1·03	+ 72
	Konkan	4·83	0·61	+ 4·22	4·83	0·61	+692
	Bombay Deccan	4·92	1·17	+ 3·75	4·92	1·17	+321
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	1·26	1·33	— 0·07	1·26	1·33	— 5
Central Provinces and Berar.	Berar	2·31	1·00	+ 1·31	2·31	1·00	+131
	Central Provinces (West)	2·41	0·25	+ 2·16	2·41	0·25	+864
	Ditto (Central)	0·61	0·15	+ 0·46	0·61	0·15	+307
	Ditto (East)	0·63	0·35	+ 0·28	0·63	0·35	+ 80
Bombay (North)	Guzerat	0·02	0·20	— 0·18	0·02	0·20	— 90
	Kathiawar	0	0	0	0	0	0
	Sind	0	0	0	0	0	0
Rajputana and Central India.	Central India (East)	0·08	0·19	— 0·11	0·08	0·19	— 58
	Rajputana (East), Central India (West).	0	0·09	— 0·09	0	0·09	—100
	Rajputana (West)	0	0·03	— 0·03	0	0·03	—100
Madras	East Coast (North)	5·79	2·25	+ 3·54	5·79	2·25	+157
	Do. (North) (a)	4·25	?	?	4·25	?	?
	Hyderabad (South)	1·45	0·86	+ 0·59	1·45	0·86	+ 69
	Madras (Central)	3·78	1·11	+ 2·67	3·78	1·11	+241
	East Coast (Central)	6·61	2·55	+ 4·06	6·61	2·55	+159
	Ditto (South)	2·43	1·89	+ 0·54	2·43	1·89	+ 29
	Madras (South)	0·59	1·88	— 1·29	0·59	1·88	— 69

SIMLA, *25th October, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

J. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 19th October.*—Rainfall good throughout the Presidency. Crops generally good, but suffering from excessive rain in parts of Ganjam, Godavari, Kistna, Bellary, Anantapur and Kurnool, and withering from want of rain in parts of Chingleput and South Arcot. *Ragi* and castor damaged by insects in parts of Trichinopoly. Prices generally falling or stationary. Labourers employed last day of week,—Rushikulya works, 3,378; Gopalpore Canal, 449; Ghat Roads, 1,434; other minor works, 4,935. Number on village relief on 12th October, 14,540, including 8,646 children; fed in kitchens, 4,735, including 3,544 children. Imports into Ganjam during week by sea and land 441 tons. General prospects good.

Bombay.—*For week ending 23rd October.*—Heavy rain during the week throughout Deccan and Carnatic, in parts injuring crops and retarding agricultural operations; prospects otherwise generally good. Harvesting and sowing operations progressing. Fodder sufficient and agricultural stock generally healthy.

Bengal.—*For week ending 22nd October.*—General and rather heavy rain has fallen in Orissa, and partial showers are reported from other parts of the Province. More rain is still wanted in several districts for winter rice, especially on high lands. Cultivation of *rabi* or cold weather crops is in progress, but is in want of rain in some districts. Sugarcane is generally a promising crop. The price of rice is cheaper than at this time last year in Chota Nagpur and Orissa, but is still much dearer in the districts of Bengal and Behar. In the affected tracts in Durbhanga, Muzaffarpur and Chumparun prices are said to be steadily falling, and food-stocks are sufficient. There is also an adequate supply of food in the affected area in Midnapur, where all relief operations have been closed. In Durbhanga labourers are finding work in the fields.

North-Western Provinces and Oudh.—*For week ending 23rd October.*—Weather generally fine, except in eastern districts, where it has been cloudy. Harvesting of *kharif* nearly completed; the outturn promises well. *Rabi* sowings in progress. Supplies ample, but prices are still fluctuating.

Punjab.—*For week ending 23rd October.*—No rain. Prices stationary in all districts, except Delhi and Rawalpindi, where they are rising. Harvesting of *kharif* crops commenced. Ploughings for, and sowings of, *rabi* in progress. Rain much wanted in all districts for *rabi* sowings and also for *kharif* crops in Ferozepur and Lahore. Crops are reported to be in good condition, except in Hissar and Peshawar, where they are said to be below the average. Crop on *barani* land has suffered much in Muktsar and Fazilka for want of rain. Fodder is sufficient throughout the Province. Poppy sowings commenced in Shahpur.

Central Provinces.—*For week ending 23rd October.*—Rain has fallen in Seoni, Wardha, Nagpur and Sambalpur. In Seoni, Nagpur and Balaghat the rain has been injurious to standing crops and to the *rabi* sowings. In Wardha, where the fall of rain has been particularly heavy, the cotton and linseed crops have been damaged. *Rabi* sowings are in progress in the Chhattisgarh district. Rice is being reaped, and if not damaged by rain, good prospects are anticipated. Prices steady.

Burma.—*For week ending 19th October.*—Heavy rain fell in Thongwa, Henzada and Shwegyin. The fall was light in Prome and Thayetmyo; elsewhere it was normal. In the northern portion of Tharrawaddy more rain is needed, and rain is wanted in Thayetmyo. The crop prospect in Lower Burma continues good. In Upper Burma rain is wanted in Shwebo and parts of Minbu.

In Pyinmana there was a heavy fall, and elsewhere it was light. The crop prospect in Upper Burma is generally good. There was a fall in the price of paddy in Prome, Thongwa and Amherst; in other districts prices remained unchanged. In Upper Burma there was a rise in the price at Shwebo, and in the other districts there were no fluctuations. The food-supply is sufficient throughout the Province.

Assam.—*For week ending 23rd October.*—Weather seasonable. Mustard and pulses being sown. Tea and other standing crops doing well.

Mysore and Coorg.—*For week ending 23rd October.*—Rainfall good throughout the State of Mysore. Standing crops in good condition. Harvesting operations continue. Prospects of season favourable. Prices slightly risen in Shimoga, Kadur and Chitaldroog districts.

Rainfall 5·27 inches in Coorg. Standing crops good.

Berar and Hyderabad.—*For week ending 23rd October.*—Average rainfall in Berar 2·8 inches. Picking of cotton commenced. *Jowari* in good condition. Locusts appeared in Amraoti taluka, but no damage done. Fodder sufficient, except in Chikli. Prices declining. *Rabi* sowing in progress.

Rainfall during week in Hyderabad 2·52 inches; total since 1st January 36·67 inches. Harvesting of *kharif* crops finished in some places and continues in others. Prices stationary.

Central India.—*For week ending 23rd October.*—Slight rain fell in Baghelkhand. Prices rising in Baghelkhand and Neemuch; stationary at Goona.

Rajputana.—*For week ending 23rd October.*—No rain. Agricultural operations satisfactory. *Rabi* crops being sown. Agricultural stock good. Pasturage or fodder sufficient, except in Marwar. Prices steady generally.

Nepal.—*For week ending 17th October.*—Weather seasonable. Harvesting of paddy is in progress; outturn very favourable.

J. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XXVI. OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Week ending 29th September 1888. Total mean length open.	Week ending 29th September 1888. Receipts. Total.	Week ending 29th September 1888. Receipts. Per mile open.	Week ending 28th September 1889. Total mean length open.	Week ending 28th September 1889. Receipts. Total.	Week ending 28th September 1889. Receipts. Per mile open.	Total Receipts from 1st April to 29th September 1888. Total.	Total Receipts from 1st April to 29th September 1888. Per mile open per week.	Total Receipts from 1st April to 28th September 1889. Total.	Total Receipts from 1st April to 28th September 1889. Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State Lines worked by Companies:									(a)			
5th October 1889	East Indian	1,514	7,67,863	507	1,526	(a) 7,51,395	492	2,07,36,282	527	2,11,05,171	532	3,68,889	...
5th ditto	Patna-Gya	57	21,891	384	57	15,560	273	2,29,142	154	2,32,781	157	3,639	...
.....	Dildárnagar-Gházipur	12	669	56	...	(b)	...	36,287	116	(b)	...	...	36,287
.....	Sindia	75	5,492	73	...	(c)	...	1,79,188	92	(c)	...	...	1,79,188
5th October 1889	Rajputana-Malwa	1,664	2,72,643	164	1,672	2,61,000	156	87,97,002	203	94,25,206	219	6,28,204	...
5th ditto	Bengal-Nágpur (d)	186	18,886	102	305	(e) 24,633	81	7,47,354	155	(e) 8,75,918	113	1,28,564	...
5th ditto	Southern Mahratta (f)	854	66,101	77	856	56,449	66	19,15,094	86	20,64,200	93	1,49,106	...
5th ditto	Do. Mysore Section	140	9,667	69	296	23,141	78	2,69,322	74	4,09,863	66	1,40,541	...
5th ditto	Indian Midland	136	10,617	78	746	(g) 44,948	60	3,46,498	98	(g) 13,59,290	79	10,12,792	...
28th September 1889	Villupuram-Dharmavaram (Nellore Branch)	83	4,740	57	83	4,518	54	1,26,155	58	1,24,404	58	...	1,751
5th October 1889	Bareilly-Pilibhit	36	1,102	31	36	1,522	42	37,889	42	47,630	53	9,741	...
	TOTAL	4,757	11,79,671	248	5,577	11,83,166	212	3,34,20,213	270	3,56,44,463	254	22,24,250	...
	State Lines worked by Government.												
5th October 1889	North Western (h)	2,469	5,55,876	225	2,386	5,44,777	228	1,21,99,457	190	1,32,67,796	215	10,68,339	...
5th ditto	Oudh and Rohilkhand	692	90,290	130	692	1,14,611	166	33,60,072	186	37,74,768	210	4,14,696	...
28th September 1889	Bengal Central	125	20,328	163	125	19,670	157	3,35,561	103	3,71,789	114	36,228	...
5th October 1889	Wardha Coal	45	17,521	389	45	19,417	431	3,63,292	311	3,72,097	320	8,805	...
28th September 1889	Eastern Bengal	673	3,13,837	466	747	3,11,800	417	47,54,778	272	50,09,224	271	2,54,446	...
5th October 1889	Nalháti	27	1,927	71	27	1,700	63	49,534	73	48,542	71	...	992
5th ditto	Tirhoot	259	25,681	99	273	24,801	91	8,02,752	124	9,26,038	136	1,23,286	...
5th ditto	Lucknow-Sitapur-Sihramau	105	4,057	39	105	4,026	38	1,25,444	46	1,61,055	59	35,611	...
5th ditto	Jorhát	25	1,131	45	25	1,036	41	31,133	48	31,952	49	819	...
14th September 1889	Cherra-Companyganj	...	...	...	...	(i)	...	(j) 2,315	14	(k) 3,424	20	1,109	...
28th ditto	Burma (l)	392	54,078	138	553	81,786	148	14,14,694	148	21,73,752	158	7,59,058	...
	TOTAL	4,818	10,84,756	225	4,978	11,23,624	226	2,34,39,032	188	2,61,40,437	205	27,01,405	...
	Lines worked by Guaranteed Companies.												
5th October 1889	Madras	840	1,69,267	202	840	1,92,754	229	42,21,883	193	46,23,051	213	4,01,168	...
28th September 1889	South Indian	654	1,04,294	159	654	1,01,064	155	28,04,953	165	29,37,163	174	1,32,210	...
5th October 1889	Great Indian Peninsula	1,497	(m) 5,30,229	354	1,440	(n) 4,12,811	287	2,06,45,270 (m)	530	1,57,61,055 (n)	423	...	48,84,215
5th ditto	Bombay, Baroda and Central India (o)	461	1,83,350	398	461	1,68,000	364	61,15,745	510	62,53,819	525	1,38,074	...
	TOTAL	3,452	9,87,140	286	3,395	8,74,629	258	3,37,87,951	376	2,95,75,088	337	...	42,12,763
GRAND TOTAL (GUARANTEED AND STATE)		13,021	32,51,537	250	13,950	31,81,419	228	9,06,47,096	268	9,13,59,988	257	7,12,892	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	4,75,73,273	141	4,78,71,892	135	2,98,619	...
NET RECEIPTS		...	...	...	...	...	...	4,30,73,823	127	4,34,88,096	122	4,14,273	...
	Assisted Companies.												
5th October 1889	Tárakeshwar	22	4,500	205	22	4,443	202	1,37,536	238	1,43,330	248	5,794	...
14th September 1889	Dibru-Sadiya	...	...	...	...	(i)	...	(j) 2,00,942	111	(k) 2,28,032	122	21,090	...
5th October 1889	Bengal and North-Western	376	38,176	102	376	25,300	67	11,96,822	122	12,42,170	128	45,348	...
5th ditto	Rohilkhand-Kumaun	67	5,913	88	67	6,657	99	1,75,097	105	1,90,782	114	15,685	...
	TOTAL	465	48,589	104	465	36,400	78	17,16,397	122	18,04,314	128	87,917	...
	Native States.												
5th October 1889	His Highness the Nizam's Guaranteed	310	26,540	86	354	42,733	121	7,97,688	107	11,13,011	122	3,15,323	...
5th ditto	His Highness the Gaekwar's	59	1,623	28	59	1,680	28	64,922	42	66,184	43	1,262	...
5th ditto	His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar	21	798	38	27	700	26	23,356	43	27,087	39	3,731	...
5th ditto	Bhávanagar-Gondal-Junágarh-Porbandar	209	16,981	81	261	21,636	83	4,89,269	96	6,59,713	98	1,70,444	...
5th ditto	Morvi	68	2,189	32	68	2,347	35	90,543	51	1,00,448	57	9,905	...
5th ditto	Jodhpore	124	6,395	52	124	5,200	42	1,77,063	55	1,67,279	52	...	9,784
	TOTAL	791	54,526	69	893	74,296	83	16,42,841	84	21,33,722	92	4,90,881	...

(a) Includes the Dildárnagar-Gházipur State Railway.
(b) Included with East Indian Railway.
(c) Included with Indian Midland Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itársi State Railways.
(h) Includes the Amritsar-Pathánkot and Rájpura-Bhatinda State Railways.
(i) Return not received.
(j) Total receipts from 1st April to 15th September 1888.
(k) Total receipts from 1st April to 14th September 1889.
(l) Includes the Toungoo-Mandalay Extension.
(m) Includes the Dhond-Manmád, Khamgaon, Amráoti, and Bhopal-Itársi State Railways.
(n) Includes the Dhond-Manmád, Khámgaon, and Amráoti State Railways.
(o) Includes the Patri Branch.

M. C. BRACKENBURY, Major, R.E.,
Under-Secretary.

SIMLA, 24th October, 1889.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1889.

DISTRICTS.	AVERAGE WAGES PER MONTH.		
	Able-bodied agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter or Blacksmith.
	R a. p.	R a. p.	R a. p.
Burma—			
Tenasserim—			
Mergui	20 0 0	15 0 0	30 0 0
Tavoy	10 0 0	15 0 0	30 0 0
Moulmein and Amherst	25 0 0	12 0 0	25 0 0
Pegu (deltaic)—			
Pegu	20 0 0	12 0 0	30 0 0
Rangoon	15 0 0	12 0 0	30 0 0
Thongwa	10 0 0	12 0 0	30 0 0
Bassein	15 0 0	14 0 0	50 0 0
Pegu (inland)—			
Shwaygyin	15-0 to 20-0	12-0 to 15-0	30-0 to 45-0
Tharawadi	20 0 0	12-0 to 15-0	30-0 to 45-0
Henzada	15 0 0	12 0 0	22 0 0
Prome	17 8 0	13 8 0	25 0 0
Toungoo	12 0 0	14 0 0	40 0 0
Thayetmyo	15 0 0	12 0 0	30 0 0
Upper Burma—			
Mandalay	12 0 0	12 0 0	16 0 0
Arakan—			
Sandoway	15 0 0	10 0 0	30 0 0
Kyouk-pyu	10 0 0	14 0 0	30 0 0
Akyab	15-0 to 20-0	10-0 to 12-0	15-0 to 20 0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1889—*continued.*

Districts.	Average wages per month. Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter or Blacksmith.
	R a. p.	R a. p.	R a. p.
Assam—			
Surma—			
Sylhet	5 0 0	7 0 0	14 0 0
Cachar	4 0 0	7 0 0	14-0 to 15-0
Khási and Jaintiá Hills	8-0 to 15-0	8-0 to 12-0	15-0 to 35-0
Garo Hills	5-10 to 7-8	7-8 to 12-0	20-0 to 40-0
Brahmáputra—			
Goálpára	8-0 to 9-0	7-0 to 8-0	15-0 to 35-0
Kámrúp	6-0 to 8-0	8-0 to 10-0	12-0 to 20-0
Darrang	7-0 to 9-0	8-0 to 10-0	16 0 0
Nowgong	7-0 to 9-0	9-0 to 10-0	12-0 to 30-0
Sibságar	8-0 to 10-0	10 0 0	10-0 to 40-0
Lakhimpur	8-0 to 10-0	8-0 to 10-0	15-0 to 40-0
Bengal—			
Eastern hill tracts—			
Chittagong Hill Tracts	12 0 0	*	*
Hill Tipperah	8 0 0	6 0 0	15 0 0
Nágá Hills	10-0 to 15-0	10-0 to 15-0	30-0 to 45-0
Eastern—			
Backergunge	9 8 0	6 0 0	12-0 to 15-0
Noakholly	6-0 to 10-0	5-0 to 6-0	8-0 to 14-0
Chittagong	8 0 0	8 0 0	9-4 to 12-0
Tipperah	7-0 to 10-0	7-0 to 8-0	8-0 to 15-0
Dacca	6-0 to 10-0	7-0 to 12-0	8-0 to 20-0
Mymensingh	7-8 to 9-0	6-0 to 7-0	12-0 to 30-0
Deltaic—			
Koolna	7-8 to 9-6	7-0 to 8-0	12-0 to 30-0
24-Pergunnahs	10-0 to 11-0	6-0 to 7-0	15-0 to 25-0
Midnapore	7 8 0	6 0 0	7-8 to 10-0
Howrah	7-8 to 15-0	7 0 0	12-0 to 25-0
Calcutta	5-0 to 8-0	6 0 0	15 0 0
Hooghly	9 13 6	6-0 to 7-0	10-0 to 30-0
Nuddea (Kishnaghur)	6 0 0	6 0 0	7-8 to 15-0
Jessore	5-0 to 7-8	4-0 to 6-0	10-0 to 15-0
Furreedpore	7 8 0	7 0 0	15 0 0
Central—			
Bankoora	7-0 to 12-0	6-0 to 9-0	9-0 to 16-0
Burdwan	8 0 0	6 0 0	10-0 to 15-0
Beerbhoom	5 0 0	6 0 0	3 8 0
Moorshedabad	7 8 0	5 0 0	7-8 to 10-0
Sonthal Pergunnahs	3 12 0	5 0 0	7-8 to 9-6
Pubna	5-0 to 6-8	6-0 to 8-0	7-0 to 20-0
Bogra	6-0 to 7-8	5-0 to 7-0	10-0 to 20-0
Rajshahye	4-0 to 6-0	4-0 to 6-0	8-0 to 16-0
Maldah	7 8 0	5-0 to 6-0	10-0 to 15-0
Northern—			
Rungpore	5 0 0	6 0 0	8-0 to 20-0
Dinagepore	7 8 0	6-0 to 8-0	10-0 to 15-0
Jalpáiguri	7 8 0	9 0 0	15-0 to 20-0
Darjeeling	7-0 to 8-0	7-0 to 9-0	12-0 to 22-0
Orissa—			
Pooree	6 0 0	5 0 0	8-0 to 10-0
Cuttack	5 0 0	4 8 0	6-0 to 7-8
Balasore	4-0 to 5-0	4-0 to 6-0	7-0 to 10-0
Chota-Nagpur—			
Singbhoom	3 0 0	4 0 0	12 0 0
Manbhoom	4 11 0	5 0 0	13-2 to 15-0
Lohardugga	3-4-6 to 3-12	3-8 to 6-0	4-11 to 14-1
Hazáribágh	3 12 0	5 0 0	8 0 0
Behar, south—			
Monghyr	4-0 to 5-0	3-0 to 5-0	5-0 to 12-0
Gya	2-8 to 3-0	3-0 to 5-0	6-0 to 8-0
Patna	4-0 to 5-0	4-8 to 5-0	7-0 to 8-0
Shahabad	5 0 0	4-0 to 6-0	6-0 to 7-8

* Not procurable.

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1889—*continued.*

Districts.	Average wages per month. Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter or Blacksmith.
	R a. p.	R a. p.	R a. p.
Bengal—*contd.*			
Behar, north—			
Purneah	4-11 to 5-10	4-0 to 5-0	7-0 to 16-0
Bhágalpur	3-12 to 5-10	3-8 to 5-0	7-8 to 11-4
Durbhunga	3-12 to 5-0	3-0 to 5-0	3-12 to 9-8
Mozufferpore	3-0 to 5-0	4-0 to 5-0	5-0 to 8-0
Sarun	3-12 to 7-8	4-0 to 7-0	6-9 to 10-0
Champarun	2-13 to 3-12	4-0 to 6-0	5-10 to 9-6
N.-W. Provinces—			
Eastern—			
Mirzapur	4 0 0	5 0 0	8 0 0
Benares	4 0 0	4 8 0	9 6 0
Ghazipur	3 12 0	5 0 0	7 8 0
Jaunpur	3 8 0	5 0 0	7 8 0
Allahabad	4 8 0	5 0 0	12 8 0
Central—			
Bánda	2-4 to 4-0	5 0 0	7-8 to 9-6
Fatehpur	2-8 to 3-12	4-0 to 5-0	5-10 to 7-8
Hamírpur	3 0 0	4 0 0	8 0 0
Jalaun	3-0 to 4-0	4-0 to 6-0	8 0 0
Cawnpore	4 0 0	4-0 to 5-0	10 0 0
Etáwah	4 8 0	5 0 0	9 8 0
Farukhabad	5 0 0	5 0 0	10 0 0
Mainpuri	4-0 to 5-0	4-0 to 6-0	8-0 to 20-0
Etah	3-12 to 4-0	4-0 to 5-0	9-0 to 12-0
Western—			
Lalitpur	4-0 to 5-0	5 0 0	10 0 0
Jhánsi	3-8 to 4-0	5-0 to 6-0	10-0 to 12-0
Agra	4-0 to 5-0	4-0 to 5-0	7-0 to 11-0
Muttra	4 11 0	5 0 0	9 4 0
Allgarh	4-0 to 5-0	4 0 0	9-0 to 10-0
Bulandshahr	3-0 to 4-0	4-0 to 5-0	8-0 to 10-0
Meerut	5-0 to 6-0	5-0 to 6-0	12-0 to 15-0
Sub-montane—			
Ballia	4 0 0	4 0 0	7 8 0
Azamgarh	3 12 0	5 10 0	7 8 0
Gorakhpur	3 12 0	4-0 to 5-0	7-8 to 9-12
Basti	3 12 0	4-0 to 5-0	12 0 0
Sháhjahánpur	2-0 to 3-0	3-8 to 6-0	7-0 to 10-0
Budaun	3 0 0	4 0 0	8 0 0
Pilibhit	4 0 0	4 0 0	8 0 0
Bareilly	3 12 0	4 0 0	7 8 0
Moradabad	3 8 0	4-0 to 5-0	7 8 0
Táráí	5 0 0	6 0 0	10 0 0
Bijnor	4 0 0	5 0 0	7 8 0
Muzaffarnagar	4-0 to 5-0	4-0 to 5-0	10-0 to 12-0
Saháranpur	5 0 0	5 0 0	10 0 0
Dehra Dun	5 0 0	6 0 0	10 0 0
Kumaun	4-0 to 8-0	5 0 0	10-0 to 12-0
Garhwal	5 10 0	5 0 0	10-0 to 15-0
Oudh—			
Southern—			
Partabgarh	3 0 0	3-8 to 5-0	6 0 0
Sultánpur	3 12 0	5 0 0	7 8 0
Rae-Bareli	3-8 to 4-0	4-0 to 4-8	7-0 to 8-0
Unao	4 0 0	4-0 to 5-0	7 8 0
Lucknow	4 0 0	4 0 0	11-4 to 13-2
Hardoi	3 12 0	4 0 0	9 6 0
Northern—			
Fyzabad	3-8 to 4-0	3 12 0	7-8 to 9-6
Barabanki	3 8 0	4 0 0	8 0 0
Gonda	3 0 0	3 8 0	8 0 0
Bahraich	3 0 0	4-0 to 5-0	8-0 to 10-0
Sitapur	4 0 0	4 0 0	8 0 0
Kheri	4 0 0	4-8 to 5-0	7 0 0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1889—*continued.*

Districts.	Average wages per month. Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter or Blacksmith.
	R a. p.	R a. p.	R a. p.
Rajputana—			
Eastern—			
Partábgarh	7 8 0	5 10 0	15-0 to 16-14
Bánswára	5 0 0	5 0 0	11-4 to 18-12
Meywar (Oodeypore)	4-0 to 6-0	5-0 to 6-0	12-0 to 30-0
Sirohi	5 8 0	5 0 0	15 0 0
Erinpura	6 0 0	6 0 0	12 0 0
Ajmere	3-0 to 4-0	5-0 to 8-0	10-0 to 20-0
Abu	7 8 0	7 0 0	18 12 0
Kishengarh	3-0 to 5-0	5-0 to 7-0	4-11 to 15-12
Boondee	5 10 0	5 10 0	7-8 to 15-0
Kotah	4 0 0	4 0 0	7-8 to 8-0
Jhalláwar	4-0 to 5-0	4-0 to 7-0	5-0 to 30-0
Tonk	5 10 0	5 10 0	7-8 to 15-0
Jeypore	2-0 to 3-0	3-8 to 6-0	7-8 to 12-4
Kerauli	2 0 0	...	4-0 to 5-8
Dholpur	4 0 0	...	5-8 to 7-0
Bhartpur	4 0 0	...	5-8 to 7-0
Alwar	4-0 to 4-8	3-8 to 6-0	8-0 to 15-0
Deoli Cantonment	3-12 to 5-10	...	7-8 to 9-6
Nasirabad Cantonment	6-0 to 7-0	6-0 to 9-0	10-0 to 15-0
Hilly Tracts of Meywar	5 4 0	4 9 0	9-6 to 15-0
Balmer	5 7 6	...	11 7 4
Anádra	7 8 0	6 0 0	...
Shahpura	3 12 0	4 11 0	7-8 to 9-6
Western—			
Jodhpur	5 10 0	4 11 0	10 5 0
Jaisulmer	...	15 0 0	...
Bickanir	4 11 0	4 3 6	9-6 to 11-4
Central India—			
Indore	6 0 0	7 0 0	12-0 to 15-0
Nimach Cantonment	5 10 0	7 0 0	12-0 to 13-0
Baghelkhand (Sutna)	4 8 0	5 0 0	7-12 to 11-4
Goona	4-0 to 5-0	4-0 to 5-0	12-0 to 15-0
Gwalior	6 0 0	6 0 0	10-0 to 15-0
Punjab—			
Southern—			
Hissar	5 0 0	6 0 0	10 0 0
Ferozepore	5 5 0	5 8 0	13 0 0
Montgomery	6 0 0	6 0 0	14 0 0
Central—			
Gurgaon	6 0 0	5 0 0	11 10 0
Delhi	5 10 0	5 10 0	11 14 0
Rohtak	6 0 0	6 0 0	9 0 0
Karnál	6 8 0	5 8 0	13 8 0
Lahore	5 0 0	6 0 0	15 0 0
Sub-montane—			
Umballa	7 8 0	5 0 0	10 10 0
Ludhiána	8 0 0	6 0 0	12 3 0
Jullundur	5 0 0	6 0 0	10 0 0
Hoshiárpur	5 0 0	6 0 0	10 0 0
Gurdáspur	5 0 0	5 0 0	15 0 0
Amritsar	7 0 0	5 8 0	14 8 0
Hills—			
Simla	7 8 0	6 9 0	16 14 0
Kángra	7 8 0	5 10 0	15 0 0
North-western—			
Siálkote	6 8 0	6 0 0	15 0 0
Gujránwála	5 0 0	6 8 0	14 8 0
Gujrát	4 0 0	4 0 0	11 0 0
Jhelum	5 10 0	6 0 0	15 0 0
Ráwalpindi	6 0 0	8 0 0	11 5 0
Hasára	7 0 0	7 8 0	25 0 0
Peshawar	6 0 0	7 0 0	21 0 0
Kohát	7 0 0	7 8 0	24 6 0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1889—*continued.*

Districts.	Average wages per month. Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter or Blacksmith.
	R a. p.	R a. p.	R a. p.
Punjab—*continued.*			
Western—			
Shahpur	5 3 0	5 10 0	14 1 0
Jhang	6 0 0	7 0 0	15 0 0
Mooltan	8 0 0	7 0 0	17 8 0
Bannu	6 9 0	6 8 0	22 8 0
D. I. Khán	5 0 0	5 0 0	19 8 0
Muzaffargar	7 8 0	6 8 0	15 0 0
D. G. Khán	4 0 0	6 0 0	15 0 0
Sind and Baluchistan—			
Karáchi	12-0 to 20-0	12-0 to 15-0	30-0 to 40-0
Hyderabad (Gidu Bandar)	12 0 0	8 0 0	30 0 0
Thar and Párkar (Umarkot)	8-0 to 12-0	10 0 0	19-0 to 39-0
Sukkur	8 0 0	9 0 0	30-0 to 35-0
Shikárpur	8 0 0	8 0 0	25-0 to 30-0
Upper Sind Frontier	10 5 0	11 4 0	18-12 to 30-0
Quetta	15 0 0	15 0 0	35-0 to 40-0
Bombay—			
Konkan—			
Karwar	8 0 0	7 8 0	18-12 to 22-12
Rátnágiri	7 8 0	9 0 0	15 0 0
Colába (Alibág)	6-0 to 7-8	8-0 to 10-0	15-0 to 30-0
Bombay	11 0 0	9 8 0	32-8 to 48-5-4
Tanna (Salsette)	7 8 0	9 0 0	18-12 to 22-8
Deccan—			
Dharwar (Hubli)	8 0 0	7 0 0	15-0 to 20-0
Belgaum	6 2 0	7 4 0	16 4 0
Satara	4 13 0	7 0 0	13-0 to 16-0
Sholápur	8 8 0	9 0 0	[illegible]
Bijápur	7 8 0	10 0 0	15-0 to 22-8
Poona (City)	7 8 0	10 0 0	15-0 to 22-0
Khandesh—			
Ahmednagar	7 8 0	10 0 0	22 0 0
Násik	9 0 0	9 0 0	15-0 to 30-0
Khandesh (Dhulia)	7 0 0	9 0 0	14-0 to 20-0
Guserat—			
Surat	5-0 to 8-0	8-0 to 10-0	15-0 to 30-0
Broach	7 8 0	7 8 0	18 12 0
Kaira	7 8 0	8 0 0	9-6 to 15-0
Baroda Camp (Sadar Bazar)	7 8 0	7 0 0	22 8 0
Ahmedabad (Daskrohi)	7 8 0	7 0 0	18 12 0
Panch Mahals (Godhra)	5 10 0	7 0 0	15-0 to 18-12
Deesa Cantonment	5 10 0	7 0 0	18 12 0
Kathiawar—			
Rájkot	10 0 0	8 0 0	15-0 to 22-8
Central Provinces—			
Western—			
Nimár	6 0 0	6 0 0	15 0 0
Khandwa-Asirgarh Cantonment	6 0 0	6 0 0	15 0 0
Hoshangabad	6 0 0	6-0 to 7-0	12-0 to 30-0
Betul	4 0 0	6 0 0	15 0 0
Chhindwára	4-0 to 5-0	4-0 to 6-0	10-0 to 15 0
Nágpur	4 0 0	5 0 0	15 0 0
Wardha	4 0 0	6 0 0	15 0 0
Central—			
Narsinghpur	3 12 0	6 0 0	11-0 to 15-0
Saugor	4 0 0	6 0 0	10-0 to 12-0
Damoh	4 8 0	6 0 0	10-0 to 13-0
Jubbulpore	3-0 to 4-0	5-0 to 6-0	10-0 to 15-0
Mandla	4 0 0	5 0 0	10 0 0
Seoni	4 0 0	6 0 0	11 0 0
Bálághát	3 0 0	4 0 0	12 0 0
Bhandára	4 0 0	6 0 0	15 0 0
Chánda	4 0 0	6 0 0	12-0 to 15-0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1889—*concluded.*

Districts.	Average wages per month. Able-bodied Agricultural Labourer.	Syce or Horse-keeper.	Common Mason, Carpenter or Blacksmith.
	R a. p.	R a. p.	R a. p.
Central Provinces—*continued.*			
Eastern—			
Bilaspur	4 0 0	6 0 0	15 0 0
Raipur	5 0 0	7-0 to 8-0	12-0 to 20-0
Sambalpur	3 8 0	4 0 0	8-0 to 15-0
Berar—			
Buldána	5 10 0	7 8 0	18 12 0
Básim	5 0 0	7 0 0	15 0 0
Akola	7 0 0	7 0 0	22 8 0
Ellichpur	5 10 0	6 0 0	22 8 0
Amráoti	7 8 0	8 0 0	22 8 0
Wún	6 0 0	7 0 0	15 0 0
Nizam's Territories—			
Secunderabad	5-0 to 7-0	5-0 to 7-0	13-0 to 30-0
Boláram	6-0 to 8-0	.....	15-0 to 22-8
Chadarghat	7 8 0	8 0 0	15 0 0
Madras—			
Malabar Coast—			
Malabar	6 3 7	6 9 0	13 2 6
S. Canara	6 14 0	6 12 0	18 2 0
South, central—			
Coimbatore	4 9 0	5 13 4	17 8 0
Nílgiris	7 2 0	8 10 0	27 2 0
Salem	3 10 8	5 5 4	12 13 4
Central—			
Bellary	5 5 0	7 0 0	15 0 0
Anantapur	5 0 0	7 0 0	15 0 0
Cuddápah	7 8 0	7 8 0	15 0 0
Kurnool	6 4 0	6 5 0	19 12 8
East Coast, north—			
Ganjam	3 12 0	6 0 0	10 0 0
Vizagapatam	4 8 0	4 8 0	11 0 0
Godávari	5 2 8	5 5 4	15 0 0
East Coast, central—			
Kistna	6 0 0	7 5 4	16 10 8
Nellore	5 8 0	6 4 0	16 10 8
East Coast, south—			
Madras	5 0 0	5 8 0	14 1 0
Chingleput	4 8 0	5 0 0	13 8 0
N. Arcot	5 6 4	6 0 0	15 11 6
S. Arcot	5 6 4	6 3 4	12 11 4
Tanjore	6 0 1	6 3 2	14 13 11
Trichinopoly	4 11 0	6 8 0	12 3 0
Southern—			
Tinnevelly	5 4 0	6 13 4	12 6 8
Madura	5 8 6	5 12 0	14 6 0
Mysore—			
Mysore	7 8 0	6 0 0	15 0 0
Bangalore	4-0 to 8-0	7 0 0	19-0 to 23-0
Kolar	7 0 0	7 0 0	15 0 0
Túmkur	7 8 0	6 0 0	15-0 to 22-0
Hassan	2-8 to 5-0	5-0 to 6-0	15-0 to 22-8
Kadur	7 8 0	7 8 0	22 8 0
Shimoga	2-8 to 5-0	3-0 to 8-0	10-0 to 25-0
Chitaldrug	5 0 0	7 0 0	15 0 0
Coorg—			
Coorg	7 8 0	8 0 0	22 8 0
Aden	.....	10 0 0	30-0 to 37-8

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch.*)

E. J. SINKINSON,
Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS—Irrigation.

STATEMENTS OF IRRIGATION OPERATIONS IN BENGAL FOR THE RABI SEASON OF 1888-89.

GOVERNMENT OF BENGAL, PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH.
IRRIGATION OPERATIONS FOR THE RABI SEASON 1888-89.

No. I.—RABI STATEMENT. *Comparative Statement of Irrigation and Rainfall in Canal Districts of Bengal.*

District.	Area in acres.	Culturable acres.	Area irrigated. 1887-88.	1888-89.	1888-89 as compared with 1887-88. Increase.	Decrease.	Rainfall for four months. November. 1887.	1888.	December. 1887.	1888.	January. 1888.	1889.	February. 1888.	1889.	Total. 1887-88.	1888-89.	Remarks.
			Acres.	Acres.	Acres.	Acres.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	
Cuttack	Information not available.	Information not available.	600	2,835	2,235	...	1·02	3·06	...	...	1·78	0·93	1·11	0·90	3·91	4·63	Average rainfall of the 11 stations in the Cuttack district.
Balasore			126	138	12	...	0·10	1·89	...	...	1·30	0·25	2·02	0·35	3·42	2·49	Average rainfall at Bhuddruck and Acquapadda stations.
Midnapore			...*	3,369	3,369†	...	0·12	0·08	0·02	...	0·93	1·62	1·97	4·80	3·04	6·50	No rain-gauge stations on the Tidal Reaches of the Midnapore Canal.
Hooghly			...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Gya	3,015,680	2,356,000	3,908	5,795	1,887	...	...	0·80	...	...	1·25	0·40	...	0·55	1·25	1·75	Rainfall at Daudnagar station.
Patna	1,329,920	1,039,000	2,536	5,637	3,101	...	...	0·68	...	...	0·89	4·85	...	3·42	0·89	8·95	Ditto at Bankipore station.
Shahabad	2,806,400	2,192,500	49,646	87,718	38,072	...	...	0·47	...	...	0·99	1·64	...	1·08	0·99	3·19	Ditto at Arrah station.
Sarun	1,680,000	1,312,500	2,314	3,170	856	...	...	...	...	...	0·45	3·30	...	1·62	0·45	4·92	Ditto at Gopalgunj station.
TOTAL	...	...	59,130	1,08,662	49,532	...	...	...	...	...	...	...	...	...	...	...	

NOTE.—The figures for 1887-88 as now given are correct.
* 1,162 acres irrigated with boro rice during the rabi season 1887-88, were included in the area shown as irrigated during the Kharif season of that year.
† Boro rice.

CALCUTTA,
The 17th September 1889.

C. H. DEMELLO,
Offg. Under-Secy. to the Govt. of Bengal, P. W. D.

No. II.—RABI STATEMENT.

IRRIGATION OPERATIONS OF FASL RABI, 1888-89.

Statement in acres of crops irrigated in Canal Districts.

NATURE OF CROPS.		Cuttack.	Balasore.	Midnapore.	Hooghly.	Gya.	Patna.	Shahabad.	Sarun.	TOTAL.
Garden and orchards		102	...	...	...	...	...	25	...	127
Sugarcane		55	138	...	...	...	...	...	...	193
Cereals	Wheat	...	...	...	...	577	399	41,766	1	42,743
	Barley	...	...	...	...	1,792	2,485	11,244	2,818	18,339
	Rice	...	...	3,369*	...	...	...	...	...	3,369
	Miscellaneous	...	...	...	...	...	...	4,941	12	4,953
Pulse	Gram, &c.	...	...	...	...	444	1,058	5,071	...	6,573
	Miscellaneous	286	...	...	...	2,699	986	11,046	...	15,017
Fodder crops	Grass, lucerne	25	...	...	...	...	...	...	3	28
Fibres	Cotton	2,124	...	...	...	...	...	1	...	2,125
Dyes	Indigo	141	...	...	...	...	...	...	...	141
	Turmeric, &c.	45	...	...	...	...	...	...	...	45
Drugs	Opium	...	...	...	...	23	709	793	295	2,080
	Tobacco, &c.	...	...	...	...	...	...	...	41	41
Oilseeds	Mustard, &c.	2	...	...	...	...	...	216	...	218
	Castor	44	...	...	...	...	...	...	...	44
Miscellaneous		11	...	...	...	...	...	12,615	...	12,626
Hot-weather		...	...	...	...	...	...	...	...	...
TOTAL RABI, 1888-89		2,835	138	3,369	...	5,795	5,637	87,718	3,170	108,662
TOTAL RABI, 1887-88		600	126	...	...	3,908	2,536	49,646	2,314	59,130

CALCUTTA
The 17th September 1889.

C. H. DEMELLO,
Offg. Under-Secy. to the Govt. of Bengal, P. W. D.

IRRIGATION OPERATIONS OF FASL RABI, 1888-89.

No. III.—Rabi Statement. *Statement in acres of crops irrigated by Canals in Canal Divisions.*

Nature of Crops.	Taldunda Canal.	Kendrapara Canal.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Midnapore Canal.	Patna Canal	Arrah Canal.	Buxar Canal.	Sarun Canal	Total.	Remarks.
	Mahanuddy.	Brahminee-Byturnee.		Acharapadda-Jajepore.		Cossye.	Eastern Sone.	Arrah.	Buxar.	Gunduck.		
Garden and orchards	31	65		6		...	...	2	23	...	127	
Sugarcane	14	41		138		...	...	...	...	...	193	
Cereals — Wheat	...	...		...		...	976	11,342	30,424	1	42,743	
Cereals — Barley	...	...		...		...	4,277	7,780	3,464	2,818	18,339	
Cereals — Rice	...	...		...		3,369*	...	...	...	...	3,369	
Cereals — Miscellaneous	...	...		...		...	...	1,123	3,818	12	4,953	
Pulse — Gram, &c.	...	...		...		...	1,502	1,933	3,138	...	6,573	
Pulse — Miscellaneous	84	202		...		...	3,685	10,468	578	...	15,017	
Fodder crops — Grass, lucerne	1	...		24		...	...	...	...	3	28	
Fibres — Cotton	100	2,024		...		...	...	1	...	...	2,125	
Dyes — Indigo	...	141		...		...	...	...	...	...	141	
Dyes — Turmeric, &c.	1	44		...		...	...	...	...	...	45	
Drugs — Opium	...	...		...		...	992	577	216	295	2,080	
Drugs — Tobacco, &c.	...	...		...		...	...	...	...	41	41	
Oilseeds — Mustard, &c.	...	2		...		...	...	5	211	...	218	
Oilseeds — Castor	...	44		...		...	...	...	...	...	44	
Miscellaneous	11	...		...		...	...	4,260	8,355	...	12,626	
Hot-weather	...	...		...		...	...	...	...	...	...	
Total Rabi, 1888-89	242	2,563		168		3,369	11,432	37,491	50,227	3,170	1,08,662	
Total Rabi, 1887-88	159	441		126		...	6,444	19,197	30,449	2,314	59,130	

* Boro rice.

Calcutta,
The 17th September 1889.

C. H. DeMello,
Offg. Under-Secy. to the Govt. of Bengal, P. W. Dept.

GOVERNMENT OF BENGAL, PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH.

IRRIGATION OPERATIONS FOR THE YEAR 1888-89.

No. I.—Annual Statement. *Comparative Statement of Irrigation and Rainfall for the years 1887-88 and 1888-89, in Canal Districts of Bengal.*

Districts.	Area in acres.	Culturable acres.	Area Irrigated. Kharif, 1888-89. Total area.	Kharif, 1888-89. In comparison with kharif, 1887-88. Increase.	Kharif, 1888-89. Decrease.	Rabi, 1888-89. Total area.	Rabi, 1888-89. In comparison with 1887-88. Increase.	Rabi, 1888-89. Decrease.	Whole Year, 1888-89. Total area.	Whole Year, 1888-89. In comparison with 1887-88. Increase.	Whole Year, 1888-89. Decrease.	Whole Year, 1888-89. Percentage of increase or decrease.	Rainfall. 1887-88.	Rainfall. 1888-89.	Rainfall. Percentage of increase or decrease.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
			Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.		In.	In.	
Cuttack	Information not available.	Information not available.	129,631	40,464	...	2,835	2,235	...	132,466	42,699	...	+32·2	32·66	43·81	34·1
Balasore			23,578	13,868	...	138	12	...	23,716	13,880	...	+58·5	33·56	42·53	26·7
Midnapore			54,551	...	10,334	3,369	3,369	...	57,920	...	6,965	—12·0	41·77	57·92	38·6
Hooghly			502	...	45	...	...	...	502	...	45	—8·9	...	...	...
Gya	3,615,680	2,356,000	27,600	...	1,748	5·795	1,887	...	33,395	139	...	+0·4	21·55	46·71	116·7
Patna	1,329,920	1,039,000	28,146	2,737	...	5,637	3,101	...	33,783	5,838	...	+17·2	21·49	45·90	113·5
Shahabad	2,806,400	2,192,500	206,929	2,396	...	87,718	38,072	...	294,647	40,468	...	+13·5	26·06	44·84	72·0
Sarun	1,680,000	1,312,500	5,839	3,935	...	3,170	856	...	9,009	4,791	...	+53·1	33·22	35·33	6·4
Total	...	...	476,776	63,400	12,127	108,662	49,532	...	585,438	107,815	7,010	+17·2	...	...	...
			Net increase		51,273	Net increase		49,532	Net increase		100,805				

Calcutta,
The 17th September 1889.

C. H. DeMELLO,
Offg. Under-Secy. to the Govt. of Bengal, P. W. D.

IRRIGATION OPERATIONS FOR THE YEAR 1888-89.

No. II.—Annual Statement. *Statement in acres of crops irrigated in the Canal Districts.*

Nature of Crops.		Cuttack.	Balasore.	Midnapore.	Hooghly.	Gya.	Patna.	Shahabad.	Sarun.	Total.
Garden and orchards		102	...	...	...	...	...	25	...	127
Sugarcane		55	138	...	...	2,560	1,614	18,938	8	23,313
Cereals	Wheat	...	...	...	...	577	399	41,766	1	42,743
	Barley	...	...	...	...	1,792	2,485	11,244	2,818	18,339
	Rice	129,631	23 578	57,920	502	24,790	26,485	175,820	5,674	444,400
	Miscellaneous	...	...	...	...	250	47	5,343	135	5,775
Pulse	Gram, &c.	...	...	...	...	444	1,058	5,071	...	6,573
	Miscellaneous	286	...	...	...	2,699	986	11,046	...	15,017
Fodder crops	Grass lucerne	25	...	...	...	...	...	...	3	28
Fibres	Cotton	2,124	...	...	...	...	...	1	...	2,125
Dyes	Indigo	141	...	...	...	...	...	...	34	175
	Turmeric, &c.	45	...	...	...	...	...	...	...	45
Drugs	Opium	...	...	...	...	283	709	793	295	2,080
	Tobacco, &c.	...	...	...	...	...	...	...	41	41
Oilseeds	Mustard, &c.	2	...	...	...	...	...	216	...	218
	Castor	44	...	...	...	...	...	...	...	44
Miscellaneous		11	...	...	...	...	...	12,615	...	12,626
Hot-weather		...	...	...	...	...	...	11,769	...	11,769
Total, 1888-89		132,466	23,716	57,920	502	33,395	33,783	294,647	9,009	585,438
Total, 1887-88		89,767	9,836	64,885	547	33,256	27,945	254,179	4,218	484,633

Calcutta,
The 17th September 1889.

C. H. DeMELLO,
Offg. Under-Secy. to the Govt. of Bengal, P. W. D.

IRRIGATION OPERATIONS FOR THE YEAR 1888-89.

No. III.—ANNUAL STATEMENT. *Statement in acres of crops irrigated by Canals in Canal Divisions.*

Nature of Crops.	Taldunda Canal.	Kendrapara Canal.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Midnapore Canal.	Patna Canal.	Arrah Canal.	Buxar Canal.	Sarun Canal.	Total.	Remarks.
	Mahanuddy.	Brahminee-Byturnee.		Acquapadda-Jajepore.		Cossye.	Eastern-Sone.	Arrah.	Buxar.	Gunduck.		
Garden and orchards	31	65		6		...	...	2	23	...	127	
Sugarcane	14	41		138		...	4,174	12,378	6,560	8	23,313	
Cereals: Wheat	...	...		...		...	976	11,342	30,424	1	42,743	
Cereals: Barley	...	...		...		...	4,277	7,780	3,464	2,818	18,339	
Cereals: Rice	41,339	86,278		25,592		58,422	51,275	113,006	62,814	5,674	444,400	
Cereals: Miscellaneous	...	...		...		...	297	1,222	4,121	135	5,775	
Pulse: Gram, &c.	...	...		...		...	1,502	1,933	3,138	...	6,573	
Pulse: Miscellaneous	84	202		...		...	3,685	10,468	578	...	15,017	
Fodder crops: Grass, lucerne	1	...		24		...	...	...	...	3	28	
Fibres: Cotton	100	2,024		...		...	...	1	...	...	2,125	
Dyes: Indigo	...	141		...		...	...	...	...	34	175	
Dyes: Turmeric, &c.	1	44		...		...	...	...	...	...	45	
Drugs: Opium	...	...		...		...	992	577	216	295	2,080	
Drugs: Tobacco, &c.	...	...		...		...	...	...	...	41	41	
Oilseeds: Mustard, &c.	...	2		...		...	...	5	211	...	218	
Oilseeds: Castor	...	44		...		...	...	...	...	...	44	
Miscellaneous	11	...		...		...	...	4,260	8,355	...	12,626	
Hot-weather	...	...		...		...	...	8,980	2,789	...	11,769	
TOTAL, 1888-89	41,581	88,841		25,760		58,422	67,178	171,954	122,693	9,009	585,438	
TOTAL, 1887-88	26,847	61,404		11,352		65,432	61,201	141,484	112,695	4,218	484,633	

CALCUTTA,
The 17th September 1889.

C. H. DEMELLO,
Offg. Under-Secy. to the Govt. of Bengal, P. W. Dept.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

WEATHER SUMMARY FOR SEPTEMBER 1889.

The principal meteorological features of the month of September in normal years are the retreat of the south-west monsoon from Upper and Central India and the appearance of more or less severe cyclones over the Bay of Bengal. The date of the occurrence of the former phenomenon apparently depends largely on the general strength of the monsoon during the whole period of its prevalence, but of the rules which regulate the occurrence of cyclones much less is known. The withdrawal from Central and Upper India of the moist currents from the Bombay and from the Bengal side of India occur fairly simultaneously, and is followed by fine dry weather in that region, but Bengal and Burmah continue to receive moderate general rain from the Bay current and the Konkan, Malabar, the Deccan and Southern India from the Arabian Sea current. As mentioned above, the cyclonic storms of this period are frequently of considerable severity, and give heavy and general rainfall. Their course is as a rule west-north-west from the Orissa Coast across the central parts of the country, and they are frequently remarkable for long vitality.

The present September has been remarkable for the exceptionally early cessation of the rains over a considerable portion of India. Over the whole of North-Western India (*i.e.*, the whole of the region lying to the north-west of a line joining Rajkot and Lucknow) there has been practically no rain of importance throughout the month. This has apparently arisen from two causes—the first being the excessive weakness of the Bombay current, the second the feeding of the Bay current into the various depressions, which have formed over and travelled near the Bay of Bengal. Conditions on the West Coast of the Peninsula have been very exceptional. In the ordinary course of events there should be a fairly strong south-westerly and westerly wind crossing the West Coast at this season, and rain should be general and fairly frequent. Instead of this the records of the past month have shown for the greater part of the period variable or east to north breezes of light or moderate strength, and on several days there has been a partial or complete absence of rain all along the West Coast. During the occurrence of the depressions described below, these abnormal conditions were of course modified, and an inrush of moist monsoon winds towards the depression occasioned heavy and general rain on the West Coast; but with the disappearance of the disturbances the wind returned to its abnormal directions and the rain more or less ceased.

After a short disturbed period quite at the commencement of the month the weather became settled. Very small pressure differences were accompanied with light and variable winds, and, though rain was reported from most stations (except those in the north-west), it occurred generally in passing showers, and the general weather was fair. On the 16th however conditions became unsettled over the Bay, and a brisk fall of the barometer was accompanied with the formation of a depression. An unsettled period which lasted until the 23rd then set in, during which the weather was stormy and the rainfall heavy. After the 24th or 25th the rainfall again fell off gradually, and by the end of the month the weather was again fine over the greater part of the country.

Barometric depressions and cyclonic storms of the month.—Three depressions were formed during the month, of these one was of very considerable importance, but the other two were small and short lived.

Depression of 1st to 3rd September.—At the close of August a shallow low pressure area lay over Behar and the North-Western Provinces, into which the wind from surrounding districts fed and around which rain was falling. On the 1st September a shallow but well defined disturbance formed within this low pressure area, and a cyclonic circulation of the winds was established. Moderately heavy rain fell within the storm area. The reports of the

2nd showed that the storm was filling up, but that heavy rain had occurred in its neighbourhood, the following being some of the principal amounts reported:

Benares	4½	inches on the 2nd.
Jaunpur	6½	" " " 1st.
Allahabad	6½	" " " 1st and 2nd.
Sultanpur	6½	" " " " " "
Pertabgarh	9½	" " " " " "
Rai Bareilly	5¾	" " " " " "

On the morning of the 3rd the barometer was rising quickly and the depression had almost disappeared.

Large depression of the 16th to 22nd September.—Very uniform pressures were reported over the Bay and the surrounding coasts on the morning of the 15th—a condition which in the middle of September was almost certainly antecedent to the formation of a storm. On the 16th a depression was clearly traceable in the Bay and there was a general indraught of air towards the centre. The chart of the 17th showed that the depression had developed and that the centre of depression was in Lat. 18°30′ and Long. 88°30′, where the barometer was probably falling briskly. A cyclonic circulation of moderate intensity had been formed around the Bay. On the 18th the centre of the storm was close to the coast between the stations of Gopalpore and Vizagapatam, where the barometer had fallen very rapidly. Strong cyclonic winds prevailed around and over the Bay. The storm crossed the coast in the afternoon, and moderate gales prevailed around it. The barometer at the centre probably fell below 29·0″ and the storm was altogether of considerable intensity. By the morning of the 19th it had passed about 100 miles inland on a west-north-west course. Strong winds were feeding into it, and the rainfall around was very heavy. On the 20th the storm was to the south of Raipur and still maintained the same intensity. The chart of the 21st showed that the storm was filling up, and that it was passing northward towards the North-Western Provinces. A strong cyclonic circulation was still maintained around it and fairly heavy rain continued. By the morning of the 22nd the disturbance had reached the foot of the Hills in the neighbourhood of Gorakhpur and by the following morning it had broken up. It continued to give very heavy rain up to the time of its disappearance. The following returns show approximately the amount of the depression of the barometer below the normal during the course of the storm, but as the actual centre was on no occasion actually over one of the meteorological stations at the hour of observation, the result is only a rough approximation:

On the 17th	Gopalpore	—·051″
	Vizagapatam	—·048″
" 18th	Gopalpore	—·193″
	Vizagapatam	—·217″
" 19th	Gopalpore	—·235″
	Vizagapatam	—·226″
" 20th	Raipur	—·254″
" 21st	Seoni	—·151″
" 22nd	Gorakhpur	—·208″

Heavy rainfall was more or less confined to a comparatively narrow band in the direct path of the storm. Ankapalli received about 20 inches and Vizagapatam about 10 inches on the 18th and 19th. The Central Provinces (east and south) received between 4 and 6 inches on the 20th and 21st and the Gorakhpur, Basti and Azamgarh districts of the North-Western Provinces received between 6 and 13 inches of rain between the 22nd and 23rd.

Shallow depression of 25th to 28th September.—On the 25th a large shallow area of low pressure was formed over the Bay, Burmah and South Bengal, and appearances on this day favoured the production of another considerable depression. The reports of the 26th showed, however, that the barometer was rising all round the Bay, so that the disturbance never developed but drifted slowly northward into Bengal, and broke up on the 27th or 28th. No rain of any consequence fell with this depression.

Pressure has been remarkably high over the greater part of Northern and Central India. Notwithstanding the influence of the depressions noticed above, and which was almost entirely confined to Northern India, the results at the close of the month show that over the whole of Northern India, excepting the north-west of the Punjab, Sind and Guzerat, but including the Circars, the north of the

Bay and Burmah the mean barometer was above the normal, while over the Peninsula on the contrary and more particularly on the Malabar Coast it was largely in defect.

The following table gives the barometric anomalies or local pressure variations in different parts of the country for September with those for June, July and August for comparison:

Province.	Barometric Anomaly.			
	June 1889.	July 1889.	August 1889.	September 1889.
Burmah	+·011	+·004	+·008	+·006
Bengal	+·008	+·017	—·014	+·013
Assam	+·019	+·019	+·002	+·007
Behar and Chutia Nagpur	+·006	+·019	—·007	+·008
North-Western Provinces	+·003	+·015	+·005	+·011
Punjab	—·016	—·004	+·019	+·003
Sind and Rajputana	—·013	+·005	+·005	+·001
Central India	—·001	+·012	—·001	+·011
Central Provinces	—·004	+·005	—·048	+·015
Bombay	—·001	—·025	+·002	—·035
Madras	—·002	—·026	+·012	—·017

The principal features of the above table are the change in pressure over the Central parts of the country, the steadiness of the excess in Upper India and the considerable deficiency in the south and west of the Peninsula.

Temperature.—The most remarkable point about the temperature conditions of the month is the large diurnal range of temperature which has been reported over Northern India. With the early clearing of the sky nocturnal radiation apparently set in with unusual energy, and the night temperatures, more particularly towards the close of the month, were most unusually low. The variation of the mean temperature for each week and for the month from the mean is given in the following table:

Province.	Difference of Mean Temperature from Normal for Week ending September				Difference of mean temperature from the Normal for the month.
	9th	16th	23rd	30th	
Burmah	+0·7	+1·6	—0·1	—1·0	+0·2
Bengal	—0·6	—0·5	—0·9	+1·0	—0·4
North-Western Provinces	+0·1	+0·2	+0·2	—0·7	—0·1
Punjab	+1·6	+2·0	+1·0	—0·8	+0·8
Bombay	+1·9	+2·9	+2·0	+0·9	+1·5
Central Provinces and Berar	+1·0	+1·9	+2·2	+2·1	+1·6
Guzerat and Central India	—0·1	+1·7	+2·9	+1·6	+1·3
Sind and Rajputana	—0·3	+1·3	+3·5	+0·6	+1·2
Madras	—0·4	+0·1	—0·7	—0·9	—0·2

Rainfall.—The distribution, &c., of rain during the past month has been largely described in the earlier portions of this summary. Briefly, the returns show that the rains ceased early and were consequently light over nearly the whole of Northern and Central India, the exceptions being the Trans-Gangetic portions of the North-Western Provinces, Behar, North Bengal and Assam. Of these the first three regions were under the influence of the two depressions noticed above, and the excess of rainfall is due to this cause. The Indian Peninsula, with the exception of the Konkan, had generally heavy rain, the excess ranging from about ½ inch in the Carnatic to nearly 9 inches in Malabar. In Ceylon the rainfall was even heavier, the returns from Colombo showing that at that station the month's fall was more than five times the normal amount. In Burmah the fall almost exactly equalled the average.

The following table gives complete data, and shows the actual average rainfall and the normal rainfall of the month of the twenty-one districts into which the country is divided, so far as it is indicated by the telegraphic reports of a few stations in each district:

Districts.	Number of Stations.	Normal Average Rainfall in September.	Actual Average Rainfall in September 1889.	Difference from the Average in September 1889.
Punjab, West	7	2·44	0·58	— 1·86
" East	4	3·92	0·71	— 3·21
North-Western Provinces, Trans-Gangetic	8	7·07	7·60	+ 0·53
" " Cis-Gangetic	3	5·35	2·63	— 2·72
Behar	2	6·92	10·50	+ 3·58
North Bengal	3	13·19	14·75	+ 1·56
Assam—Cachar	3	13·44	14·77	+ 1·33
Lower Bengal and Chutia Nagpur	8	10·08	7·95	— 2·13
Orissa—North Circars	5	8·30	8·14	— 0·16
Central Provinces, South	7	9·54	4·33	— 5·21
Berar—Khandeish	2	6·31	4·06	— 2·25
Rajputana, Central India, Saugor, and Nerbudda.	9	5·03	1·90	— 3·13
Sind—Cutch	3	0·57	0	— 0·57
Guzerat	3	5·26	2·53	— 2·73
Konkan	4	10·67	5·73	— 4·94
Deccan—Hyderabad	5	6·06	9·52	+ 3·46
Malabar	5	10·29	19·20	+ 8·91
Mysore—Bellary	4	5·04	10·02	+ 4·98
Carnatic	6	3·73	4·34	+ 0·61
Lower Burmah	7	16·57	16·60	+ 0·03
Ceylon	1	4·67	25·40	+20·73

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SIMLA, *24th October, 1889.*

J. W. P. MUIR-MACKENZIE,
Officiating Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, October 28th, 1889.

The weather over the greater part of India has been finer and more settled than is ordinarily the case even at this fine season of the year. Western and Central India has been the seat of a slight anticyclone or high pressure area, while the whole of North-Western India has experienced steady and uniform pressures, so that the slight showers which not uncommonly occur about this time—more particularly in the mountain and submontane regions—have been absent this year. In strong contrast to these fine conditions has been the weather prevailing over and around the head of the Bay of Bengal, where a storm of considerable intensity has given strong squally winds and exceptionally heavy rain. This storm took a somewhat unusual course for this time of year and passed into East Bengal. This unusual course had a very important influence on the weather occasioning heavy rain around the head of the Bay, where it is ordinarily fine, and occasioning fine weather on the Coromandel Coast, where it is ordinarily rainy, at this season. In most years the moist south-west winds which prevail over the south, south-east and east of the Bay during the latter half of October curve to the westward over the centre of the Bay, and blowing on to the Coromandel Coast as north-east winds occasion the heavy rains which are characteristic of that coast at this time. In the present year, instead of recurving, these winds have fed into the depression at the head of the Bay, while north-westerly winds with a land origin have prevailed over Madras and brought fine dry weather.

The chart of the 22nd showed a large area of low pressure overlying East and South Bengal, Orissa, the Circars and the head of the Bay into which there was a steady indraught of wind from all directions. Moderately steep gradients for northerly winds prevailed over the central parts of India and of the Peninsula and winds from between north and west prevailed there, while both in North-West India and on the West Coast variable airs and calms predominated. On the morning of the 23rd the barometer was falling quickly over the head of the Bay, and the definition of the storm had increased very considerably and a small storm centre apparently lay in Long. 88° and Lat. 20°. The winds were cyclonic at the head of the Bay, but very feeble. Elsewhere conditions were unchanged. The chart of the 24th showed that pressure had increased at all stations. The storm at the head of the Bay was smaller than on the preceding day, and no further development had taken place. Winds remained cyclonic at the head of the Bay and there was a distinct tendency to increase in force. The normal north-westerly to westerly current of air prevailed down the Gangetic plain, and elsewhere the winds were westerly or variable. Between the 24th and 25th the storm developed a good deal. This was owing to a general rise of pressure in surrounding regions, while the barometer remained almost steady at the centre of depression. In consequence gradients increased considerably around the centre, the cyclonic circulation of the winds extended to nearly all parts of the Bay, and the force of the winds rose quickly in the north. Hitherto the storm centre had been steady off the Orissa Coast, but after 8 A.M. on the 25th it began to move north-eastward and by the morning of the 26th it had passed to the east of Saugor Island, and had apparently travelled inland over the Sunderbuns. Very strong winds prevailed at the Sandheads. The chart of the 27th showed that the storm had travelled east-north-eastward and that the centre lay near Burrisal, where the barometer marked 29·60″. Strong cyclonic winds prevailed all around the centre. Light variable or westerly winds prevailed in other parts of India with fine weather. By the morning of the 28th the storm had almost broken up. The cyclonic circulation had become feeble and irregular, and the north-westerly to westerly winds of the Gangetic plain, with their accompanying fine weather, were extending into Bengal.

Temperature.—The remarkable depression of temperature which has prevailed over the greater part of India during the past two weeks has been continued during the week under review, but there are now signs that the lowest point of the oscillation has been reached and that temperature, relatively to the average, will now begin to rise. One interesting feature of this period of depression has been the remarkable lowness of the night temperatures on the plains in comparison with those on the hills. On several occasions the minimum temperature recorded at the plains stations in the Punjab, and west of the North-Western Provinces has been several degrees lower than the temperature recorded at the same time at the hill stations of Murree and Simla.

The following table shows the variations of the mean temperature of the present and of the past week from the normal average:

PROVINCES.	Difference of Mean Temperature of Last Week from Normal.	Difference of Mean Temperature of Present Week from Normal.
Burmah	+ 0·5°	— 0·6°
Bengal	— 0·2°	+ 1·6°
North-Western Provinces	— 2·6°	— 1·1°
Punjab	— 4·7°	— 3·1°
Bombay	— 0·5°	— 4·3°
Central Provinces	+ 0·3°	— 4·3°
Guzerat and Central India	— 1·3°	— 5·4°
Sind and Rajputana	— 4·2°	— 5·1°
Madras	— 0·7°	— 1·1°

This table shows that, except in Bengal, every Province throughout India has experienced a considerable depression of temperature during the week. It will be noticed that in the Punjab and North-Western Provinces the depression is less than it was last week, and that in the other Provinces it is greater, showing that the cold wave is apparently travelling southward.

Rain.—There has again been little or no rain over the greater part of India. In the immediate neighbourhood of the cyclonic storm described above the fall has been heavy, but rain did not extend to any great distance on either side of the track of the storm centre and was hence confined to a limited extent of country.

The following is a brief description of the daily distribution:—On the 22nd the weather over India being still in an unsettled state, owing to the breaking up of the depression noticed in the preceding summary, showers were reported from many parts of the country—more particularly from Bengal, the east of the North-Western Provinces, the Central Provinces, the south of the Peninsula and Burmah. The amounts were considerable in several places, especially in Lower Burmah. On the 23rd a few scattered showers were reported from Behar, one or two central stations and from the Malabar Coast; with these exceptions rain was confined to the Bay area and was not heavy. On the 24th, 25th and 26th there was no rain, except around the upper part of the Bay and in Assam and Upper Burmah. On the 27th and 28th there was heavy rain in Bengal and some showers in Assam, but no rain in any other part of India.

The table at the close of the summary shows that in seventeen rainfall divisions no rain whatever was received during the week, and that in seven other divisions the average rainfall for the week was less than one-tenth of an inch. In twelve of these twenty-four divisions the normal rainfall is either *nil* or less than one-tenth of an inch, but that this number should be doubled in the week under review is an indication of the exceptionally fine weather at present prevailing. Fifteen divisions report an excess and thirty a deficiency of rainfall during the week. The greatest excess is in Burmah and Eastern and Deltaic Bengal, where the cyclonic storm noticed above occasioned several large falls. Of these the principal are—7¾ inches at Maungdaw (Akyab); 11 inches at Kushak (Tipperah); 12 inches at Perozepur (Backergunge); 8 inches at Munsheegunge (Dacca); 9½ inches at Bagerhat (Khoolna); 7½ inches at Madaripur (Faridpur); inches at Basirhat (24-Pergunnahs); and 12¼ inches at Gope (Pooree).

In the south of the Peninsula and in the Central Provinces there were a few heavy showers on the first day of the week, but after the 22nd there was practically no rain, except in North-Eastern India.

PROVINCE.	DIVISION.	Rainfall Data for Week ending October 28th, 1889. Average Actual Rainfall of Division.	Average Normal Rainfall of Division.	Excess or Defect, in inches.	Rainfall Data from October 15th to October 18th, 1889. Average Actual Rainfall of Season to date.	Average Normal Rainfall, October 15th to October 28th.	Excess or Defect of (Seasonal) Rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burmah	Tenasserim	8·78	1·22	+ 7·56	13·63	3·69	+269
	Lower Burmah	1·91	1·20	+ 0·71	4·37	2·88	+ 52
	Central Burmah	1·62	1·10	+ 0·52	3·09	2·30	+ 34
	Upper Burmah	0·95	?	?	1·97	?	?
	Arakan	4·14	1·65	+ 2·49	4·89	2·80	+ 75
Bengal and Assam	Eastern Bengal	4·13	1·13	+ 3·00	4·26	2·69	+ 57
	Assam (Surma)	2·23	0·76	+ 1·47	2·35	2·17	+ 9
	Do. (Brahmaputra)	0·76	0·36	+ 0·40	0·76	1·53	— 50
	Deltaic Bengal	4·40	0·87	+ 3·53	4·72	2·18	+117
	Central Bengal	0·63	0·62	+ 0·01	0·78	1·90	— 59
	North Bengal	0·26	0·67	— 0·41	0·26	1·90	— 87
	Orissa	2·48	1·54	+ 0·94	5·45	2·97	+ 84
	Chutia Nagpur	0·50	0·59	— 0·09	0·77	1·18	— 35
	Behar (South)	0·36	0·53	— 0·17	0·36	1·07	— 66
	Do. (North)	0	0·40	— 0·40	0	0·96	—100
North-Western Provinces and Oudh.	North-Western Provinces (East).	0·52	0·49	+ 0·03	0·75	0·62	+ 21
	Oudh (South)	0·01	0·20	— 0·19	0·03	0·33	— 91
	Do. (North)	0	0·07	— 0·07	0	0·11	—100
	North-Western Provinces (Central).	0·01	0·24	— 0·23	0·01	0·28	— 96
	North-Western Provinces (West).	0	0·02	— 0·02	0	0·02	—100
	North-Western Provinces (Submontane).	0·03	0·12	— 0·09	0·03	0·21	— 86
Punjab	Punjab (South)	0	0	0	0	0·08	—100
	Do. (Central)	0	0	0	0	0·16	—100
	Do. (Submontane)	0	0·00	— 0·00	0	0·01	—100
	Do. (Hill Districts)	0	0·07	— 0·07	0	0·19	—100
	Do. (North-West)	0	0·05	— 0·05	0	0·20	—100
	Do. (West)	0	0	0	0	0·03	—100
Bombay and Malabar Coast Districts (Madras).	Malabar	0·18	1·44	— 1·26	7·79	3·55	+119
	Madras (South Central)	0·14	1·43	— 1·29	3·05	4·07	— 25
	Coorg	0·90	1·73	— 0·83	10·90	3·54	+208
	Mysore	0·29	1·26	— 0·98	2·06	2·29	— 10
	Konkan	0·01	0·47	— 0·46	4·84	1·08	+348
	Bombay Deccan	0·04	0·78	— 0·74	4·96	1·96	+153
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0	0·64	— 0·64	1·26	1·97	— 36
Central Provinces and Berar.	Berar	0·47	0·48	— 0·01	3·14	1·45	+117
	Central Provinces (West)	0·68	0·46	+ 0·22	2·95	0·72	+310
	Ditto (Central)	1·12	0·38	+ 0·74	1·72	0·53	+225
	Ditto (East)	0·73	0·08	+ 0·65	1·35	0·43	+214
Bombay (North)	Guzerat	0	0·11	— 0·11	0·02	0·31	— 94
	Kathiawar	0	0·06	— 0·06	0	0·06	—100
	Sind	0	0·02	— 0·02	0	0·02	—100
Rajputana and Central India.	Central India (East)	0·05	0·23	— 0·18	0·13	0·42	— 69
	Rajputana (East), Central India (West).	0	0·12	— 0·12	0	0·21	—100
	Rajputana (West)	0	0·04	— 0·04	0	0·07	—100
Madras	East Coast (North)	0·70	2·19	— 1·49	6·49	4·44	+ 46
	Do. (North) (a)	2·00	?	?	6·25	?	?
	Hyderabad (South)	0·33	0·43	+ 0·10	1·98	1·28	+ 55
	Madras (Central)	0	1·00	— 1·00	3·78	2·18	+ 73
	East Coast (Central)	0·84	2·16	— 1·32	7·45	4·71	+ 58
	Ditto (South)	0·07	1·75	— 1·68	2·50	3·64	— 31
	Madras (South)	0	1·61	— 1·61	0·59	3·49	— 83

SIMLA, *1st November, 1889.*

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 26th October.*—No rain in Anantapur, Madras, Trichinopoly, Madura, Tinnevelly and Travancore; good in the four northern districts and South Canara; and slight elsewhere. Crops generally good, but suffering from excessive rain in Kistna, Bellary and Anantapur; withering from want of rain in South Arcot and Chingleput; and injured by insects in parts of Ganjam. Prices generally falling or stationary. Labourers employed last day of week,—on Rushikulya works, 3,158; Gopalpore Canal, 803; Ghat Roads, 2,398; other minor works, 3,226. Number on village relief on 19th October, 7,330, including 4,476 children; fed in kitchens, 3,393, including 2,429 children. Imports into Ganjam during week by sea and land 553 tons. General prospects favourable.

Bombay.—*For week ending 30th October.*—Slight rain during the week in parts. Cotton in Guzerat and Kathiawar, and other standing crops generally good. Harvesting and sowing operations in full progress. Fodder generally sufficient and agricultural stock good.

Bengal.—*For week ending 29th October.*—Fairly heavy rain has been almost general in Orissa, South-West Bengal and East Bengal, and local showers have fallen in North Bengal. The rain has done considerable good to the winter rice crop which is doing well. Prospects of the *rabi* cultivation are also improved and sowings are in active progress. In Behar, where no rain has fallen, it is wanted in some places for the rice on high lands and for the *rabi* crops. Reports of the sugarcane crop are generally satisfactory. Prices of rice are still almost stationary throughout the Province, with a tendency to fall in some districts. In the affected districts of Behar food-stocks continue to be sufficient and prices are falling; and from Durbhanga it is reported that there is plenty of work for labourers in the fields. In Muzaffarpur the daily average number of persons on relief works during the fortnight ending 15th instant was 2,765, mostly employed on the Sitamarhi Extension of the Tirhoot Railway; the daily average number in receipt of charitable relief during the same fortnight was 6,634 in Muzaffarpur and 344 in Chumparun against 10,429 and 730 respectively during the preceding fortnight.

North-Western Provinces and Oudh.—*For week ending 29th October.*—Weather seasonable. *Kharif* being harvested. *Rabi* sowings in progress. Supplies ample. Prices stationary. Prospects good.

Punjab.—*For week ending 30th October.*—No rain. Prices rising in Delhi, Umballa and Rawalpindi; stationary elsewhere. Harvesting of *kharif* and sowing of *rabi* in progress. Rain much needed for *rabi* sowings throughout the Province. Crops are said to be in good condition, though average in some districts. Pasturage or fodder sufficient throughout the Province.

Central Provinces.—*For week ending 30th October.*—Weather clear and cold, with slight rain in a few districts in the beginning of the week. The recent rain has done slight damage to *jowari* and cotton and somewhat retarded wheat sowings, but the injury is inconsiderable. Prospects continue good. Prices steady or falling.

Burma.—*For week ending 26th October.*—There was a considerable fall of rain in Lower Burma and the crop prospect is good. Rain fell in Mandalay, Ruby Mines district, Ye-u, Sagaing and to a small extent in most other districts of Upper Burma. The crop prospect is not bright in Shwebo owing to want of rain, and more rain is now required in Minbu, Meiktila and Yamethin; in the other districts in Upper Burma the crop prospect is good. The price of paddy has fallen 10 per cent. in Pegu and Henzada, 9 per cent. in Amherst, 15 per cent. in Bhamo, 13 per cent. in Katha, 20 per cent. in the Ruby Mines and 11 per cent. in Pyinmana. Elsewhere prices are stationary or the fluctuations are but small.

Assam.—*For week ending 30th October.*—Rain in most districts. Sowing of mustard and pulses continues. State and prospects of crops generally good.

Mysore and Coorg.—*For week ending 30th October.*—Rainfall good in Shimoga and Kadur districts, and fair in other parts of the State of Mysore. Standing crops in good condition. Harvesting operations continue. Prospects of season favourable. Prices slightly fallen in the Bangalore district.

No rain in Coorg during the week. Dry crops reaped in eastern taluks. Season favourable for standing crops.

Berar and Hyderabad.—*For week ending 30th October.*—Average rainfall ·91 inches. *Jowari* in good condition. Picking of cotton commenced. *Rabi* sowing in progress. Prices declining. Cattle healthy. Fodder sufficient, except in Chikli.

Rainfall in Hyderabad during the week ·48 inches; total since 1st January 37·15 inches. Harvesting of *kharif* crops continues. Crops have suffered to some extent by excessive rainfall. *Abi* crops thriving. Preparations for sowing of *rabi* crops commenced. Prices stationary.

Central India.—*For week ending 30th October.*—Partial rain fell in Baghelkhand and none elsewhere. Rainfall is reported as insufficient from Gwalior and Bundelkhand, though crops have not suffered. Prices are falling in Neemuch and Jhabua, and are steady elsewhere.

Rajputana.—*For week ending 30th October.*—*Kharif* crops being harvested. *Rabi* sowings in progress. Total rainfall insufficient in Dholepur. Agricultural stock good. Fodder dear in Marwar and falling in Dholepur. Prices rising in Kerowlee and are steady elsewhere.

Nepal.—*For week ending 24th October.*—No rain. Weather clear. Foggy mornings. Prospects very satisfactory.

J. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXVII. OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used as far as possible.

Latest Return received.	Railways.	Week ending 6th October 1888. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Week ending 5th October 1889. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Total Receipts from 1st April to 6th October 1888. Total.	Per mile open per week.	Total Receipts from 1st April to 5th October 1889. Total.	Per mile open per week.	Total increase in 1889-90.	Total decrease in 1889-90.
			Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State Lines worked by Companies.												
19th October 1889	East Indian	1,514	7,84,397	518	1,526	(a) 6,17,255	405	2,15,20,679	526	(a) 2,17,22,426	527	2,01,747	...
19th ditto	Patna-Gya	57	29,708	521	57	7,397	129	2,58,850	168	2,40,178	156	...	18,672
.....	Dildárnagar-Gházipur	12	611	51	...	(b)	...	36,898	114	(b)	...	...	36,898
.....	Sindia	75	5,349	71	...	(c)	...	1,84,537	91	(c)	...	...	1,84,537
12th October 1889	Rajputana-Malwa	1,664	2,87,604	173	1,672	2,76,000	165	90,84,606	202	97,73,897	219	6,89,291	...
12th ditto	Bengal-Nágpur (d)	186	17,854	96	305	(e) 20,532	87	7,65,[illegible]03	152	(e) 9,02,450	110	1,37,242	...
19th ditto	Southern Mahratta (f)	854	74,607	87	909	49,224	54	19,89,701	86	21,17,383	92	1,27,682	...
12th ditto	Do. Mysore Section	140	11,206	80	290	29,843	101	2,30,588	74	4,40,146	68	1,59,558	...
19th ditto	Indian Midland	136	10,360	76	746	(g) 48,843	66	3,50,858	97	(g) 14,11,014	79	10,54,756	...
5th ditto	Villupuram-Dharmavaram (Nellore Branch)	83	3,853	46	83	5,201	63	1,30,008	58	1,29,875	58	...	133
5th ditto	Bareilly-Pilibhit	36	1,347	37	39	1,637	42	39,236	42	41,216	53	9,980	...
	TOTAL	4,757	12,26,956	258	5,630	10,61,932	189	3,46,47,169	270	3,67,87,185	252	21,40,016	...
	State Lines worked by Government.												
19th October 1889	North Western (h)	2,469	4,80,273	195	2,386	5,30,341	226	1,26,70,730	190	1,38,07,137	215	11,27,407	...
12th ditto	Oudh and Rohilkhand	692	97,938	142	692	1,10,078	160	34,58,009	185	38,80,545	208	4,22,539	...
12th ditto	Bengal Central	125	20,587	213	125	18,800	150	3,02,148	107	3,00,589	116	28,441	...
12th ditto	Wardha Coal	45	15,281	340	45	16,523	367	3,78,573	312	3,89,811	323	11,238	...
12th ditto	Eastern Bengal	673	2,97,409	442	747	2,85,010	382	50,52,187	277	52,94,834	270	2,42,647	...
12th ditto	Nalháti	27	1,977	73	27	1,218	45	51,551	73	49,700	70	...	1,751
12th ditto	Tirhoot	271	27,002	100	273	29,003	106	8,29,814	123	9,55,041	135	1,25,227	...
12th ditto	Lucknow-Sitapur-Sihrámau	105	3,482	33	105	4,306	41	1,28,926	45	1,64,258	58	35,332	...
5th ditto	Jorhát	25	1,008	40	25	1,490	59	32,141	44	33,442	45	1,301	...
5th ditto	Cherra-Companyganj	7	283	40	7	242	34	3,116	15	4,307	21	1,191	...
	Burma (i)	392	60,817	155	553	78,303	142	14,75,511	148	22,54,059	158	7,78,548	...
	TOTAL	4,831	10,12,117	210	4,985	10,91,514	219	2,44,51,666	188	2,72,23,783	205	27,72,117	...
	Lines worked by Guaranteed Companies.												
12th October 1889	Madras	840	1,46,202	174	840	1,87,376	223	43,68,085	193	48,10,077	213	4,41,992	...
5th ditto	South Indian	654	1,05,156	161	654	1,03,457	158	29,10,399	165	30,41,483	173	1,31,084	...
12th ditto	Great Indian Peninsula	1,497	(j) 5,98,140	400	1,440	(k) 4,52,329	314	2,12,43,410	525	1,62,20,383	419	...	50,23,027
12th ditto	Bombay, Baroda and Central India (l)	461	1,64,538	357	461	1,99,000	432	(j) 62,80,283	505	(k) 64,73,933	523	1,93,650	...
	TOTAL	3,452	10,14,036	294	3,395	9,42,162	278	3,48,01,887	373	3,05,45,586	315	...	42,56,301
GRAND TOTAL (GUARANTEED AND STATE)		13,040	32,53,109	249	14,010	30,95,608	221	9,39,00,722	267	9,45,56,554	236	6,55,832	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	4,92,16,861	140	4,95,24,973	134	3,08,112	...
NET RECEIPTS		...	...	...	...	...	...	4,46,83,861	127	4,50,31,581	122	3,47,720	...
	Assisted Companies.												
19th October 1889	Tárakeshwar	22	4,780	217	22	4,327	197	1,42,316	237	1,47,657	246	5,341	...
28th September 1889	Dibru-Sadiya	...	...	...	...	(m)	...	(n) 2,24,349	111	(o) 2,44,017	121	20,268	...
19th October 1889	Bengal and North Western	376	29,944	80	376	28,200	75	12,26,766	121	12,71,649	126	44,883	...
5th ditto	Rohilkhand-Kumaun	67	6,710	100	67	7,935	118	1,81,807	104	1,99,202	114	17,395	...
	TOTAL	465	41,434	89	465	40,462	87	17,75,238	121	18,63,125	127	87,887	...
	Native States.												
12th October 1889	His Highness the Nizam's Guaranteed	310	31,600	102	354	33,309	94	8,29,288	107	11,57,347	122	3,28,059	...
12th ditto	His Highness the Gaekwar's	59	2,097	36	59	1,730	29	67,019	42	68,364	43	1,345	...
12th ditto	His Highness the Gaekwar's Viramgam-Mehsána-Vadnagar	21	614	29	27	700	26	23,970	42	28,094	39	4,124	...
12th ditto	Bhávanagar-Gondal-Junagarh-Porbandar	209	32,585	156	309	18,007	58	5,21,854	99	6,77,014	96	1,55,160	...
12th ditto	Morvi	68	2,313	34	68	3,057	45	92,856	51	1,03,516	56	10,660	...
	Jodhpore	124	5,500	44	124	5,700	46	1,82,594	55	1,74,210	52	...	8,354
	TOTAL	791	74,709	94	941	62,503	66	17,17,551	84	22,08,545	92	4,90,994	...

(a) Includes the Dildárnagar-Gházipur State Railway.
(b) Included with the East Indian Railway.
(c) Included with the Indian Midland Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itársi State Railways.
(h) Includes the Amritsár-Pathánkot and Rájpura-Bhatinda State Railways.
(i) Includes the Toungoo-Mandalay Extension.
(j) Includes the Dhond-Manmád, Khámgaon, Amráoti, and Bhopal-Itársi State Railways.
(k) Includes the Dhond-Manmád, Khámgaon, and Amráoti State Railways.
(l) Includes the Patri Branch.
(m) Return not received.
(n) Total receipts from 1st April to 29th September 1888.
(o) Total receipts from 1st April to 28th September 1889.

SIMLA, *31st October, 1889.*

M. C. BRACKENBURY, *Major, R.E.,*
Under-Secretary.

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SUPPLEMENT TO

The Gazette of India.

No. 45.} CALCUTTA, SATURDAY, NOVEMBER 9, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be inserted in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 2nd November.*—No rain in Ganjam, Cuddapah, Bellary, Anantapur, Kurnool, North Arcot, Trichinopoly, Tinnevelly, and Salem; very slight elsewhere. Crops generally good, but affected by excessive rain in parts of Godavari, Kistna, Bellary, and Anantapur; paddy blighted in parts of Ganjam, Cuddapah, South Arcot, and by insects in Ganjam; crops withering from want of water in parts of Chingleput; require rain in South Arcot, North Arcot, Tanjore, Trichinopoly, Tinnevelly, Coimbatore, and Salem. Price of gingelly falling or stationary. Labourers employed on last day of week on Rushikulya works, 4,848, Gopalpore Canal, 977, Ghat roads, 3,038, other minor relief works, 1,908. Number on village relief on 26th October, 511, including 299 children, fed in kitchens 2,031, including 1,467 children. Imports into Ganjam during week by sea and land 165 tons. General prospects favourable.

Bombay.—*For week ending 6th November.*—Slight rain during week in two districts. Early and late crops generally good, except where damaged by rats and locusts in parts of Sind. Prospects of cotton in Guzerat and Kathiawar favourable. Harvesting and sowing operations progressing generally. Fodder supply and agricultural stock good.

Bengal.—*For week ending 5th November.*—No rain; fine weather prevalent throughout the week. Winter rice is generally a promising crop, but in a few districts the average outturn will be rather short on account of deficient rainfall, and in places in Behar there will be some loss on the high lands owing to the failure of the *hathiya* or closing rains. All cold weather crops, including poppy and tobacco, are being sown, and sowings are germinating well. In Mozufferpore the poppy sowings are suffering from want of moisture. In Raj-

shahye ganja is being cultivated, and the weather is favourable. Sugarcane is reported to be a good crop in almost all districts. Prices of rice are almost stationary, but a slight decline has been reported from some districts. In Behar the scarcity is said to be practically at an end. In the affected districts, harvest prospects are satisfactory, ample labour is obtainable everywhere in the fields, markets are fully supplied with food, and prices are falling. Relief works and gratuitous relief are almost all closed. During the fortnight ending 31st October the daily average number of persons relieved gratuitously was 1,944 in Mozufferpore and 199 in Champarun, against 6,634 and 344 respectively, in the preceding fortnight. In Mozufferpore the daily average number on relief works during the same fortnight was 2,700, against 2,765 in the preceding fortnight.

North-Western Provinces and Oudh.—*For week ending 6th November.*—Favourable weather continues. The *kharif* harvest is nearly over, and the sowing of the *rabi* is progressing satisfactorily. Markets are well supplied, and prices are generally steady.

Punjab.—*For the week ending 6th November.*—No rain. Prices rising in Delhi, Umballa, and Rawalpindi, stationary elsewhere; harvesting of *kharif* going on; sowings of *rabi* in progress; rain much needed; prospects of the outturn of *kharif* crop is average except in Amritsar, where it is reported fair; fodder sufficient and ample throughout the province.

Central Provinces.—*For the week ending 6th November.*—Weather clear and cool; *juari*, rice, and other *kharif* crops are being harvested, and outturns are good; cotton is being picked; full average outturn expected; sowings of *rabi* crops continue; prospects favourable; prices steady.

Burma.—*For week ending 2nd November.*—Rain in all districts in Lower Burma, and the crop prospect there is generally good. In Upper Burma the rainfall was fair in Kyaukse, Meiktila, and Yamethin; elsewhere there was little or none. The rice crop has failed in parts of Shwebo, and will be below average in Minbu and Yamethin, in which districts the rainfall has been insufficient; elsewhere crops promise well. The price of paddy has fallen 14 per cent. in Tharrawaddy, 5 per cent. in Thongwa, 12 per cent. in Thayetmyo, 11 per cent. in Toungoo and Bhamo, 5 per cent. in Shwebo, 10 per cent. in Lower Chindwin, 7 per cent. in Pakokku; prices have risen in Akyab, and elsewhere are stationary

Assam.—*For week ending 6th November.*—No rain. Weather seasonable. Sowing of mustard continues. Cotton being gathered in Garo Hills. Tea and winter rice crop doing well.

Mysore and Coorg.—*For week ending 6th November.*—Crops good, except in parts of Bangalore district, where more rain is needed. Sowing operations almost completed. Outturn of crops harvested generally favourable. No material change in prices.

No rain in Coorg. Season favourable.

Berar and Hyderabad.—*For week ending 6th November.*—No rain during week at Hyderabad. Harvesting of *kharif* crops continues. *Abi* crops prospering. Sowing of *rabi* commenced though retarded in some places by recent rainfall. Prices stationary.

In Berar the weather is cool. Picking of cotton commenced. *Kharif* in good condition. *Rabi* sowing continues. Fodder sufficient except in Chickli. Prices falling. Reaping of rice commenced in Bassim district.

Central India.—*For week ending 6th November.*—No rain during week. Crop outturn generally good, but below average in Goona. Condition of agricultural stock and pasturage generally good, but stock indifferent in Bundelkhand. Sowing of crops completed in Gwalior, and in progress elsewhere. Sowing of opium commenced in Western Malwa, Bhopawar, and Neemuch. Condition of opium in Goona good. Prices steady throughout the Agency.

Rajputana.—*For week ending 6th November.*—*Rabi* sowings in progress. Agricultural operations satisfactory. Agricultural stock good. Pasturage or fodder generally sufficient. Prices steady generally.

Nepal.—(Report not received.)

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXVIII OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Week ending 13th October 1888. Total length open.	Receipts. Total.	Receipts. Per mile open.	Week ending 12th October 1889. Total length open.	Receipts. Total.	Receipts. Per mile open.	Total Receipts from 1st April to 13th October, 1888. Total.	Per mile open per week.	Total Receipts from 1st April to 12th October, 1889. Total.	Per mile open per week.	Total Increase in 1889-90.	Total Decrease in 1889-90.
			R	R		R	R	R	R	R	R	R	R
	State Lines worked by Companies												
19th Oct., 1889	East Indian	1,514	7,81,369	516	1,526	(a) 6,95,219	456	2,23,02,048	529	(a) 2,24,17,645	525	1,15,597	...
19th ditto	Patna-Gya	57	10,855	190	57	6,998	123	2,69,705	168	2,47,176	154	...	22,529
...	Dildárnagar-Gházipur	12	640	53	...	(b)	...	37,538	112	(b)	...	...	37,538
...	Sindia	75	3,995	80	...	(c)	...	1,90,532	91	(c)	...	...	1,90,532
19th Oct., 1889	Rajputana-Malwa	1,664	3,58,306	215	1,672	3,10,000	185	94,42,912	203	1,00,94,995	218	6,52,083	...
19th ditto	Bengal-Nágpur (d)	186	18,755	101	305	(e) 29,626	97	7,83,963	151	(e) 9,30,806	110	1,46,843	...
19th ditto	Southern Mahratta (f)	854	78,044	91	978	57,807	59	20,67,745	86	21,74,806	90	1,07,061	...
19th ditto	Ditto Mysore Section	140	28,387	203	296	25,113	85	3,08,975	79	4,65,657	68	1,56,682	...
19th ditto	Indian Midland	130	9,415	70	746	(g) 52,735	71	3,66,333	96	(g) 14,67,531	79	11,01,198	...
19th ditto	Villupuram-Dharmavaram, Nellore Branch	83	4,405	53	83	6,110	74	1,34,413	58	1,36,041	59	1,628	...
19th ditto	Bareilly-Pilibhit	36	1,413	39	36	2,089	58	40,649	42	51,238	53	10,589	...
	TOTAL	4,757	12,97,644	273	5,699	11,85,697	208	3,59,44,813	270	3,79,85,895	250	20,41,082	..
	State Lines worked by Government.												
19th Oct., 1889	North-Western (h)	2,469	5,02,841	204	2,386	5,71,767	240	1,31,82,571	191	1,43,78,904	216	11,96,333	...
19th ditto	Oudh and Rohilkhand	692	1,11,949	162	692	1,14,958	166	35,69,958	184	39,98,392	206	4,28,434	...
19th ditto	Bengal Central	125	24,892	199	125	18,130	145	3,87,040	111	4,08,719	117	21,679	...
19th ditto	Wardha Coal	45	15,530	345	45	16,786	373	3,94,103	313	4,06,079	324	11,976	...
19th ditto	Eastern Bengal	673	2,86,740	426	747	2,20,240	295	53,38,927	283	55,15,074	277	1,76,147	...
19th ditto	Nalháti	27	2,254	83	27	1,602	59	53,765	73	51,362	70	...	2,403
19th ditto	Tirhoot	273	26,582	97	273	25,879	95	8,56,397	122	9,80,920	133	1,24,523	...
19th ditto	Lucknow-Sitapur-Sihramau	105	4,573	44	105	5,311	51	1,33,498	45	1,69,570	58	36,072	...
19th ditto	Jorhát	25	1,337	53	25	945	38	33,478	44	34,387	45	909	...
19th ditto	Cherra Company's	7	990	43	7	269	37	3,418	57	4,567	78	1,152	...
19th ditto	Burma (i)	392	32,370	134	553	71,748	130	15,27,681	148	22,29,454	157	8,01,573	...
	TOTAL	4,833	10,29,367	213	4,985	10,47,626	210	2,54,81,033	189	2,82,77,428	205	27,96,395	...
	Lines worked by Guaranteed Companies												
19th Oct., 1889	Madras	840	1,69,556	202	840	2,07,631	247	45,37,641	193	50,14,700	214	4,77,059	...
19th ditto	South Indian	654	1,10,380	169	654	1,10,211	169	30,20,489	165	31,52,332	173	1,31,843	...
19th ditto	Great Indian Peninsula	1,504	(j) 6,47,030	430	1,440	(k) 4,63,047	322	(j) 2,18,90,440	521	(k) 1,66,86,228	415	...	52,04,212
19th ditto	Bombay, Baroda and Central India (l)	461	2,04,442	443	461	2,27,000	492	64,84,725	502	67,00,714	522	2,15,989	...
	TOTAL	3,459	11,31,408	327	3,395	10,07,889	297	3,59,33,295	371	3,15,53,974	334	...	43,79,321
	GRAND TOTAL (GUARANTEED AND STATE)	13,049	34,58,419	265	14,079	32,41,212	230	9,73,59,141	267	9,78,17,297	255	4,58,156	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	5,09,49,875	140	5,11,87,952	133	2,38,077	...
	NET RECEIPTS	...	...	...	...	...	...	4,64,09,266	127	4,66,29,345	122	2,20,079	...
	Assisted Companies												
19th Oct., 1889	Tárakeshwar	22	6,193	281	22	4,818	219	1,48,509	238	1,52,475	245	3,966	...
19th ditto	Dibru-Sadiya	78	8,647	111	78	7,251	93	2,42,679	111	2,61,828	120	19,149	...
19th ditto	Bengal and North-Western	376	27,568	73	376	27,960	74	12,54,334	119	12,99,609	113	45,275	...
19th ditto	Rohilkhand-Kumaun	67	10,518	157	67	7,940	119	1,92,325	106	2,07,790	115	15,465	...
	TOTAL	543	52,926	97	543	47,969	88	18,37,847	121	19,21,702	127	83,855	..
	Native States.												
19th Oct., 1889	His Highness the Nizam's Guaranteed	310	38,874	125	354	40,879	115	8,68,162	108	11,98,226	122	3,30,064	...
19th ditto	His Highness the Gaekwar's	59	2,684	45	59	2,620	44	69,703	42	71,093	43	1,390	...
19th ditto	His Highness the Gaekwar's Viramgam Mehsána-Vadnagar	21	737	35	27	750	28	24,707	42	28,916	38	4,209	...
19th ditto	Bhávanagar-Gondal-Junágarh-Porbandar	209	16,862	81	329	19,250	59	5,38,717	98	6,94,549	94	1,55,832	...
19th ditto	Morvi	68	2,766	41	68	2,937	43	95,622	50	1,06,479	56	10,857	...
19th ditto	Jodhpore	124	6,050	49	124	7,400	60	1,88,614	54	1,81,773	53	...	6,841
	TOTAL	971	67,973	86	961	73,836	77	17,85,525	84	22,81,036	91	4,95,511	...

(a) Includes the Dildárnagar-Gházipur State Railway.
(b) Included with East Indian Railway.
(c) Included with Indian Midland Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itársi State Railways.
(h) Includes the Amritsar-Pathánkot and Rajpura-Bhatinda State Railways.
(i) Includes the Toungoo-Mandalay extension.
(j) Includes the Dhond-Manmád, Khámgaon, Amraoti and Bhopal-Itársi State Railways.
(k) Includes the Dhond-Manmád, Khámgaon and Amraoti State Railways.
(l) Includes the Patsi Branch.

M. C. BRACKENBURY, *Major, R.E.*,
Under-Secretary.

CALCUTTA,
The 7th November, 1889.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 2nd HALF OF SEPTEMBER 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu. (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*.)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	10 10	9 14	11 5	10 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	9 11	9 11
Tavoy	...	...	...	...	11 13	11 4	13 4	12 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	16 1	16 1
Moulmein and Amherst	7 14	7 14	...	...	9 0	9 0	10 2	10 2	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	20 8	20 8
Pegu (deltaic)—																										
Pegu	...	...	...	...	8 14	8 14	10 14	10 14	...	...	...	...	...	...	...	...	11 2	11 2	...	...	...	...	93 0	93 0	14 9	14 9
Rangoon	11 2	11 2	...	...	10 6	11 2	11 2	12 4	...	...	...	...	...	...	...	...	16 0	16 0	...	25 4	...	...	250 0	250 0	14 9	19 7
Thongwa	...	...	...	...	9 9	9 8	10 8	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	12 5	12 3	14 12	14 8	...	...	...	...	...	...	...	...	11 3	11 13	...	...	...	...	231 15	245 6	12 7	11 8
Pegu (inland)—																										
Shwaygyin	...	...	...	...	9 13	9 1	10 6	9 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharawadi	...	...	...	...	11 7	10 10	13 5	11 7	...	...	...	...	...	...	...	...	11 7	11 7	...	...	8 2	8 2	450 0	450 0	11 3	9 5
Henzada	...	...	...	...	10 4	11 0	13 0	14 3	...	...	...	...	...	...	...	...	9 8	7 9	...	...	..	...	183 8	183 8	17 11	16 2
Prome	12 2	12 2	...	...	9 6	8 6	13 10	11 7	...	...	...	...	...	...	...	...	11 13	11 5	...	...	9 6	...	167 9	167 9	14 3	14 0
Toungoo	...	...	...	...	9 2	9 2	12 13	12 13	...	...	...	...	...	...	...	...	9 7	9 7	...	...	..	...	200 0	200 0	14 1	14 1
Thayetmyo	10 5	11 3	...	...	9 10	9 10	11 4	11 4	...	...	...	...	...	...	...	...	12 12	11 15	28 3	22 8	...	...	326 11	326 11	11 3	11 3
Upper Burma—																										
Mandalay	14 3	12 5	...	...	11 5	11 1	12 11	12 10	...	...	...	...	...	...	...	...	9 2	9 6	25 0	25 0	8 0	7 12	70 0	70 0	17 12	16 13
Arakan—																										
Sandoway	...	...	...	...	19 10	16 9	22 11	19 10	...	...	...	...	...	...	...	...	...	...	29 8	27 7	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	14 4	15 0	15 2	16 4	...	...	...	...	...	...	...	...	6 0	6 0	(a)	(a)	...	...	333 0	300 0	30 0	30 0
Akyab	...	...	...	...	12 8	12 8	15 0	15 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	8 0	8 0	160 0	160 0	16 0	16 0
Assam—																										
Surma—																										
Sylhet	11 4	11 4	...	...	10 8	12 4	12 4	14 0	...	...	...	...	...	...	...	...	13 4	12 4	...	...	...	...	108 0	108 0	9 12	9 12
Cachar	7 12	7 12	...	...	9 0	11 0	10 0	13 4	...	...	...	...	...	...	...	...	13 0	13 4	...	...	...	...	80 0	80 0	9 8	10 0
Khási and Jaintia Hills	...	...	...	...	5 0	5 0	7 0	8 0	...	...	...	...	...	...	...	...	8 0	9 0	16 0	16 0	...	...	100 0	100 0	7 0	6 8
Gáro Hills	...	...	...	...	6 0	6 0	10 0	8 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	16 0	16 0	...	...	8 0	8 0	13 0	12 0	...	...	...	...	...	...	...	...	11 0	12 0	...	...	18 0	18 0	80 0	80 0	9 8	9 8
Kámrúp	10 0	10 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	160 0	160 0	9 0	9 0
Darrang	6 8	7 0	...	...	11 0	10 0	14 0	13 0	...	...	...	...	...	...	...	...	11 0	12 0	...	...	...	...	150 0	150 0	9 0	9 0
Nowgong	8 0	8 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	9 0	8 0	...	...	...	...	120 0	120 0	9 0	8 0
Sibsagar	...	...	...	...	6 8	6 8	15 0	14 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	120 0	120 0	8 0	8 0
Kamrup	8 0	8 0	...	...	6 0	6 0	10 0	11 0	...	...	...	...	...	...	...	...	13 0	11 0	11 0	11 0	...	...	160 0	160 0	8 0	8 0
Eastern Hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	9 11	9 11	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	8 0	8 0	11 0	12 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	8 0	8 0
Naga Hills	...	...	...	...	4 0	4 0	10 0	11 0	...	...	...	...	...	...	...	...	4 8	4 8	...	...	...	...	80 0	80 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	10 0	10 4	10 8	11 4	...	...	...	...	...	...	...	...	13 8	13 12	...	...	...	11 8	120 0	120 0	10 0	10 0
Noakholly	...	...	...	...	10 8	10 0	12 0	11 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	8 0	8 0	...	...	9 0	9 0
Chittagong	10 0	10 0	...	...	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	80 0	100 0	10 0	10 0
Tipperah	12 0	12 0	...	...	10 0	12 0	12 0	15 0	...	...	...	...	...	...	...	...	14 0	15 0	...	...	8 0	8 0	...	...	9 0	9 0
Dacca	13 0	13 0	26 0	26 0	8 12	10 0	10 0	11 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	14 0	14 0	160 0	160 0	10 0	10 0
Mymensingh	10 0	10 0	...	...	9 0	8 12	10 0	10 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	13 0	13 0	...	...	9 14	9 8
Deltaic—																										
Koolna	...	...	...	...	10 0	10 8	13 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	160 0	160 0	9 0	9 0
24-Pergunnahs	14 0	14 8	17 0	16 13	7 0	7 0	13 4	13 4	...	...	...	...	...	...	13 0	14 8	17 0	16 13	...	...	18 0	18 0	100 0	100 0	10 0	10 8
Midnapore	13 6	13 6	...	...	12 8	12 8	14 0	15 8	...	...	...	...	...	...	...	...	15 0	15 0	...	...	12 4	12 8	160 0	160 0	10 6	10 6
Howrah	...	...	...	...	9 0	9 0	12 8	12 8	...	...	...	...	...	...	...	...	16 8	17 0	...	...	12 8	12 8	100 0	100 0	10 8	10 8
Calcutta	12 14	13 4	17 4	16 12	8 6	8 10	12 12	13 2	16 13	14 8	11 8	11 6	...	...	16 0	16 0	15 4	16 0	16 0	16 0	17 12	17 8	95 0	100 0	10 8	10 4
Hooghly	13 0	13 0	...	...	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	14 0	14 0	20 0	17 12	10 5½	10 10½	12 5	13 3	...	...	...	...	...	...	...	...	16 14	16 14	...	...	17 12	16 0	...	...	9 2	9 2
Jessore	12 0	11 0	...	...	9 0	9 0	12 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	160 0	160 0	9 2	9 2
Furreedpore	15 0	15 0	16 0	16 0	8 0	9 0	11 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	19 0	19 0	14 0	14 0	120 0	120 0	9 0	9 0
Central—																										
Bankoora	14 0	13 8	17 0	17 0	14 12	15 0	17 8	17 12	...	...	...	...	...	...	...	...	14 0	14 0	24 0	20 0	14 8	14 8	280 0	240 0	10 0	10 0
Burdwan	12 0	12 12	*	*	11 4	11 4	13 14	14 7	...	...	...	...	...	...	...	...	17 0	17 8	*	*	18 0	18 0	100 0	100 0	10 5	10 6¾
Beerbhoom	15 0	15 0	...	...	12 0	12 0	15 0	14 4	...	...	...	...	...	...	...	...	16 8	16 8	...	...	10 8	10 8	160 0	160 0	10 8	10 8
Moorshedabad	16 0	15 0	...	...	10 0	10 0	14 0	13 8	...	...	...	...	...	...	...	...	17 12	18 8	...	...	16 0	16 0	200 0	200 0	11 0	11 4
Sonthal Pergunnahs	13 0	13 0	...	...	12 8	12 8	15 0	15 0	...	...	...	...	...	...	...	...	16 12	16 0	36 0	37 0	17 0	17 0	200 0	200 0	9 4	9 4
Pubna	16 8	16 8	...	...	7 2	8 8	12 0	12 12	...	...	...	...	...	...	...	...	15 12	15 12	...	...	18 0	16 4	200 0	200 0	9 12	9 2½
Bogra	12 0	12 0	...	...	9 12	9 12	12 0	12 0	...	...	...	...	...	...	...	...	13 8	12 0	...	...	...	...	80 0	96 0	9 0	9 0
Rajshahye	15 0	15 0	16 8	16 8	9 12	9 12	12 0	11 4	...	...	...	...	...	...	...	...	18 0	18 0	...	...	16 2	16 0	240 0	240 0	9 9	9 9
Maldah	16 0	16 0	...	...	10 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	17 0	17 0	...	...	...	...	140 0	140 0	10 0	9 8
Northern—																										
Rungpore	12 4	12 4	...	...	8 0	7 8	10 0	9 6	...	...	...	...	...	...	...	...	13 4	12 4	...	...	10 10	9 6	100 0	100 0	9 6	9 6
Dinagepore	15 0	16 0	...	...	11 4	12 0	13 0	13 0	...	...	...	...	...	...	...	...	15 0	16 0	...	...	18 0	18 0	160 0	120 0	9 8	10 0
Jalpaiguri	11 0	12 0	16 0	16 0	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	14 0	13 0	...	...	12 0	11 0	128 0	128 0	9 0	9 8
Darjeeling	10 0	10 0	9 0	10 0	5 0	5 0	10 0	11 0	...	...	...	...	14 0	14 0	...	...	10 0	11 0	20 0	20 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Pooree	11 2	11 13	...	...	13 2	11 13	18 6	17 1	...	...	...	...	...	...	...	...	15 12	15 12	...	...	15 12	15 12	80 0	64 0	11 2	10 8
Cuttack	13 2	13 2	...	...	10 8	10 8	15 12	15 12	...	...	...	...	...	...	...	...	21 0	19 11	...	...	18 6	18 6	80 0	80 0	11 0	11 0
Balasore	14 0	14 0	13 0	13 0	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	9 8	10 0
Chota-Nagpur—																										
Singbhoom	10 0	10 0	20 0	20 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	10 0	10 0	32 0	...	12 0	12 0	200 0	200 0	7 0	7 0
Manbhoom	12 0	12 0	...	...	15 0	13 0	20 0	19 0	...	...	...	...	...	...	...	...	14 8	14 0	...	...	15 0	15 0	200 0	200 0	9 0	9 0
Lohardugga	10 0	11 0	10 0	...	13 0	12 0	‡	13 8	...	...	...	...	40 0	32 0	...	...	9 0	12 12	40 0	20 0	13 8	13 8	140 0	130 0	8 0	7 8
Hazáribágh	12 0	12 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	36 0	33 0	...	...	14 0	15 0	30 0	30 0	13 0	17 0	320 0	320 0	8 0	8 0

(a) Twelve annas per 100 cobs. * Not sold. † Not procurable. ‡ Old 18-0; coarse 27-0.

RETAIL PRICES FOR THE 2nd HALF OF SEPTEMBER 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum. Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu. Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi. Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	16 4	15 12	17 13	18 14	11 4	11 0	12 1	12 1	...	...	...	...	...	...	...	...	11 11	19 11	22 0	22 1	17 13	17 13	126 0	126 0	9 15	9 15
Gya	14 12	14 0	20 0	20 0	9 8	9 8	14 0	12 8	...	...	...	...	...	...	15 0	15 0	18 0	18 0	...	...	18 8	18 0	200 0	200 0	9 2	9 2
Patna	17 0	16 12	20 0	21 0	11 0	10 0	15 0	15 0	19 0	19 0	...	...	22 0	23 0	20 0	16 0	20 0	21 0	21 0	22 0	22 0	22 0	130 0	130 0	9 8	10 8
Shahabad	14 0	15 0	17 0	17 0	9 0	9 0	12 0	13 0	20 0	20 0	...	...	...	24 0	...	...	18 0	19 0	...	...	18 0	19 0	140 0	140 0	10 0	10 0
Behar, north—																										
Purneah	16 0	15 0	...	...	9 0	9 0	12 0	11 0	...	...	...	...	...	...	...	...	17 0	16 0	...	...	16 0	14 0	...	...	9 0	9 0
Bhágalpúr	16 11	16 6	16 6	17 10	11 6	10 11	13 4	12 10	...	...	...	...	...	...	...	...	17 10	17 10	22 10	20 13	17 10	17 10	164 0	158 0	10 1	10 1
Durbhunga	15 8	14 13	19 8	19 0	10 8	9 2	15 0	14 13	...	...	...	...	26 4	24 0	...	...	20 9	22 13	25 0	22 13	20 9	22 13	160 0	180 0	10 0	10 0
Mozufferpore	13 8	14 0	19 0	16 8	9 0	9 0	13 0	12 0	...	...	...	...	...	...	...	...	19 0	18 0	20 0	16 0	19 0	18 0	160 0	160 0	10 0	10 0
Sarun	15 8	15 8	19 0	18 4	8 4	8 4	11 8	11 5	...	...	...	...	22 0	22 0	12 0	12 0	18 8	18 8	20 8	18 0	20 4	20 4	160 0	160 0	9 12	9 12
Champarun	14 0	14 0	17 0	17 0	10 0	9 8	16 0	12 0	...	...	...	...	28 0	17 0	...	...	19 0	17 0	28 0	14 0	19 4	18 0	160 0	160 0	9 0	9 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	17 0	17 0	7 0	7 0	11 0	11 0	17 0	17 8	16 0	17 0	20 0	20 0	14 0	14 0	19 0	18 0	17 0	18 0	20 0	20 0	90 0	90 0	10 0	10 0
Benares	13 13	14 10	18 11	19 4	9 3	9 3	12 11½	13 0	17 5	17 14	18 7	18 7	14 10	...	12 8	13 0	18 2	18 7	21 11	20 10	20 1	19 12	100 0	100 0	10 6½	10 6½
Ghazipur	14 14	14 14	18 11	18 11	6 7	6 7	10 6	10 6	15 7	15 7	12 15	12 15	12 3	22 3	16 12	16 12	16 12	18 0	16 12	16 12	19 6	19 6	194 6	194 8	10 6	10 6
Jaunpur	14 0	14 8	20 0	21 0	7 0	7 0	12 0	12 0	...	...	...	...	...	...	...	...	22 0	23 0	...	...	21 0	22 0	140 0	140 0	8 8	8 8
Allahabad	14 0	14 0	19 0	19 0	7 0	7 0	11 0	10 0	...	...	16 0	16 0	23 0	23 0	24 0	24 0	19 0	19 0	17 0	16 0	20 0	20 0	120 0	120 0	10 0	10 0
Central—																										
Bánda	15 0	15 0	20 8	20 8	7 8	7 8	12 0	11 8	...	...	...	...	...	...	...	...	21 0	22 0	...	...	15 0	15 0	160 0	160 0	9 12	9 0
Fatehpur	14 8	14 8	21 8	22 0	10 4	10 4	15 0	10 12	...	...	...	...	...	...	...	...	22 0	22 8	...	...	25 0	25 0	160 0	160 0	10 8	10 4
Hamirpur	16 0	16 0	19 8	20 8	9 0	9 0	13 12	10 13	...	...	...	16 0	...	...	...	15 0	24 11	24 13	...	23 0	...	28 10	140 0	140 0	10 13	10 9
Jalaun	18 0	17 0	20 0	19 0	9 0	9 0	10 0	10 0	18 0	18 0	17 0	17 0	...	15 0	16 0	16 0	26 0	24 0	18 0	18 0	24 0	21 0	140 0	140 0	10 0	10 0
Cawnpore	16 8	16 8	23 8	24 0	9 0	8 0	12 0	11 0	27 0	27 0	23 0	23 0	30 0	...	32 0	35 0	24 0	24 0	35 0	35 0	25 8	25 0	140 0	140 0	12 0	12 0
Etáwah	17 12	17 12	27 8	27 8	5 0	5 0	11 0	10 12	22 8	20 8	21 8	20 8	32 0	30 8	36 0	25 12	26 8	26 12	31 8	29 4	28 0	28 0	120 0	120 0	11 0	11 0
Farukhabad	16 4	16 4	24 0	24 8	6 8	6 8	9 0	9 0	...	...	...	...	...	...	32 0	31 5	26 8	27 0	31 5	30 0	26 8	27 0	140 0	120 0	10 8	11 8
Mainpuri	17 12	17 8	26 4	26 4	4 8	4 8	12 8	12 0	...	...	...	...	...	...	...	...	28 8	28 8	31 8	31 0	29 8	29 0	160 0	160 0	11 4	11 4
Etah	17 0	17 12	26 0	26 8	7 8	7 8	10 8	10 8	22 0	22 0	14 0	14 0	30 0	30 0	12 8	12 4	28 0	28 0	32 0	32 0	21 8	22 8	160 0	160 0	11 0	11 4
Western—																										
Lalitpur	15 8	15 8	20 0	20 0	9 8	9 8	10 0	10 8	18 0	18 0	15 0	15 0	21 0	21 0	26 0	26 0	20 0	20 0	24 0	24 0	13 0	13 0	120 0	120 0	10 4	10 4
Jhansi	16 11½	16 4½	21 2	20 0	7 12½	7 14	11 8	11 8	20 7½	18 12½	18 9½	17 12½	...	...	...	...	23 10½	23 3	...	...	27 12½	25 12	180 0	180 0	10 8	10 8
Agra	15 0	15 0	21 0	22 8	5 0	9 0	9 0	5 0	20 0	20 0	18 8	18 8	...	...	19 8	17 0	22 8	23 8	25 0	28 0	18 8	18 8	100 0	100 0	11 8	11 8
Mathura	15 8	15 0	21 8	23 0	7 8	7 8	9 8	9 0	22 0	22 0	20 0	20 0	...	...	8 0	8 0	23 0	23 0	24 0	24 0	32 0	32 0	120 0	120 0	11 8	11 8
Aligarh	17 0	17 0	25 0	24 8	5 8	5 8	10 8	10 8	22 8	22 8	17 0	17 0	...	...	16 0	16 0	26 8	27 0	30 0	30 8	33 0	33 0	140 0	130 0	11 4	11 4
Bulandshahr	18 2	18 0	27 0	27 0	6 0	6 0	9 8	9 0	23 0	23 0	19 0	18 0	...	...	16 0	16 0	27 0	27 0	28 0	28 0	21 0	20 0	120 0	120 0	11 4	11 4
Meerut	18 0	18 0	26 8	26 8	5 8	5 8	10 0	10 0	25 0	25 0	20 0	20 0	14 0	14 0	14 0	14 0	24 8	24 8	26 0	27 0	28 0	28 0	100 0	100 0	11 4	11 4
Rohilkhand—																										
Bareilly	14 8	14 8	19 4	18 8	9 8	9 8	13 8	13 8	...	...	...	...	20 8	...	14 4	...	18 10	18 0	20 8	19 8	19 4	20 0	3[illegible] 0	155 0	10 4	10 4
Moradabad	12 8	12 8	18 8	18 8	8 14	8 14	11 13	11 13	...	...	...	...	...	...	17 11	...	19 3	19 3	20 10	...	13 4	14 0	177 8	177 8	9 13	9 13
Shahjahanpur	14 0	14 0	18 0	18 0	9 0	8 14	13 6	12 8	...	...	...	...	19 12	21 8	13 8	13 8	19 4	9 4	19 12	19 12	18 7	18 7	140 0	140 0	16 6	10 7
Budaun	17 0	17 0	20 0	20 0	9 0	9 0	32 0	32 0	12 0	12 0	...	...	18 0	18 0	8 0	18 0	20 0	20 0	20 0	17 0	21 0	21 0	140 0	140 0	9 8	9 8
Bareilly	17 8	17 0	26 8	26 8	8 8	8 8	14 0	14 0	...	...	...	...	...	...	30 0	35 0	26 8	26 8	28 0	...	26 8	26 8	140 0	140 0	10 8	10 8
Pilibhit	17 4	17 4	28 0	26 8	6 0	6 0	14 8	12 0	...	...	...	...	...	...	...	...	28 4	27 8	30 0	30 0	33 0	32 0	160 0	160 0	10 8	10 8
Shahjahanpur	15 14	15 10	30 0	30 0	12 0	11 4	14 0	12 8	16 4	16 4	...	...	...	...	...	...	23 12	23 2	30 0	30 0	26 0	25 0	150 0	150 0	11 4	10 14
Farukhabad	15 5	15 0	23 8	22 8	12 5	12 5	10 10	10 10	18 2	18 2	18 2	18 2	25 0	25 10	18 2	20 0	23 2	22 8	25 0	23 12	17 8	17 8	100 0	100 0	10 0	10 0
Hardoi	17 8	17 8	25 0	25 0	8 0	8 0	11 8	11 8	25 0	25 0	19 0	19 0	...	...	16 0	16 0	26 0	26 0	25 8	25 8	27 0	27 0	150 0	150 0	11 12	11 12
Sitapur	17 8	17 8	30 0	30 0	13 12	13 12	13 12	13 12	20 0	20 0	20 0	15 0	...	...	31 4	25 0	22 8	23 12	27 8	27 8	27 8	22 8	100 0	100 0	10 0	10 0
Kheri	17 8	17 5	25 12	25 12	11 0	11 0	11 12½	11 13	...	...	...	...	...	...	...	...	...	25 5	25 5	...	...	25 5	135 0	135 0	10 9	10 6
Muzaffarnagar	18 11½	18 14	29 12	29 11	6 9	6 9	13 3	9 14	24 5	24 4	19 12	19 12	17 10	17 10	16 8	16 8	26 6	24 4	15 6	15 5	27 8	28 10	132 0	132 0	11 0	11 0
Saharanpur	18 4½	18 4½	30 11½	30 11½	8 1	8 1	12 14½	9 11	21 8	21 8	21 8	21 8	26 13½	26 13½	30 1½	30 1½	27 15	27 15	26 13½	26 13½	18 4½	18 4½	107 0	107 8	11 4½	11 4½
Dehra Dún	16 8	16 8	29 8	29 0	6 0	6 0	10 0	10 0	22 0	22 0	20 0	20 0	23 0	23 0	...	...	23 0	23 0	26 0	20 0	16 0	16 0	160 0	160 0	10 0	10 0
Kumaun	12 0	12 0	16 0	16 0	9 0	9 0	9 8	9 8	...	...	...	...	16 0	16 0	18 0	16 0	13 0†	12 0	16 0	16 0	9 0	9 0	160 0	160 0	7 0	7 0
Garhwal	21 4	21 4	23 8	23 8	7 8	7 8	13 0	13 0	...	...	...	...	29 0	29 0	...	...	8 0	8 0	...	...	8 8	8 8	180 0	180 0	7 8	7 8
Oudh—																										
Southern—																										
Partabgarh	15 0	16 0	21 0	23 0	14 0	14 0	16 0	15 0	...	...	...	...	25 0	28 8	26 0	25 0	21 0	22 8	...	...	14 8	15 0	180 0	180 0	9 8	9 8
Sultánpur	15 0	15 0	21 8	24 0	9 0	9 0	15 8	14 0	19 0	19 0	16 0	16 0	36 0	24 0	20 0	20 0	26 0	28 0	16 0	16 0	20 0	20 0	160 0	160 0	11 0	10 0
Rae-Bareli	15 4	16 0	20 0	21 0	7 0	7 0	14 0	13 8	20 0	20 0	16 0	15 0	28 0	30 0	25 0	30 0	25 8	28 0	18 0	16 0	25 0	24 0	180 0	180 0	10 0	10 0
Unao	15 8	15 8	22 0	22 0	8 0	8 0	16 0	13 4	17 0	17 0	16 0	16 0	30 0§	30 0	28 0§	28 0	25 0	25 0	30 0	40 0	17 0	17 0	160 0	160 0	11 4	11 4
Lucknow	15 4	15 8	22 0	22 0	6 0	6 0	14 6	12 0	22 0	21 0	21 8	22 8	28 0	30 0	26 0	26 0	22 0	22 0	25 0	32 0	24 8	24 8	110 0	120 0	10 8	10 8
Hardoi	18 0	18 0	24 0	25 0	7 0	6 0	14 0	11 0	...	...	...	...	35 0	...	40 0	40 0	28 0	27 0	35 0	40 0	15 0	15 0	120 0	120 0	10 8	10 8
Northern—																										
Fyzabad	14 0	14 8	22 0	21 0	10 0	10 0	13 12	12 0	...	...	17 0	16 0	20 0	20 0	19 0	16 0	25 8	25 8	25 0	28 0	21 0	21 0	120 0	120 0	10 0	10 0
Barabanki	15 0	15 0	22 0	21 8	10 0	10 8	13 0	12 8	20 0	20 0	20 0	17 0	25 0	21 0	24 0	28 0	26 0	26 0	27 0	29 0	24 0	23 0	120 0	120 0	10 0	10 0
Gonda	16 0	16 0	20 4	20 0	11 4	10 8	11 12	11 12	20 8	20 0	18 0	18 0	30 0	28 0	24 0	20 0	21 4	21 4	20 0	19 0	22 0	22 0	200 0	200 0	10 12	10 12
Bahraich	16 0	16 0	21 0	21 0	10 0	10 0	12 0	12 0	21 0	20 0	...	...	...	...	...	...	22 0	22 0	21 0	20 0	23 0	23 0	120 0	120 0	10 0	10 0
Sitapur	17 4	17 8	25 0	25 8	8 0	8 0	16 0	14 0	28 0	26 0	23 0	23 0	29 0	28 0	30 0	26 0	28 0	28 0	29 0	33 0	26 0	25 8	160 0	160 0	11 0	11 0
Kheri	17 8	17 0	26 0	27 0	8 0	8 0	18 0	16 0	24 0	24 0	20 0	18 0	36 0	36 0	16 0	15 0	27 0	27 0	24 0	24 0	26 0	27 0	120 0	140 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	13 14	13 14	13 12	16 4	6 9	6 9	7 13	7 13	21 4	19 0	10 0	10 0	...	...	...	...	15 0	15 5	23 12	20 3	18 12	18 12	...	...	14 6	14 6
Bánswára	15 2	15 3	15 0	...	6 4	6 4	12 8	12 8	...	...	...	...	...	...	...	...	14 9	15 0	27 3	15 12	...	...	...	...	8 12	9 6
Meywar (Oodeypore)	11 5¾	11 11½	15 3¾	15 3¾	7 0¾	7 6¾	7 6¾	7 13	15 3¾	12 8	11 5¾	11 11½	*Nil*	*Nil*	9 6	10 8¾	15 3¾	15 3¾	15 3¾	12 1¾	10 2½	9 12	160 0	160 0	9 6	9 6
Sirohi	12 4	12 0	16 0	16 0	6 0	6 0	7 0	7 0	13 0	13 0	14 0	16 0	...	...	19 0	19 0	14 0	15 0	15 0	16 0	10 0	10 0	160 0	160 0	11 0	11 0
Erinpura	14 2	14 2	18 10	18 0	...	...	8 0	7 11	17 9	16 8	16 0	15 6	...	...	...	...	18 14	19 0	...	...	...	...	260 0	260 0	12 0	12 0
Ajmere	15 0	14 8	21 8	21 8	3 0	3 0	6 0	6 0	18 0	18 0	18 0	18 0	...	...	...	...	21 0	21 0	21 0	18 0	...	...	80 0	80 0	12 0	12 0
Abu	13 0	12 8	17 0	16 12	6 0	6 0	7 0	7 0	...	...	14 8	13 4	...	...	...	...	17 4	17 0	16 0	15 0	10 4	10 4	...	...	11 0	11 0
Kishengarh	17 0	16 0	24 0	22 8	9 0	9 0	10 0	10 0	23 8	22 4	18 0	19 4	...	...	...	...	20 0	19 12	20 0	20 0	...	...	...	...	13 0	13 0
Boondee	21 0	18 4	30 0	28 0	7 8	7 0	8 0	7 8	30 0	26 4	...	...	...	...	...	...	26 0	25 8	...	...	...	...	160 0	160 0	10 8	10 0
Kotah	17 8	17 8	22 8	22 8	6 8	6 8	7 8	7 8	25 0	25 0	12 0	12 0	...	...	...	...	26 0	27 8	20 0	15 0	15 0	15 0	240 0	240 0	10 0	10 0
Jhalláwar	15 12	15 0½	22 0	22 0	7 1	7 1	8 14	8 14	25 6½	24 5½	16 6½	16 6½	...	...	14 1½	13 4	22 4	21 11½	27 10	27 10	10 3	10 3	175 0	175 0	9 6	9 6
Tonk	16 0	17 8	24 8	25 4	7 8	7 8	8 0	8 0	26 4	26 4	...	...	...	...	...	...	20 6	21 4	...	...	...	...	88 0	100 0	10 10	10 8
Jeypore	16 12	16 8	24 0	23 8	4 12	4 12	7 8	7 8	25 0	24 8	22 0	22 8	...	...	14 8	13 8	20-0 to 22 0	20-0 to 22 8	26 0	27 0	27 0	25 0	110 0	110 0	12 0	12 0
Kerauli	16 4	16 12	22 8	23 12	10 0	10 0	11 4	11 4	22 8	22 12	18 12	19 6	...	...	17 8	17 8	21 14	23 0	...	...	30 0	31 4	200 0	200 0	10 8	10 10
Dholpur	15 3	15 12	20 6	20 5	9 0	9 0	10 15	10 11	16 4	16 3	20 14	19 15	...	...	14 1	13 8	25 8	24 11	...	...	33 0	35 9	90 0	90 0	11 9	11 8
Bhartpur	15 10	16 2	21 8	22 12	7 0	7 12	8 8	9 8	20 8	20 8	19 8	19 8	...	...	11 4	11 4	22 4	22 8	21 0	25 0	27 0	30 0	240 0	220 0	11 8	11 8
Alwar	17 15	17 5	25 7	24 8	7 12	7 12	9 11	9 11	22 0	21 10	22 0	20 12	...	...	12 0	12 0	24 10	24 7	27 2	26 3	40 0	36 6	200 0	200 0	12 8	12 8
Deoli Cantonment	17 4	17 8	25 1	25 8	4 0	4 0	7 0	7 0	28 8	25 2	16 4	16 4	...	...	...	...	20 4	21 9	...	...	...	...	220 0	220 0	11 0	10 14
Nasirabad Cantonment	16 0	16 0	21 13½	21 6½	7 8	7 8	8 8	8 8	19 0	19 0	16 3½	17 8	...	...	12 0	10 0	20 13½	20 8	22 6½	19 0	12 8	12 8	95 0	95 0	12 8	12 8
Hilly Tracts of Meywar	12 8	12 8	14 0	13 0	...	...	10 8	11 0	...	...	...	...	...	...	...	...	10 0	11 8	20 0	16 0	...	...	‖	‖	11 0	11 0
Balmer	9 12	9 12	...	...	5 0	5 0	7 8	7 8	...	...	13 0	11 6	...	...	...	...	12 10	11 12	...	...	...	...	260 0	260 0	13 8	13 0
Anádra	13 8	13 8	17 8	17 8	7 4	6 8	8 0	8 0	...	...	15 0	14 4	...	...	...	...	18 0	17 0	15 0	14 0	10 0	10 0	...	...	12 0	12 0
Shahpura	18 0	18 4	24 0	24 0	7 8	7 8	10 8	10 8	21 0	20 0	17 0	16 8	...	...	...	...	18 8	18 12	20 0	19 0	...	...	160 0	160 0	10 11	10 12
Western—																										
Jodhpur	14 1	13 12	18 12	20 0	6 4	6 4	7 8	7 8	13 12	15 0	15 0	15 10	...	...	...	...	17 8	18 2	15 0	15 0	...	...	...	...	12 8	12 12
Jaisulmer	11 4	11 4	...	...	8 0	8 0	9 8	9 6	14 6	13 4	12 6	12 6	...	...	...	...	9 4	9 0	...	...	...	...	...	...	21 0	21 0
Bickanir	13 12¾	13 3¾	...	...	2 14	2 14	6 3	6 3	...	...	17 0	17 5	...	...	...	...	20 0	19 5¼	...	...	8 0	8 0	100 0	100 0	12 8	12 8
Central India—																										
Indore	13 10	13 14	13 0	13 0	8 0	8 0	9 0	9 0	23 0	23 0	17 0	17 0	...	¶	...	¶	17 7	17 7	30 0	22 0	14 0	14 0	120 0	120 0	10 4	10 4
Nimach Cantonment	13 6	13 8	18 8	19 0	7 0	7 0	9 0	9 0	23 8	21 0	14 8	14 8	...	...	...	...	20 8	20 8	25 14	22 8	18 8	18 8	140 0	140 0	12 0	12 0
Baghelkhand (Sutna)	16 0	16 4	18 8	20 0	8 0	8 0	14 8	13 4	...	...	...	...	...	...	...	...	18 8	18 4	18 4	...	20 0	20 0	160 0	160 0	10 8	10 8
Goona	19 4	18 12	15 0	15 0	7 0	7 0	7 8	7 8	26 0	24 8	12 0	...	...	...	...	...	24 0	24 8	23 0	30 0	15 0	15 0	200 0	200 0	9 8	9 8
Gwalior	13 12	13 8	20 10	19 4	6 6	6 2	7 10	7 4	21 9	19 0	17 0	16 2	...	...	9 1	9 1	20 12	20 10	20 13	15 14	25 2	24 8	126 14	126 14	10 0	10 4

† For unhusked grain. ‖ Six pies per bundle. ¶ Not sold.

RETAIL PRICES FOR THE 2nd HALF OF SEPTEMBER 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum. Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu. Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi. Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	19 0	19 0	26 0	30 0	...	...	8 0	10 0	23 0	24 0	21 0	22 0	†	†	†	†	28 0	27 0	17 0	17 0	†	†	105 0	110 0	10 0	10 0
Ferozepore	20 0	20 0	36 0	37 0	...	...	9 0	9 0	28 0	26 0	24 0	23 0	†	†	20 0	20 0	31 0	33 0	26 0	24 0	11 0	11 0	100 0	100 0	13 4	13 4
Montgomery	18 0	18 0	25 0	28 0	...	...	8 0	10 0	20 0	20 0	15 0	15 0	‡	‡	26 0	24 0	25 0	25 0	24 0	20 0	12 0	12 0	200 0	200 0	11 0	11 0
Central—																										
Gurgaon	18 0	18 0	28 0	28 0	...	...	9 0	9 0	25 0	25 0	23 0	23 0	†	†	†	†	26 0	26 0	24 0	24 0	20 0	20 0	130 0	130 0	11 0	11 0
Delhi	18 0	18 0	25 0	24 0	...	...	10 0	10 0	25 0	24 0	20 0	20 0	†	†	16 0	16 0	25 0	24 0	25 0	24 0	26 0	26 0	80 0	70 0	11 0	11 0
Rohtak	17 0	18 0	23 0	23 0	...	...	9 0	9 0	25 0	20 0	22 0	22 0	†	†	16 0	16 0	25 0	26 0	18 0	18 0	20 0	20 0	120 0	120 0	10 0	11 0
Karnál	18 0	18 0	27 0	27 0	...	...	11 0	9 0	20 0	20 0	16 0	16 0	22 0	22 0	18 0	18 0	28 0	28 0	25 0	25 0	20 0	20 0	120 0	120 0	10 0	10 0
Lahore	19 0	19 0	34 0	32 0	...	...	9 0	9 0	29 0	29 0	16 0	16 0	‡	‡	22 0	22 0	30 0	31 0	27 0	27 0	12 0	12 0	85 0	85 0	12 0	12 0
Sub-montane—																										
Umballa	21 0	20 0	26 0	26 0	...	...	10 0	10 0	20 0	20 0	16 0	16 0	20 0	20 0	10 0	10 0	30 0	32 0	32 0	32 0	20 0	20 0	120 0	120 0	13 0	13 0
Ludhiána	22 0	23 0	40 0	37 0	...	...	12 0	10 0	30 0	28 0	22 0	20 0	†	†	21 0	20 0	31 0	32 0	30 0	32 0	14 0	14 0	110 0	110 0	12 8	12 8
Jullundur	22 0	22 0	32 0	32 0	...	...	8 0	8 0	26 0	26 0	20 0	20 0	*	*	20 0	18 0	28 0	28 0	32 0	32 0	*	*	100 0	100 0	12 8	12 8
Hoshiárpur	22 0	22 0	33 0	33 0	...	...	10 0	10 0	28 0	28 0	20 0	20 0	13 0	13 0	24 0	24 0	31 0	31 0	30 0	30 0	16 0	16 0	100 0	100 0	13 0	13 0
Gurdáspur	22 0	22 0	28 0	28 0	...	...	12 0	12 0	18 0	18 0	14 0	14 0	†	†	12 0	12 0	26 0	25 0	24 0	24 0	10 0	10 0	120 0	120 0	12 0	12 0
Amritsar	22 0	21 0	32 0	31 0	...	...	11 0	10 0	25 0	25 0	16 0	15 0	†	†	23 0	23 0	29 0	28 0	24 0	24 0	†	†	90 0	90 0	13 0	13 0
Hills—																										
Simla	14 0	14 0	20 0	20 0	...	...	8 0	8 0	15 0	15 0	11 0	11 0	22 0	22 0	8 0	8 0	19 0	19 0	20 0	20 0	9 0	9 0	65 0	60 0	8 4	8 0
Kángra	19 0	19 0	28 0	28 0	...	...	11 0	11 0	14 0	14 0	10 0	10 0	25 0	25 0	8 0	8 0	22 0	20 0	23 0	23 0	12 0	12 0	100 0	100 0	10 0	10 0
North-western—																										
Siálkote	22 0	22 0	36 0	40 0	...	...	12 0	10 0	28 0	30 0	23 0	28 0	‡	‡	32 0	20 0	28 0	30 0	28 0	26 0	11 0	12 0	160 0	160 0	13 0	13 0
Gujránwála	21 0	21 0	40 0	38 0	...	...	9 0	10 0	28 0	27 0	20 0	20 0	‡	‡	20 0	20 0	30 0	29 0	25 0	21 0	‡	‡	105 0	105 0	13 0	13 0
Gujrát	23 0	23 0	35 0	34 0	...	...	10 0	10 0	26 0	26 0	24 0	24 0	†	†	12 0	14 0	27 0	27 0	24 0	24 0	†	†	120 0	120 0	14 0	14 0
Jhelum	24 0	24 0	35 0	32 0	...	...	11 0	10 0	32 0	25 0	29 0	24 0	*	†	*	*	29 0	27 0	29 0	25 0	*	*	160 0	160 0	14 0	14 0
Ráwalpindi	21 0	22 0	40 0	40 0	...	...	7 0	11 0	40 0	40 0	21 0	21 0	*	*	16 0	16 0	25 0	25 0	36 0	34 0	17 0	20 0	85 0	80 0	13 4	13 4
Hazára	22 0	22 0	42 0	43 0	...	...	10 0	10 0	‡	‡	14 0	14 0	†	†	‡	‡	21 0	20 0	27 0	24 0	†	†	120 0	100 0	11 0	11 0
Peshawar	22 0	22 0	49 0	47 0	...	...	11 0	11 0	44 0	44 0	14 0	14 0	†	†	18 0	17 0	23 0	23 0	34 0	33 0	20 0	22 0	87 0	100 0	36 0	37 0
Kohát	23 0	22 0	45 0	44 0	...	...	16 0	17 0	*	*	32 0	32 0	†	†	*	16 0	24 0	24 0	32 0	32 0	†	†	100 0	110 0	60 0	60 0
Western—																										
Shahpur	24 0	24 0	35 0	35 0	...	...	9 0	9 0	26 0	22 0	26 0	26 0	20 0	20 0	20 0	20 0	31 0	31 0	26 0	26 0	*	*	240 0	240 0	13 0	13 0
Jhang	22 0	20 0	31 0	31 0	...	...	8 0	8 0	24 0	24 0	18 0	16 0	22 0	20 0	22 0	24 0	21 0	20 0	24 0	20 0	10 0	10 0	200 0	240 0	11 0	12 0
Multán	16 0	16 0	26 0	26 0	...	...	10 0	10 0	26 0	26 0	20 0	20 0	†	†	26 0	26 0	22 0	22 0	20 0	21 0	†	†	100 0	100 0	12 0	12 0
Mianwali	28 0	28 0	39 0	40 0	...	...	10 0	10 0	25 0	26 0	31 0	26 0	8 0	8 0	8 0	8 0	32 0	32 0	34 0	32 0	13 0	13 0	60 0	60 0	40 0	40 0
D.I. Khán	21 0	21 0	34 0	25 0	...	...	7 0	7 0	25 0	25 0	23 0	25 0	‡	‡	6 0	6 0	26 0	27 0	17 0	17 0	14 0	14 0	112 0	112 0	43 0	43 0
Muzaffargarh	18 0	18 0	27 0	27 0	...	...	13 0	13 0	17 0	17 0	17 0	17 0	‡	‡	‡	‡	20 0	20 0	‡	‡	11 0	11 0	110 0	110 0	12 0	12 0
G. Khán	17 0	17 0	24 0	24 0	...	...	8 0	8 0	23 0	23 0	21 0	20 0	‡	‡	‡	‡	21 0	21 0	15 0	‡	‡	‡	125 0	125 0	26 0	26 0
Sind and Baluchistan—																										
[illegible]	12 0	12 0	18 0	18 0	8 0	8 0	11 0	10 0	16 0	15 0	15 0	14 0	‡	‡	‡	‡	18 0	18 0	16 0	16 0	6 0	6 0	90 0	90 0	14 0	14 0
[illegible] (Gidu Bandar)	12 8	12 8	15 8	16 0	7 8	7 0	9 8	9 8	19 8	19 0	15 0	15 0	...	...	...	...	15 8	15 0	...	...	...	...	160 0	160 0	12 0	11 0
[illegible] Parkar (Umarkot)	13 8	13 8	...	...	...	...	13 0	10 4	...	...	...	13 0	...	...	...	...	...	...	...	...	...	...	160 0	160 0	12 0	12 0
[illegible]	14 0	14 0	21 0	21 0	8 0	8 0	10 0	10 0	20 0	20 0	19 0	19 0	...	...	...	...	19 8	19 0	...	...	11 0	11 0	80 0	140 0	12 8	12 8
[illegible] Frontier	14 12	12 10	19 8	19 0	8 4	8 4	9 14	9 12	19 8	19 0	22 0	19 4	...	...	...	...	18 0	17 0	...	...	9 8	9 8	125 0	140 0	11 4	11 0
[illegible]	13 0	13 0	18 8	18 8	8 0	8 0	9 8	9 0	23 0	22 0	20 0	19 0	...	...	...	...	19 0	19 0	...	...	9 0	9 0	160 0	160 0	11 0	11 0
[illegible]	13 10	13 2	16 0	16 8	4 8	4 10	7 0	6 13	16 0	16 0	...	...	...	...	...	...	13 12	13 0	18 0	19 0	...	...	40 0	52 0	8 0	8 0
Bombay—																										
Konkan—																										
Karwar	10 0	10 0	...	13 0	6 8	6 8	10 0	10 8	...	...	13 0	13 0	21 0	21 0	...	...	9 0	9 0	...	...	9 8	9 8	213 5	213 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	8 8	8 8	9 14	9 14	14 4	14 4	13 8	13 8	16 7	16 7	...	...	11 4	11 4	...	...	9 9	9 9	135 0	135 0	10 5	10 5
Colába (Alibág)	9 3	9 13	...	...	...	...	9 10	9 5	...	...	...	...	...	...	...	...	11 12	11 12	...	...	...	...	85 0	85 0	12 0	12 0
Bombay	10 10	10 3	17 0	17 0	7 2	7 0	10 13	10 7	15 7	15 7	12 10	12 13	17 1	16 5	14 9	12 10	15 12	15 2	16 8	16 8	7 2	7 3	62 6	62 6	11 3	11 3
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 7	9 7	...	...	11 4	11 4	...	...	...	...	12 5	12 5	...	...	9 12	9 12	71 2	71 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	15 0	15 0	...	...	11 0	11 0	12 0	12 0	19 0	19 0	17 0	17 0	24 0	24 0	...	...	12 0	12 0	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Belgaum	14 0	14 8	17 0	18 8	11 8	11 0	12 8	12 0	20 0	19 0	19 0	18 0	23 0	24 0	17 0	15 0	11 0	11 8	...	...	9 8	10 0	64 0	65 0	12 0	12 4
Satara	10 11	10 13	10 14	10 14	8 3	8 3	8 9	10 0	14 10	13 5	12 15	12 15	16 1	16 1	14 1	14 1	11 11	11 11	15 5	15 5	11 0	11 0	97 0	97 0	11 11	11 10
Sholápur	13 9	12 11	11 15	17 6	9 8	9 6	10 6	10 7	19 13	19 13	16 1	16 9	...	...	...	...	13 11	14 10	...	...	13 5	12 7	75 0	80 0	11 4	11 4
Bijápur	13 8	13 8	10 5	10 5	7 3	7 3	9 2	9 2	17 4	17 4	15 14	15 14	...	...	...	...	10 2	10 9	...	...	10 10	10 10	80 0	80 0	10 8	10 8
Poona (City)	11 8	10 6	13 10	10 1	7 15	7 15	8 9	8 9	17 6	15 4	16 2	13 13	16 6	16 6	...	...	12 10	12 10	...	...	14 6	14 6	60 13	60 13	10 14	10 14
Khandesh—																										
Ahmednagar	13 6	12 6	...	...	7 6	7 6	8 8	8 5	16 8	15 2	13 12	13 0	...	...	...	...	12 7	11 12	...	...	16 10	15 4	89 13	90 10	11 2	11 0
Násik	14 12	14 1	...	...	9 0	9 0	10 8	10 8	16 8	...	14 12	14 1	16 4	14 3	...	...	13 6	13 6	...	...	10 1	10 1	93 0	93 0	13 8	13 8
Khandesh (Dhulia)	12 14	12 14	...	...	7 8	7 8	9 6	9 6	18 0	17 3	16 14	14 0	...	...	...	...	11 13	11 13	...	...	...	...	106 0	106 0	10 8	10 8
Guserat—																										
Surat	11 0	10 0	12 0	12 0	6 0	6 0	8 0	8 0	14 0	14 0	14 0	14 0	...	...	6 0	6 0	12 0	12 0	...	...	13 0	13 0	95 0	95 0	13 0	13 0
Broach	10 8	10 8	...	...	7 12	7 12	10 0	10 0	18 0	18 0	13 4	13 4	...	...	...	...	10 8	10 8	...	...	13 4	13 4	90 0	90 0	12 12	12 12
Kaira	13 14	13 14	20 0	20 0	7 7	7 7	9 11	9 11	17 12	15 4	15 9	15 4	20 0	18 13	...	...	11 6	12 12	...	...	...	...	90 0	90 0	13 5	13 5
Baroda Camp (Sadar Bazar)	9 2	9 2	12 9	12 9	6 4½	6 4½	6 15	6 15	14 14	14 14	14 14	14 4½	17 2	17 2	...	...	9 2	10 4½	...	...	8 9½	8 9½	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	12 0	12 0	20 0	20 0	6 0	6 0	8 0	8 0	17 0	17 0	16 0	16 0	...	...	...	...	19 0	19 0	...	...	9 0	9 0	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	11 4	11 0	...	...	9 0	9 0	10 0	10 0	17 6	18 0	17 4	17 0	21 0	20 4	...	...	16 0	15 2	21 0	21 0	9 4	9 0	160 0	160 0	13 0	13 0
Deesa Cantonment	14 13	14 8	17 8	17 0	6 0	6 0	8 0	8 0	15 14	15 0	14 4	13 8	...	...	...	...	17 0	16 0	...	...	11 0	11 0	145 0	145 0	10 8	10 8
Kathiawar—																										
Rájkot	13 8	13 4	...	...	6 0	6 0	8 0	8 0	15 8	15 4	13 8	13 4	...	...	...	...	13 8	13 12	...	...	7 0	7 0	80 0	80 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	14 4	13 8	...	...	7 8	7 8	10 9	10 9	24 13	22 9	...	...	...	...	...	...	...	...	...	...	9 14	9 14	120 0	120 0	10 13	10 13
Khandwa-Asirgarh Cant.	12 8	12 8	...	...	8 12	8 12	10 0	10 0	22 0	21 5	18 0	17 8	...	...	...	...	14 0	14 0	...	...	10 3	10 3	160 0	160 0	8 0	8 0
Hoshangabad	14 8	14 8	...	...	6 8	6 8	7 8	7 8	...	...	...	...	...	...	...	...	18 0	18 0	...	...	13 0	13 0	120 0	120 0	9 0	9 0
Betul	14 7	14 7	...	...	...	...	11 1	9 9	14 12	14 12	...	...	...	...	...	...	14 0	14 0	...	...	9 11	9 11	320 0	320 0	7 9	7 9
Chhindwára	15 3	15 3	...	...	7 5	8 0	8 14	10 0	18 0	18 0	...	...	...	...	...	...	15 3	13 13	...	...	10 4	10 4	160 0	160 0	8 0	8 0
Nágpur	16 4	16 4	...	...	8 2	7 8	12 3	11 4	18 12	18 12	...	...	...	...	...	...	16 4	16 4	...	...	13 2	12 3	110 0	110 0	9 13	9 13
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	17 2	17 2	...	...	15 0	15 0	124 0	124 0	10 2	10 2
Central—																										
Narsinghpur	13 8	13 8	...	...	9 3	9 3	10 6	10 6	...	...	...	...	...	...	...	...	18 11	18 11	...	...	12 10	12 10	200 0	200 0	9 2	9 2
Saugor	14 9	14 9	...	...	9 4	8 4	10 0	9 4	...	...	...	...	...	...	...	...	16 8	16 8	...	...	12 9	11 7	160 0	140 0	9 10	9 10
Damoh	14 2	14 2	...	...	11 7	11 7	12 5	12 5	...	...	...	...	...	...	...	...	18 7	18 7	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	16 0	16 4	...	...	8 4	8 8	10 0	9 12	16 8	15 4	...	...	...	...	...	...	17 0	16 12	...	...	12 8	12 4	120 0	130 0	9 0	9 0
Mandla	18 0	17 8	...	...	10 0	10 0	14 0	14 0	...	12 0	...	...	...	...	...	...	20 0	20 0	...	...	13 0	12 0	256 0	256 0	9 0	9 8
Seoni	17 15	17 15	...	...	10 3	10 3	13 9	13 9	...	...	...	...	...	...	...	...	16 0	16 9	...	...	10 15	10 15	200 0	200 0	9 2	9 2
Bálághát	17 1	17 1	...	...	11 13	11 13	16 9	15 5	...	...	...	...	...	...	...	...	19 3	15 10	...	...	12 8	12 8	192 0	192 0	8 0	8 0
Bhandára	16 4	16 4	...	...	...	...	11 12	11 12	...	...	...	...	...	...	...	...	17 8	16 4	...	...	12 8	12 8	180 0	180 0	9 2	9 2
Chánda	15 0	14 5	...	...	...	...	12 13	12 13	20 3	20 3	...	...	...	...	...	...	19 3	19 3	...	...	12 15	12 15	615 0	615 0	8 12	8 12
Eastern—																										
Biláspur	18 15	16 11	...	...	10 3	10 3	13 8	12 5	...	...	...	...	...	...	...	...	16 12	14 1	...	...	15 4	15 4	96 0	96 0	9 0	8 0
Raipur	19 11	19 11	...	...	10 12	10 12	14 12	14 12	...	...	...	...	...	...	...	...	15 0	15 0	...	...	13 0	13 0	64 0	64 0	8 0	8 0
Sambalpur	12 4	12 4	...	...	14 0	14 0	20 2	19 4	...	...	...	...	...	...	...	...	9 12	9 0	...	...	8 0	7 8	140 0	160 0	10 1	9 10
Berar—																										
Buldána	16 0	15 9	...	...	8 0	8 0	10 0	10 0	22 0	20 0	18 0	18 0	...	...	...	...	13 0	13 0	...	...	10 0	10 0	§	§	9 0	9 0
Básim	17 3	17 3	...	...	7 11	7 12	9 10	9 12	25 8	24 10	24 0	24 0	...	...	...	...	18 5	18 8	...	...	14 0	13 5			9 13	9 3
Akola	15 0	14 9	...	...	6 8	6 8	8 0	8 0	18 0	17 0	13 0	13 0	...	...	...	...	16 0	16 0	...	...	17 0	17 0			10 8	10 0
Ellichpur	14 4	14 4	...	...	7 0	7 0	8 0	8 0	16 4	16 4	13 0	13 0	...	...	...	...	14 0	14 2	...	...	17 0	17 4			9 8	10 0
Amráoti	14 6	14 2	...	...	6 0	6 0	7 4	7 0	18 8	18 3	12 12	13 0	...	...	26 0	16 0	14 6	14 8	...	...	12 0	12 0			9 0	9 0
Wun	15 0	14 8	...	...	8 0	8 0	10 0	10 0	21 8	21 0	...	...	...	...	...	...	16 0	16 0	...	...	20 0	20 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 11	12 11	...	...	7 10	6 12	9 9	9 7	18 4	17 12	...	17 12	...	...	...	...	14 7	14 7	...	...	17 12	18 4	120 0	120 0	9 2	9 2
Bolaram	13 2	13 2	...	...	7 5	7 5	8 6	8 6	19 9	19 8	...	...	...	...	...	...	15 15	15 11	...	...	...	...	116 14	116 14	9 0	9 0
Chadarghat	11 0	11 0	...	...	7 8	7 4	11 0	10 8	20 0	20 0	20 0	20 0	...	...	...	...	16 0	16 0	...	...	...	...	120 0	121 0	9 8	9 8

* Not sold. † Not produced. ‡ Not procurable. § Firewood is sold by head-loads, cart-loads, and bullock-loads.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Stations.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (Sorghum vulgare). Present fortnight.	Jowar or cholum (Sorghum vulgare). Past fortnight.	Bajra or cumbu (Pennisetum typhoideum). Present fortnight.	Bajra or cumbu (Pennisetum typhoideum). Past fortnight.	Marua or ragi (Eleusine coracana). Present fortnight.	Marua or ragi (Eleusine coracana). Past fortnight.	Kangni or kakun, Italian millet (Setaria italica). Present fortnight.	Kangni or kakun, Italian millet (Setaria italica). Past fortnight.	Gram, chenna, cholai, kadalay or sunaga (Cicer arietinum). Present fortnight.	Gram, chenna, cholai, kadalay or sunaga (Cicer arietinum). Past fortnight.	Maize (Zea Mays). Present fortnight.	Maize (Zea Mays). Past fortnight.	Arhar, or thur, cadjan pea (Cajanus indicus). Present fortnight.	Arhar, or thur, cadjan pea (Cajanus indicus). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 6	8 10	...	...	11 3	11 13	12 3	12 10	* *	* *	* *	* *	20 4	20 6	...	...	10 0	10 0	...	...	11 0	11 0	136 1	136 2	11 7	11 11
S. Canara	8 1	8 2	...	...	9 9	10 10	10 8	11 5	* *	* *	* *	* *	19 3	19 5	...	...	11 8	11 8	16 8	13 0	11 8	12 0	128 8	128 13	12 3	12 5
South, central—																										
Coimbatore	11 1	11 2	...	...	12 2	12 3	13 1	13 2	21 6	22 10	23 9	23 14	26 2	26 3	...	...	10 0	10 0	...	...	11 0	14 0	133 6	133 10	11 7	12 11
Madura	10 7	10 11	...	...	9 6	9 10	10 4	10 6	20 0	20 0	16 8	16 13	20 2	20 3	...	...	11 8	11 8	14 0	14 0	11 8	12 0	161 8	161 13	10 -1	9 3
Salem	10 8	10 13	...	...	11 8	11 13	13 2	13 3	28 8	29 2	26 2	26 3	31 3	30 13	...	...	10 0	10 0	13 0	13 0	11 0	13 0	186 6	186 10	13 5	13 8
Central—																										
Bellary	13 4	13 6	...	...	11 2	11 13	13 0	13 8	28 8	28 10	21 6	21 10	32 0	33 0	...	...	11 0	11 0	26 5	26 10	11 0	14 0	97 2	97 3	11 9	11 14
Anantapur	11 5	11 8	...	...	12 8	12 13	14 0	14 0	30 9	31 6	25 4	25 6	32 0	32 0	...	...	11 0	11 0	10 6	10 6	11 0	14 0	194 4	194 6	11 3	11 5
Cuddapah	12 5	12 8	...	...	11 6	11 10	12 8	12 8	22 9	23 11	* *	* *	31 5	31 8	...	...	11 0	11 0	10 0	10 0	11 0	13 0	140 0	140 0	12 1	12 2
Kurnool	10 8	11 6	...	...	10 7	10 11	11 4	11 6	25 3	23 11	22 5	22 8	25 8	25 8	...	...	11 0	11 0	8 0	8 0	11 0	12 0	142 9	142 14	11 7	11 5
East Coast, north—																										
Ganjam	8 0	7 2	...	...	10 0	9 8	11 0	10 0	* *	* *	* *	* *	18 2	17 5	...	...	10 0	10 0	11 0	11 0	11 0	11 0	127 3	127 11	12 8	12 13
Vizagapatam	11 2	10 13	...	...	9 5	9 8	10 7	10 11	26 5	22 11	29 7	27 11	24 2	20 3	...	...	11 0	11 0	14 0	14 0	11 8	11 7	116 10	116 10	11 7	11 11
Godavari	8 1	10 6	...	...	14 4	13 14	15 0	15 0	23 0	23 0	29 9	21 2	25 5	21 13	...	...	11 0	11 0	14 0	14 0	11 0	12 0	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 4	10 6	...	...	13 7	11 8	14 3	12 2	19 0	19 0	* *	* *	23 8	23 13	...	...	10 0	10 0	11 0	11 0	11 0	13 0	170 1	170 2	13 2	13 3
Nellore	11 5	11 8	...	...	13 8	13 5	14 8	14 5	23 7	22 11	* *	* *	23 8	23 13	...	...	11 0	11 0	14 0	14 0	11 0	13 0	93 3	93 5	12 8	12 13
East Coast, south—																										
Madras	10 8	10 13	...	...	11 6	11 11	12 7	12 14	17 5	18 11	4 0	7 2	26 0	26 0	...	...	11 0	11 0	14 0	14 0	11 0	13 0	94 3	99 6	12 3	12 5
Chingleput	*	*	...	...	12 0	12 11	12 8	13 10	* *	* *	17 2	* *	24 7	24 11	...	...	11 0	11 0	12 0	12 0	11 0	13 0	122 5	122 8	12 4	12 6
N. Arcot	...	...	...	...	11 6	11 10	13 2	13 3	* *	* *	24 8	24 13	37 6	39 13	...	...	11 0	11 0	8 0	8 0	11 0	13 0	194 4	194 6	11 3	11 5
S. Arcot	...	...	...	...	13 1	13 2	14 0	13 10	* *	* *	23 1	24 10	25 4	23 14	...	...	11 0	11 0	16 13	...	11 0	13 0	209 0	209 0	11 7	11 11
Tanjore	...	...	...	...	13 7	13 11	*	20 7	20 11	30 5	30 8	29 8	29 5	29 8	...	...	11 0	11 0	16 0	16 0	12 0	12 0	166 2	166 3	12 4	12 6
Trichinopoly	...	...	...	...	12 2	12 10	12 7	13 2	22 4	22 6	26 7	22 14	27 5	27 8	...	...	11 0	11 0	14 0	14 0	11 0	12 0	143 4	143 6	12 2	12 3
Bombay—																										
Ahmedabad	...	...	...	...	11 1	11 2	12 8	12 0	* *	* *	* *	* *	* *	* *	...	...	...	...	...	...	...	...	53 3	53 5	14 8	14 13
Broach	...	...	...	...	11 8	12 3	12 5	12 11	25 9	24 5	20 6	20 10	26 4	24 13	...	...	...	...	...	...	...	...	136 1	136 2	13 6	13 10
Burma—																										
Akyab	10 0	10 0	10 8	10 4	9 8	9 8	10 8	10 8	35 0	28 0	17 8	18 0	28 0	28 0	10 0	10 0	11 0	11 0	26 0	26 0	11 0	11 0	84 0	87 0	9 0	8 12
Bassein	10 8	10 8	11 0	11 8	10 8	8 8	11 8	9 8	23 0	22 0	...	...	32 0	32 0	...	...	10 0	10 0	11 0	11 0	11 0	11 0	84 0	84 0	9 4	9 4
Bhamo	...	...	12 0	10 0	10 8	10 8	12 0	12 0	...	...	...	...	42 0	44 0	...	...	11 0	11 0	14 0	14 0	11 0	12 0	144 0	132 0	8 8	9 8
Bhamo	...	...	11 0	11 0	11 0	11 0	12 0	12 0	...	...	...	...	48 0	48 0	...	...	11 0	11 0	14 0	14 0	11 0	13 0	340 0	340 0	9 0	9 0
Kyaukpyu	...	...	11 0	11 0	11 0	11 0	13 0	13 0	...	...	...	...	46 0	46 0	...	...	11 0	11 0	13 0	13 0	11 0	12 0	96 0	96 0	8 0	8 0
Prome	...	...	12 0	12 0	12 0	12 0	16 0	16 0	...	...	...	...	40 0	40 0	...	...	12 0	12 0	8 0	8 0	12 0	12 0	240 0	240 0	8 0	8 0
Rangoon	11 0	11 0	11 0	11 0	11 9	10 8	14 11	14 11	33 10	33 10	...	...	44 1	44 2	12 10	12 10	13 0	13 0	16 13	...	12 10	12 10	480 0	480 0	8 6	8 6
Tavoy	13 0	13 0	13 0	15 0	11 0	11 0	13 0	13 0	34 0	32 0	32 0	30 0	48 0	48 0	60 0	65 0	13 0	12 0	16 0	16 0	13 0	13 0	320 0	320 0	8 0	8 0
Coconada	9 0	9 0	8 0	8 0	10 8	11 8	12 8	13 8	10 3	10 3	9 4	...	39 0	...	...	...	20 0	22 8	...	...	...	...	110 0	110 0	8 8	9 0
Cocos	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	9 4	9 4	13 0	12 0	5 9	5 9	12 10	12 10	65 5	65 5	32 0	32 0

* Not sold.

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Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, November 4th, 1889.

It will be remembered that during the previous week a well-defined and not inconsiderable storm had formed over the Bay and that rainy, unsettled, weather had prevailed around the head of the Bay and over a large part of Bengal. With the disappearance of this depression, which took place at the close of the preceding week, there occurred a sudden and extensive extension of the fine weather which had previously prevailed over North-Western and Central India, and which during the present week has spread to almost all parts of the Indian region. As was the case last week the rain-bearing north-easterly current, which usually prevails in the Madras Presidency at this season, has again been absent. Its absence last week was satisfactorily explained by the presence of the depression over the Bay, into which the moist southerly winds, which cross the Equator, fell instead of recurving over the centre of the Bay and blowing on to the Coromandel Coast. During the present week, though the observations have given evidence of the presence of a slight low pressure area near the Burmese coast and over the Andaman sea, there has been no evidence of any such depression as that which interrupted the current last week, so that perhaps the reason of the absence of rain in the Madras Presidency may be the absolute weakness of the southerly winds crossing the Equator. Whatever may be the solution of the question it is undoubted that the deficiency is becoming serious.

The chart of the 29th showed a large area of uniform and relatively high readings overlying the greater part of the country with slightly lower readings along the foot of the hills and over the Bay of Bengal. The range of pressure throughout the Indian region was only one-eighth of an inch and accompanying this uniformity of pressure were light and rather variable winds. On the whole, however, except on the east coast of the Peninsula, the directions were fairly normal. On the 30th the distribution was approximately the same, but the range was smaller. Hence the winds were even lighter than on the preceding day. The chart of the 31st showed that the barometer had fallen both in the west and north of the Punjab and in Burma, so that while a slight high pressure area prevailed over the central parts of India and of the Peninsula, low pressures were reported from the Punjab and a distinct depression from Burma. Winds were cyclonic in Burma and abnormally westerly on the east coast of the Peninsula, while elsewhere they were fairly normal in direction. On the morning

of the 1st the chart showed that the depression over Burma had intensified and increased somewhat, and that the barometer was still falling there. The barometer was also falling over the Peninsula, and relatively low pressures were reported from both coasts. In Northern India, on the contrary, the barometer had risen, and the range of pressure was greater than on previous days. Northerly winds prevailed over Burma, and light variable winds and calms in Upper India; elsewhere the directions were unchanged. On the 2nd the barometer was still falling in Burma and over the Indian Peninsula, while it had risen briskly in Northern India. A large high pressure area lay over the whole of North-Western and Central India, and the difference between the reading at Hoshangabad and that at Diamond Island was 0·2″. Light variable airs or calms prevailed within the high pressure area noticed above, while elsewhere the directions were generally between north-west and north-east. The chart of the 3rd showed that the barometer had continued to rise in North-Western India while it had fallen or remained almost steady elsewhere. In consequence the high pressure area in the north-west had become much more strongly defined, and the pressure difference between Sind and Lower Burma amounted to 0·25″. The winds showed very little change and the circulation over the greater part of the country was almost normal, though on the east coast of the Peninsula there was much more westing than usual. On the 4th, owing to a slight to moderate barometric rise in all parts of the Indian region except the north-west, pressure became much more uniform again, and the winds on the west side of the Bay showed a tendency to shift towards the normal north to north-east direction.

Temperature.—The remarkable depression of temperature, which has prevailed over India for several weeks, has continued during the week under review, but the lowest point of the oscillation was reached last week, and the present deficiencies are less than those previously reported. In some cases, indeed, a slight excess has replaced a deficiency. As the general depression of temperature disappeared, the remarkable relation between the minimum temperatures on the hills and neighbouring plains also disappeared, so that during the greater part of the past week the minima on the hills have been the lowest recorded.

The following table shows the variations of the mean temperature of the present and of the past week from the normal average:—

Provinces.	Difference of mean temperature of last week from normal.	Difference of mean temperature of present week from normal.
	°	°
Burma	—0·6	—0·7
Bengal	+1·6	—0·5
North-Western Provinces	—1·1	+0·8
Punjab	—3·1	+1·3
Bombay	—4·3	—2·5
Central Provinces	—4·3	—2·6
Guzerat and Central India	—5·4	—1·5
Sind and Rajputana	—5·1	—0·7
Madras	—1·1	+0·2

Rain.—The rainfall of the past week has been exceedingly small. Over a very large part of India no rain whatever has fallen, and only in Burma has there been any general rain or any excess over the normal average.

The daily distribution of rainfall was briefly as follows:—On the 29th showers fell in Assam, on the Arrakan coast and at Rangoon, but in no other part of the Indian region. On the 30th scattered showers were again the only rainfalls recorded, and occurred in the Upper Assam Valley and at Rajahmundry and Nellore. On the 31st rain was reported from Moulmein, Thyetmyo, and Madras, the amounts in all cases being less than one-tenth of an inch. On the 1st there was moderate general rain in Burma, and showers at Nellore, Wellington, and Trevandrum. On the 2nd the distribution was the same. On the 3rd rain ceased in Burma, except at Diamond Island, but fell fairly generally in the south of the Peninsula, while a slight local fall was reported from Murree. On the 4th the record was the same except that there was no rain at Murree.

The table at the close of the summary shows that the past week has been one of exceptionally light rainfall. In normal years eight of the rainfall divisions are ordinarily rainless at this time, but during the past week no less than thirty-four divisions report no rain whatever, while six report amounts of less than $\frac{1}{10}$ of an

inch. The only divisions where there has been any excess are the Burmese, where the normal average has been largely exceeded. The Madras divisions show large deficiencies and the seasonal rainfall in that part of the country is considerably behind the normal.

Province.	Division.	Rainfall data for week ending 4th November 1889.			Rainfall data from October 15th to 4th November 1889.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, October 15th to 4th November.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	1·12	0·15	+0·97	14·75	3·84	+284
	Lower Burma	1·06	0·20	+0·86	4·88	3·08	+ 58
	Central do.	1·48	0·15	+1·33	4·91	2·59	+ 90
	Upper do.	0·54	?	?	2·32	?	?
	Arakan	0·52	0	+0·52	5·41	2·80	+ 93
Bengal and Assam	Eastern Bengal	0	0·12	—0·12	4·26	2·81	+ 52
	Assam (Surma)	0·12	0·73	—0·61	2·47	2·89	— 15
	Do. (Brahmaputra)	0·18	0·20	—0·02	0·92	1·73	— 47
	Deltaic Bengal	0	0·43	—0·43	4·72	2·61	+ 81
	Central do.	0·02	0·27	—0·25	0·80	2·17	— 63
	North do.	0	0·41	—0·41	0·26	2·31	— 89
	Orissa	0	1·03	—1·03	5·45	4·00	+ 36
	Chutia Nagpur	0	0·28	—0·28	0·77	1·46	— 47
	Behar (South)	0	0·26	—0·26	0·36	1·31	— 73
	Do. (North)	0	0·26	—0·26	0	1·21	—100
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·13	—0·13	0·75	0·75	0
	Oudh (South)	0	0	0	0·05	0·33	— 85
	Do. (North)	0	0	0	0	0·11	—100
	North-Western Provinces (Central)	0	0·07	—0·07	0	0·35	—100
	North-Western Provinces (West)	0	0	0	0	0·02	—100
	North-Western Provinces (Submontane)	0	0·02	—0·02	0·03	0·23	— 87
Punjab	Punjab (South)	0	0	0	0	0·08	—100
	Do. (Central)	0	0	0	0	0·16	—100
	Do. (Submontane)	0	0	0	0	0·01	—100
	Do. (Hill Districts)	0	0·06	—0·06	0	0·25	—100
	Do. (North-west)	0·01	0·04	—0·03	0·01	0·24	— 96
	Do. (West)	0	0	0	0	0·03	—100
Bombay and Malabar Coast Districts (Madras).	Malabar	0·40	2·53	—2·13	8·18	6·07	+ 35
	Madras (South Central)	0·55	1·32	—0·78	3·60	5·40	— 33
	Coorg	0·06	1·93	—1·87	10·96	5·47	+100
	Mysore	0·05	0·70	—0·65	2·10	3·00	— 30
	Konkan	0	0·43	—0·43	4·84	1·51	+221
	Bombay Deccan	0	0·48	—0·48	4·96	2·43	+104
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0	0·03	—0·03	1·26	2·00	— 37
Central Provinces and Berar.	Berar	0	0·13	—0·13	3·14	1·59	+ 97
	Central Provinces (West)	0	0·05	—0·05	2·95	0·77	+283
	Do. (Central)	0	0·09	—0·09	1·72	0·62	+177
	Do. (East)	0	0·37	—0·37	1·35	0·80	+ 69
Bombay (North)	Guzerat	0	0·04	—0·04	0·03	0·35	— 91
	Kattiawar	0	0·07	—0·07	0	0·13	—100
	Sind	0	0·01	—0·01	0	0·03	—100
Rajputana and Central India.	Central India (East)	0	0·01	—0·01	0·13	0·43	— 70
	Rajputana (East), Central India (West)	0	0·02	—0·02	0	0·24	—100
	Rajputana (West)	0	0·01	—0·01	0	0·08	—100
Madras	East Coast (North)	0·05	0·72	—0·67	6·54	5·16	+ 27
	Do. (North)(a)	0	?	?	6·25	?	?
	Hyderabad (South)	0	0·22	—0·22	1·98	1·50	+ 32
	Madras (Central)	0	0·53	—0·53	3·78	2·71	+ 39
	East Coast (Central)	0·16	1·82	—1·66	7·60	6·53	+ 16
	Do. (South)	0·09	2·48	—2·39	2·59	6·12	— 58
	Madras (South)	0·75	2·40	—1·65	1·34	5·89	— 77

CALCUTTA, *11th November, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 9th November.*—No rain in Vizagapatam, Bellary, Anantapur, Kurnool, North Arcot and Salem; moderate in Madura and Tinnevelly, and very slight elsewhere. Standing crops generally good, but withering from want of rain in Chingleput, North Arcot and South Arcot. Rain urgently wanted in these districts, and in Madura, Tinnevelly, Trichinopoly, Coimbatore, Salem and parts of Tanjore. Crops damaged by locusts in Kistna, and by previous excessive rains in parts of Bellary. Paddy and cholum blighted in parts of Cuddapah, and paddy in South Arcot. Prices generally falling or stationary, but all risen in town of Madras owing to failure of monsoon up to date. Labourers employed on last day of week on Rushikulya works, 5,387; Gopalpore Canal, 1,391; Ghat Roads, 1,543; other minor relief works, 1,094; State relief closed. General prospects fair.

Bombay.—*For week ending 13th November.*—Standing crops slightly injured by locusts in parts of Sind and Guzerat, otherwise generally healthy. Cotton prospects in Guzerat and Kathiawar good. Harvesting and sowing operations progressing. Agricultural stock generally good.

Bengal.—*For week ending 12th November.*—No rain during the week except light showers at Narail and Jessore on the 5th and 6th instant. Agricultural prospects continue generally favourable. *Aman* or winter rice is maturing, and harvesting has begun on high lands. *Rabi* or cold-weather sowings are coming up well. Prospects of poppy cultivation are good, except in the Hajipore Sub-division of Mozufferpore, where the sowings are backward for want of moisture. *Ganja* cultivation in the Rajshahye District is well forward. Sugarcane is generally a good crop. Cotton is being gathered in the hill tracts of Chittagong and Tipperah, and is a fair crop. Rice is cheaper than at this time last year in most districts of Behar, but in the rest of the province the rates continue high and almost steady in spite of the good prospects of the coming harvest. In Balasore, Durbhunga and Chumparun rice is selling at comparatively low rates, the quotations for the 31st October being 21 seers, 19 seers and 18 seers per rupee, respectively. Distress in the Patna Division was reported last week to be practically at an end, and no further report has been received this week.

North-Western Provinces and Oudh.—*For week ending 13th November.*—The weather continues seasonable, and agricultural operations are everywhere being actively conducted. A flight of locusts passed over the Banda and Jhansi districts on the 8th and is said to have done some injury to the crops in the latter district. Supplies are ample and prices easy.

Punjab.—*For week ending 13th November.*—Slight rain at Peshawar. Prices unsettled in Delhi, rising in Amballa and Rawalpindi, stationary elsewhere. Harvesting still in progress. Sowing of *rabi* still proceeding on. Rain much needed throughout the province for the completion of *rabi* sowings. The *kharif* crop is expected to prove an average one. Fodder sufficient and ample throughout the province.

Central Provinces.—*For week ending 13th November.*—Weather clear and cold. Harvesting of *kharif* crops in progress; outturn good. Wheat and other young *rabi* crops in good condition. Cotton-picking continues; outturn full average. Prices steady.

Burma.—*For week ending 9th November.*—In all districts in Lower Burma, with the exception of the northern circles in Tharrawaddy and in parts of the Prome district, the rainfall has been about normal. In Upper Burma more is

wanted in Meiktila and Yamethin and in parts of Minbu. The crop prospect is good throughout Lower Burma. In Upper Burma, on the whole, the crop prospect is good. In Lower Burma a fall in the price of paddy is shown in the Akyab, Prome and Moulmein districts, and there is a slight rise noticeable in Henzada and Mergui; in the other districts, there are no fluctuations. In Upper Burma there is a fall in the price of paddy in Shwebo, the Lower Chindwin and Mergui, elsewhere prices remain stationary. The food-supply is sufficient throughout the province.

Assam.—*For week ending 13th November.*—Slight rain in the Garo Hills. Sowing of mustard in progress. Cold weather paddy promising. Prospects of tea and other crops good.

Mysore and Coorg.—*For week ending 13th November.*—Standing crops in good condition except in parts of the Bangalore and Kolar districts, where lately sown crops need more rain. Harvesting continues and outturn fair. Prospects generally favourable. Prices slightly risen in the Bangalore district.

No rain in Coorg. Season favourable for standing crops.

Berar and Hyderabad.—*For week ending 13th November.*—In Berar the weather is cool. *Jowari* and *tur* in good condition. Picking of cotton continues. *Rabi* sowing completed. Prices declining. Fodder sufficient except in Chikli.

No rain at Hyderabad during week. Harvesting of *kharif* crops concluded. Sowing of *rabi* continues. *Abi* crops thriving. Prices stationary.

Central India.—*For week ending 13th November.*—No material changes in weather and condition of crops in Central India since last report.

Rajputana.—*For week ending 13th November.*—Agricultural operations satisfactory. Crops damaged by locusts in Bundi and parts of Bhurtpore. Agricultural stock good. Fodder dear in Marwar and failing in Dholepore. Prices rising in Alwar, steady elsewhere.

Nepal.—*For week ending 7th November.*—No rain. Weather clear and cold. Paddy harvesting completed.

J. W. P. MUIR-MACKENZIE,
for *Secretary to the Government of India.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF SEPTEMBER, 1889.

No. 1.—As to Age and Sex.

	Demerara.				Trinidad.				Fiji.				Mauritius.				Natal.				Surinam.				Total.		Grand Total.
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	
Under 2 years	2	3	5	31·87 women to every 100 men.	18	20	38	44·33 women to every 100 men.	...	...	...	...	9	17	26	35·88 women to every 100 men.	...	...	...	...	...	...	...	...	29	40	69
From 2 to 10 years	16	17	33		30	19	49		...	...	...	...	44	33	77		...	...	...	...	...	...	...	...	90	69	159
„ 10 „ 20 „	88	25	113		22	10	32		...	...	...	...	49	19	68		...	...	...	...	...	...	...	...	159	54	213
„ 20 „ 30 „	586	190	776		206	111	317		...	...	...	...	254	88	342		...	...	...	...	...	...	...	...	1,046	389	1,435
„ 30 „ 40 „	182	33	135		78	16	94		...	...	...	...	67	29	96		...	...	...	...	...	...	...	...	247	78	325
„ 40 „ 50 „	2	...	2		3	...	3		...	...	...	...	9	...	9		...	...	...	...	...	...	...	...	14	...	14
Above 50 „	...	...	...		...	...	...		...	...	...	...	...	...	...		...	...	...	...	...	...	...	...	...	...	...
Grand Total	796	268	1,064		357	176	533		...	...	...	...	432	186	618		...	...	...	...	...	...	...	...	1,585	630	2,215

No. 2.—As to places whence Emigrants came to Calcutta for Embarkation.

	Demerara.				Trinidad.				Fiji.				Mauritius.				Natal.				Surinam.				Total.		Grand Total.
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	
Orissa	2	...	2	...	3	3	6	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	5	4	9
Western Bengal	3	4	7	...	7	3	10	...	...	...	...	...	11	2	13	...	...	...	...	...	...	...	...	...	21	9	30
Central „	4	2	6	...	6	5	11	...	...	...	...	...	7	1	8	...	...	...	...	...	...	...	...	...	17	8	25
Eastern „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Behar	136	69	205		113	42	155	...	...	...	...	...	218	101	319	...	...	...	...	...	...	...	...	...	467	212	679
North-Western Provinces	409	133	542	...	152	97	249	...	...	...	...	...	154	65	219	...	...	...	...	...	...	...	...	...	715	295	1,010
Oudh	229	49	278	...	67	23	90	...	...	...	...	...	39	15	54	...	...	...	...	...	...	...	...	...	335	87	422
Central India	2	5	7	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	5	8
Punjab	3	2	5	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	2	7
Nepal and Native States	6	1	7	...	...	...	...	...	...	...	...	...	3	1	4	...	...	...	...	...	...	...	...	...	9	2	11
Mixed, Bombay & Madras	2	3	5	...	6	3	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	6	14
Grand Total	796	268	1,064	...	357	176	533	...	...	...	...	...	432	186	618	...	...	...	...	...	...	...	...	...	1,585	630	2,215

No. 3.—As to Caste and Religion.

	Demerara.				Trinidad.				Fiji.				Mauritius.				Natal.				Surinam.				Total.		Grand Total.
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	
Brahmins and high castes	150	48	198	...	43	25	68	...	...	...	...	...	59	17	76	...	...	...	...	...	...	...	...	...	252	90	342
Agriculturists	234	65	299	...	116	36	152	...	...	...	...	...	156	30	186	...	...	...	...	...	...	...	...	...	506	131	637
Artisans	74	21	95	...	30	9	39	...	...	...	...	...	29	15	44	...	...	...	...	...	...	...	...	...	133	45	178
Low castes	227	81	308	...	121	72	193	...	...	...	...	...	146	108	254	...	...	...	...	...	...	...	...	...	494	261	755
Musulmans	110	53	163	...	47	34	81	...	...	...	...	...	42	16	58	...	...	...	...	...	...	...	...	...	199	103	302
Christians	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Grand Total	796	268	1,064	...	357	176	533	...	...	...	...	...	432	186	618	...	...	...	...	...	...	...	...	...	1,585	630	2,215

MEMORANDUM.	Male.	Female.	Total.
1. Hindus	1,385	527	1,912
2. Musulmans	199	103	302
3. Christians	1	...	1
Total	1,585	630	2,215

J. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXIX OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Week ending 20th October 1888. Total length open.	Receipts. Total.	Receipts. Per mile open.	Week ending 19th October 1889. Total length open.	Receipts. Total.	Receipts. Per mile open.	Total Receipts from 1st April to 20th October, 1888. Total.	Per mile open per week.	Total Receipts from 1st April to 19th October, 1889. Total.	Per mile open per week.	Total Increase in 1889-90.	Total Decrease in 1889-90.
			₹	₹		₹	₹	₹	₹	₹	₹	₹	₹
	State Lines worked by Companies												
26th Oct., 1889	East Indian	1,514	6,58,641	435	1,526	(a) 8,76,607	574	2,29,60,689	523	(a) 2,32,94,252	527	3,33,563	...
26th ditto	Patna-Gya	57	7,517	132	57	9,151	161	2,77,222	167	2,56,327	155	...	20,895
...	Dildárnagar-Gházipur	12	609	51	...	(b)	...	38,147	110	(b)	...	...	38,147
...	Sindia	75	6,046	81	...	(c)	...	1,96,578	90	(c)	...	...	1,96,578
26th Oct., 1889	Rajputana-Malwa	1,664	3,92,964	236	1,672	3,23,000	193	98,35,876	204	1,04,04,600	216	5,68,724	...
26th ditto	Bengal-Nágpur (d)	183	18,207	99	305	(e) 29,074	95	8,02,170	149	(e) 9,59,880	110	1,57,710	...
26th ditto	Southern Mahratta (f)	854	77,056	90	978	58,421	60	21,44,801	87	22,37,765	89	92,964	...
26th ditto	Ditto Mysore Section	140	21,303	152	296	24,896	84	3,30,278	81	4,92,042	69	1,61,764	...
26th ditto	Indian Midland	136	8,465	62	746	(g) 62,465	84	3,74,798	95	(g) 15,28,526	79	11,53,728	...
26th ditto	Villupuram-Dharmavaram, Nellore Branch	83	5,741	69	83	3,915	47	1,40,154	58	1,39,690	58	...	464
19th ditto	Bareilly-Pilibhit	36	1,779	49	36	2,503	70	42,428	42	53,886	53	11,458	...
	Total	4,754	11,98,328	252	5,699	13,90,032	244	3,71,43,141	269	3,93,66,968	250	22,23,827	...
	State Lines worked by Government.												
26th Oct., 1889	North-Western (h)	2,469	5,02,436	203	2,478	6,44,929	260	1,36,85,007	191	1,50,23,833	210	13,38,826	...
26th ditto	Oudh and Rohilkhand	692	1,19,317	172	692	1,28,836	186	36,89,276	184	41,16,979	205	4,27,703	...
26th ditto	Bengal Central	125	13,770	110	125	11,530	92	4,00,810	111	4,21,525	116	20,715	...
26th ditto	Wardha Coal	45	11,860	264	45	18,101	402	4,05,963	311	4,24,180	327	18,217	...
26th ditto	Eastern Bengal	673	2,63,276	391	747	2,48,690	333	56,02,203	287	57,64,912	279	1,62,709	...
26th ditto	Nalháti	27	2,083	77	27	1,669	62	55,848	71	53,093	68	...	2,755
26th ditto	Tirhoot	273	27,262	100	273	31,389	115	8,83,659	121	10,12,309	132	1,28,650	...
26th ditto	Lucknow-Sitapur-Sitaramau	105	4,382	42	105	5,038	48	1,37,881	45	1,74,516	57	36,635	...
26th ditto	Jorhát	25	1,243	50	25	955	38	34,721	48	35,342	49	621	...
26th ditto	Cherra-Companyganj	7	311	44	7	176	25	3,726	18	4,743	23	1,017	...
19th ditto	Burma (i)	392	52,230	133	553	89,250	161	15,80,111	147	24,19,114	157	8,39,003	...
	Total	4,833	9,98,170	207	5,077	11,80,563	233	2,64,79,205	190	2,94,50,546	202	29,71,341	...
	Lines worked by Guaranteed Companies												
26th Oct., 1889	Madras	840	1,62,420	193	840	1,47,296	175	47,00,061	193	51,61,450	213	4,61,389	...
26th ditto	South Indian	654	1,01,395	155	654	1,08,503	166	31,21,884	165	32,62,410	173	1,40,526	...
26th ditto	Great Indian Peninsula	1,504	(j) 6,27,131	417	1,440	(k) 5,25,908	365	(j) 2,25,17,571	518	(k) 1,72,20,070	414	...	52,97,501
26th ditto	Bombay, Baroda and Central India (l)	461	2,21,620	481	461	2,03,000	440	67,06,345	502	68,97,163	518	1,90,818	...
	Total	3,459	11,12,566	322	3,395	9,84,707	290	3,70,45,861	369	3,25,41,093	332	...	45,04,768
	Grand Total (Guaranteed and State)	13,046	33,09,064	254	14,171	35,55,302	251	10,06,68,207	267	10,13,58,607	253	6,90,400	...
	Gross Estimated Expenses	...	...	...	...	...	...	5,26,08,048	139	5,29,94,020	132	3,85,972	...
	Net Receipts	...	...	...	...	...	...	4,80,60,159	128	4,83,64,587	121	3,04,428	...
	Assisted Companies												
26th Oct., 1889	Tárakeshwar	22	5,642	256	22	4,431	201	1,54,151	242	1,56,906	247	2,755	...
19th ditto	Dibru-Sadiya	78	7,889	101	78	9,293	119	2,50,568	111	2,71,121	120	20,553	...
26th ditto	Bengal and North-Western	376	30,078	80	376	27,860	74	12,84,412	119	13,29,091	122	44,679	...
	Rohilkhand-Kumaun	67	9,789	146	67	8,048	120	2,02,114	108	2,15,596	115	13,482	...
19th ditto	Total	543	53,398	98	543	49,632	91	18,91,245	120	19,72,714	126	81,469	...
	Native States.												
26th Oct., 1889	His Highness the Nizam's Guaranteed	310	33,184	107	354	42,327	120	9,01,346	107	12,40,553	121	3,39,207	...
26th ditto	His Highness the Gaekwar's	59	2,437	41	59	2,120	36	72,140	42	73,532	43	1,392	...
26th ditto	His Highness the Gaekwar's Viramgam Mehsána-Vadnagar	21	644	31	27	700	26	25,351	42	29,655	38	4,304	...
26th ditto	Bhávanagar-Gondal-Junágarh-Porbandar	209	15,731	75	329	21,844	66	5,54,448	97	7,19,433	93	1,64,985	...
26th ditto	Morvi	68	2,362	35	68	2,434	36	97,984	50	1,08,673	55	10,689	...
26th ditto	Jodhpore	124	6,877	55	124	7,300	59	1,95,491	54	1,88,225	53	...	7,266
	Total	791	61,235	77	961	76,725	80	18,46,760	84	23,60,071	91	5,13,311	...

(a) Includes the Dildárnagar-Gházipur State Railway.
(b) Included with East Indian Railway.
(c) Included with Indian Midland Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itársi State Railways.
(h) Includes the Amritsar-Pathánkot and Rajpura-Bhatinda State Railways.
(i) Includes the Toungoo-Mandalay extension.
(j) Includes the Dhond-Manmád, Khámgaon, Amraoti and Bhopal-Itársi State Railways.
(k) Includes the Dhond-Manmád, Khámgaon and Amraoti State Railways.
(l) Includes the Patri Branch.

M. C. BRACKENBURY, *Major, R.E.,*
Under-Secretary.

CALCUTTA,
The 14th November, 1889.

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SUPPLEMENT TO

The Gazette of India.

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending 8 a.m. on Monday, November 11th, 1889.

The fine settled weather which characterised last week has continued during the week under review. An abnormally small amount of rain has fallen, and the barometric conditions and winds have maintained a steadiness which is unusual even at this season of the year. Northerly and north-westerly winds have prevailed over the Madras Presidency, instead of the northerly to north-easterly winds, which are ordinarily characteristic of this season in this region. The difference in the place of origin of these two currents accounts for the difference in the weather of the present season from that ordinarily experienced.

On the 5th a high pressure area extended in a south-easterly direction from the Indus Valley as far as Berar, while the area of lowest pressure overlay the Andaman sea and the south-east of the Bay. The weather over the greater part of India was under the influence of the anticyclonic area, and was very fine with north-westerly and westerly winds down the Gangetic plain, north-easterly winds over the Central Provinces, and easterly winds over the west coast of the Peninsula. Over and around the Bay, on the contrary, the weather was feebly cyclonic, so that easterly winds prevailed in Burma and northerly to north north-westerly winds on the west side of the Bay with a somewhat cloudy sky and unsettled conditions. On the 6th there was no practical change, except that both the high pressure and low pressure areas had contracted, and the barometric difference over the Indian region became very slight. The winds and weather were the same as on the preceding day, only the cloud was rather less over the Bay area. On the 7th the chart showed that the barometer was falling briskly in the north-west and the high pressure area had moved southward. At the same time a small and shallow depression had appeared over Burma, and the barometric differences were

a trifle greater than on the 6th. The wind showed a cyclonic circulation in Burma, but otherwise there was no change in the main wind currents. The chart of the 8th showed that the Burma depression had passed southward and that the centre lay over the Gulf of Martaban. The cyclonic circulation in this region had consequently undergone a slight change, but the wind directions elsewhere were practically unaltered. On the 9th a brisk barometric rise had occurred over North-Western India, and the high pressure area had spread north-westward to the Punjab and the Indus Valley. Barometric differences were slightly greater, but otherwise the general distribution of pressure and directions of the wind were the same as those prevailing on the 5th. On the 10th owing to the continued barometric rise in the north-west and the more or less general fall elsewhere, barometric differences became moderately large for the season, and strongish winds were reported over Northern India. The relative distribution of pressure was not, however, altered, and a general anticyclonic circulation of the wind prevailed over the greater part of India. On the 11th pressure was giving way in the Indus Valley, and the high pressure area again showed a tendency to centre over the Central Provinces and Central India. In other respects there was no change.

Temperature.—The past week, like its predecessors for some time, has been cool in almost all parts of India. In the Punjab, Bombay, the Central Provinces, Guzerat, Sind and Rajputana, the mean temperature for every day was below the normal average. In the other Provinces, *viz.*, Burma, Bengal, the North-Western Provinces and Madras, greater irregularities are shown, but with the exceptions of Burma where there is no departure from the average, and Bengal where there is an excess of about half a degree, the net results at the close of the week for these Provinces also exhibit a defect.

The following Table shows the amount of excess or defect of the mean average temperature of the different Provinces for the present and for the preceding week :—

Provinces.	Difference of mean temperature of last week from normal.	Difference of mean temperature of present week from normal.
	°	°
Burma	—0·7	0
Bengal	—0·5	+0·6
North-Western Provinces	+0·8	—1·2
Punjab	+1·3	—2·1
Bombay	—2·5	—2·1
Central Provinces	—2·6	—3·8
Guzerat and Central India	—1·5	—2·5
Sind and Rajputana	—0·7	—3·5
Madras	+0·2	—0·7

The night temperatures over the central parts of the country and the Peninsula have been remarkably low.

Rain.—There is very little to record in the matter of rainfall. The great majority of the rainfall districts have received no rain whatever during the past week. The only districts reporting any excess are Tenasserim and Central Burma, and the only districts reporting any rainfall at all are Tenasserim, Lower, Central and Upper Burma, Assam (Surma), Deltaic Bengal, Malabar, the East Coast Central and South, and Madras South. The slight fall reported from Hyderabad South is very doubtful. It is only in the south of the Peninsula that any considerable amount of rain is usually expected during the week under review, and it is probably only in this region that the want of rain is of serious importance. Within this region the most important deficiencies of the north-east monsoon rainfall from 15th October to date are 14 inches at Negapatam, 11 inches at Madras, 8 inches at Wellington, 7 inches at Madura, and about 6 inches at Salem.

Province.	Division.	Rainfall data for week ending 11th November 1889.			Rainfall data from October 15th to 11th November 1889.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, October 15th to 11th November.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	1·45	0·57	+0·88	16·20	4·40	+268
	Lower Burma	0·37	1·17	—0·80	5·92	4·25	+ 39
	Central do.	0·91	0·59	+0·32	5·25	3·04	+ 73
	Upper do.	0·31	?	?	2·98	?	?
	Arakan	0	1·51	—1·51	5·41	4·31	+ 26
Bengal and Assam	Eastern Bengal	0	0·35	—0·35	4·26	3·16	+ 35
	Assam (Surma)	0·01	0·49	—0·48	2·47	3·39	— 27
	Do. (Brahmaputra)	0	0·15	—0·15	0·93	1·89	— 50
	Deltaic Bengal	0·02	0·17	—0·15	4·72	2·78	+ 62
	Central do.	0	0·16	—0·16	0·80	2·33	— 66
	North do.	0	0·03	—0·03	0·36	2·34	— 85
	Orissa	0	0·53	—0·53	5·45	4·53	+ 20
	Chutia Nagpur	0	0·11	—0·11	0·77	1·57	— 51
	Behar (South)	0	0·10	—0·10	0·36	1·40	— 74
	Do. (North)	0	0·04	—0·04	0	1·25	—100
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·05	—0·05	0·75	0·79	— 5
	Oudh (South)	0	0	0	0·05	0·33	— 85
	Do. (North)	0	0	0	0	0·11	—100
	North-Western Provinces (Central)	0	0	0	0·01	0·35	— 97
	North-Western Provinces (West)	0	0·01	—0·01	0	0·03	—100
	North-Western Provinces (Submontane)	0	0·03	—0·03	0·03	0·26	— 88
Punjab	Punjab (South)	0	0	0	0	0·08	—100
	Do. (Central)	0	0	0	0	0·16	—100
	Do. (Submontane)	0	0	0	0	0·01	—100
	Do. (Hill Districts)	0	0·07	—0·07	0	0·31	—100
	Do. (North-west)	0	0·04	—0·04	0·01	0·27	—100
	Do. (West)	0	0	0	0	0·03	—100
Bombay and Malabar Coast Districts (Madras.)	Malabar	0·93	1·88	—0·95	9·11	7·95	+ 15
	Madras (South Central)	0	2·21	—2·21	3·60	7·61	— 53
	Coorg	0	1·57	—1·57	10·96	7·04	+ 56
	Mysore	0	0·47	—0·47	2·10	3·66	— 43
	Konkan	0	0·24	—0·24	4·84	1·74	+173
	Bombay Deccan	0	0·32	—0·32	4·96	2·76	+ 80
	Hyderabad (North)						
	Khandeish	0	0·24	—0·24	1·26	2·24	— 44
Central Provinces and Berar.	Berar	0	0·11	—0·11	3·14	1·69	+ 86
	Central Provinces (West)	0	0·06	—0·06	2·95	0·83	+255
	Do. (Central)	0	0·06	—0·06	1·72	0·67	+157
	Do. (East)	0	0·15	—0·15	1·35	0·95	+ 42
Bombay (North)	Guzerat	0	0·03	—0·03	0·02	0·38	— 95
	Kattiawar	0	0·04	—0·04	0	0·17	—100
	Sind	0	0·01	—0·01	0	0·03	—100
Rajputana and Central India.	Central India (East)	0	0·01	—0·01	0·13	0·44	— 70
	Rajputana (East), Central India (West)	0	0·01	—0·01	0	0·25	—100
	Rajputana (West)	0	0·01	—0·01	0	0·09	—100
Madras	East Coast (North)	0	0·72	—0·72	6·54	5·87	+ 11
	Do. (North) (*a*)	0	?	?	6·25	?	?
	Hyderabad (South)	0·01	0·22	—0·21	1·99	1·72	+ 15
	Madras (Central)	0	0·53	—0·53	3·78	3·23	+ 17
	East Coast (Central)	0·01	1·82	—1·81	7·61	8·34	— 9
	Do. (South)	0·03	2·48	—2·45	2·62	8·60	— 70
	Madras (South)	0·85	2·40	—1·55	2·19	8·29	— 74

CALCUTTA, *14th November, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 1st HALF OF OCTOBER 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu. (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*.)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	9 14	10 10	10 14	11 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	9 11	9 11
Tavoy	...	...	...	...	12 6	11 13	14 0	13 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	16 1	16 1
Moulmein and Amherst	7 14	7 14	...	...	9 0	9 0	10 2	10 2	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	20 8	20 8
Pegu (deltaic)—																										
Pegu	...	...	...	...	8 14	8 14	10 14	10 14	...	...	...	...	...	...	...	...	11 2	11 2	...	...	...	...	102 0	93 0	14 3	14 9
Rangoon	11 2	11 2	...	...	10 6	10 6	11 2	11 2	...	...	...	...	...	...	...	...	13 0	16 0	...	...	...	...	250 0	250 0	14 9	14 9
Thongwa	...	...	...	...	9 9	9 9	10 0	10 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	12 9	12 5	15 6	14 12	...	...	...	...	...	...	...	...	10 11	11 13	...	...	...	...	230 8	231 15	12 12	12 7
Pegu (inland)—																										
Shwaygyin	...	...	...	...	8 8	9 13	9 9	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharawadi	...	...	...	...	11 7	11 7	13 5	13 5	...	...	...	...	...	...	...	...	11 7	11 7	...	...	8 2	8 2	450 0	450 0	9 5	11 3
Henzada	...	...	...	...	10 4	10 4	13 0	13 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	183 8	183 8	17 11	17 11
Prome	12 2	12 2	...	...	9 6	9 6	13 10	13 10	...	...	...	...	...	...	...	...	11 5	11 13	...	...	...	9 6	167 9	167 9	14 3	14 3
Toungoo	...	...	...	...	9 2	9 2	12 13	12 13	...	...	...	...	...	...	...	...	9 2	9 7	...	...	...	...	200 0	200 0	14 1	14 1
Thayetmyo	10 5	10 5	...	...	10 0	9 10	11 8	11 4	...	...	...	...	...	...	...	...	11 10	12 12	22 8	28 3	...	...	326 11	326 11	11 3	11 3
Upper Burma—																										
Mandalay	14 5	14 3	...	...	11 1	11 5	12 5	12 11	...	...	...	...	...	...	...	...	8 8	9 2	25 0	25 0	7 12	8 0	65 0	70 0	16 13	17 12
Arakan—																										
Sandoway	...	...	...	...	19 10	19 10	22 11	22 11	...	...	...	...	...	...	...	...	...	...	21 5	29 8	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	14 13	14 4	16 1	15 2	...	...	...	...	...	...	...	...	6 0	6 0	(a)	(a)	...	...	340 0	333 0	30 0	30 0
Akyab	...	...	...	...	13 0	12 8	16 0	15 0	...	...	...	...	...	...	...	...	10 0	9 0	...	...	8 5	8 0	180 0	160 0	28 6¼	16 0
Assam—																										
Surma—																										
Sylhet	11 4	11 4	...	...	10 8	10 8	12 4	12 4	...	...	...	...	...	...	...	...	13 4	13 4	...	...	...	...	108 0	108 0	9 12	9 12
Cachar	8 0	7 12	...	...	10 0	9 0	12 0	10 0	...	...	...	...	...	...	...	...	12 12	13 0	...	...	...	...	80 0	80 0	9 6	9 8
Khási and Jaintiá Hills	...	...	...	...	4 8	5 0	7 0	7 0	...	...	...	...	...	...	...	...	7 0	8 0	14 0	16 0	...	...	90 0	100 0	6 8	7 0
Gáro Hills	...	...	...	...	6 0	6 0	10 0	10 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	16 0	16 0	...	...	8 0	8 0	10 0	13 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	10 0	18 0	80 0	80 0	9 0	9 8
Kámrúp	10 0	10 0	...	...	8 0	8 0	14 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	160 0	160 0	9 0	9 0
Darrang	6 8	6 8	...	...	11 0	11 0	14 0	14 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	150 0	150 0	9 0	9 0
Nowgong	8 0	8 0	...	...	8 0	8 0	16 0	16 0	...	...	...	...	...	...	...	...	8 0	9 0	...	...	...	...	120 0	120 0	9 0	9 0
Sibságar	...	...	...	...	6 8	6 8	16 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	120 0	120 0	8 0	8 0
Lakhimpur	8 0	8 0	...	...	6 0	6 0	10 0	10 0	...	...	...	...	...	...	...	...	13 0	13 0	11 0	11 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern Hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	9 11	9 11	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	8 0	8 0	10 0	11 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	...	4 0	4 0	10 0	10 0	...	...	...	...	...	...	...	...	4 0	4 8	...	...	...	...	80 0	80 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	10 0	10 0	10 12	10 8	...	...	...	...	...	...	...	...	13 12	13 8	...	...	...	...	120 0	120 0	10 0	10 0
Noakholly	...	...	...	...	11 8	10 8	13 0	12 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	8 0	8 0	...	...	9 0	9 0
Chittagong	10 0	10 0	...	...	8 0	8 0	15 7	13 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	100 0	80 0	10 0	10 0
Tipperah	12 0	12 0	...	...	10 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	8 0	8 0	...	...	9 0	9 0
Dacca	13 0	13 0	26 0	26 0	9 0	8 12	11 0	10 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	14 0	14 0	160 0	160 0	10 0	10 0
Mymensingh	10 0	10 0	...	...	8 0	9 0	9 0	10 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	13 0	...	...	9 8	9 14
Deltaic—																										
Koolna	...	...	...	...	11 2	10 0	11 10	13 0	...	...	...	...	...	...	...	...	12 12	13 0	...	...	...	...	140 0	160 0	9 0	9 0
24-Pergunnahs	14 0	14 0	17 0	17 0	7 0	7 0	13 14	13 4	...	...	...	...	...	...	13 0	13 0	17 0	17 0	...	...	18 4	18 0	100 0	100 0	10 0	10 0
Midnapore	13 8	13 6	...	...	12 0	12 8	14 0	14 0	...	...	...	...	...	...	...	...	15 0	15 0	...	...	12 8	12 4	160 0	160 0	10 5	10 6
Howrah	...	...	...	...	9 0	9 0	13 0	12 8	...	...	...	...	...	...	...	...	16 12	16 8	...	...	12 8	12 8	100 0	100 0	10 0	10 8
Calcutta	13 2	12 14	17 4	17 4	8 0	8 6	12 15	12 12	16 13	16 13	13 0	11 8	...	...	16 12	16 0	15 1	15 4	16 0	16 0	18 4	17 12	100 0	95 0	10 4	10 8
Hooghly	13 0	13 0	...	...	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	14 0	14 0	16 0	20 0	10 5¼	10 5¼	12 5	12 5	...	...	...	...	...	...	...	...	17 12	16 14	...	...	17 12	17 12	...	...	9 2	9 2
Jessore	12 0	12 0	...	...	9 0	9 0	14 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	160 0	160 0	9 2	9 2
Furreedpore	14 0	15 0	16 0	16 0	8 0	8 0	12 0	11 0	...	...	...	...	...	...	...	...	15 0	16 0	18 0	19 0	10 0	14 0	120 0	120 0	10 0	9 0
Central—																										
Bankoora	13 0	14 0	14 8	17 0	15 0	14 12	17 8	17 8	...	...	...	...	...	...	...	...	14 0	14 0	28 0	24 0	16 0	14 8	280 0	280 0	10 0	10 0
Burdwan	13 0	12 0	*	*	11 4	11 4	14 10	13 14	...	...	...	...	...	...	...	...	16 0	17 0	*	*	18 0	18 0	100 0	100 0	10 5	10 5
Beerbhoom	15 0	15 0	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	16 8	16 8	...	...	10 8	10 8	160 0	160 0	10 8	10 8
Moorshedabad	16 0	16 0	...	...	10 0	10 0	15 0	14 0	...	...	...	...	...	...	...	...	17 12	17 12	...	...	16 0	16 0	200 0	200 0	11 0	11 0
Sonthal Pergunnahs	13 8	13 0	...	...	12 8	12 8	15 0	15 0	...	...	...	...	...	...	...	...	16 12	16 12	27 0	36 0	17 0	17 0	200 0	200 0	9 4	9 4
Pubna	16 8	16 8	...	...	7 8	7 2	13 2	12 0	...	...	...	...	...	...	...	...	15 8	15 12	...	...	17 4	18 0	200 0	200 0	9 2½	9 12
Bogra	13 8	12 0	...	...	9 12	9 12	12 0	12 0	...	...	...	...	...	...	...	...	13 8	13 8	...	...	...	...	90 0	80 0	9 0	9 0
Rajshahye	15 0	15 0	16 8	16 8	9 12	9 12	12 0	12 0	...	...	...	...	...	...	...	...	15 12	18 0	...	...	16 0	16 2	240 0	240 0	9 9	9 9
Maldah	17 0	16 0	...	...	10 0	10 0	13 0	12 0	...	...	...	...	...	...	...	...	16 0	17 0	...	...	...	...	160 0	140 0	9 0	10 0
Northern—																										
Rungpore	13 5	12 4	...	...	8 8	8 0	10 5	10 0	...	...	...	...	...	...	...	...	13 10	13 4	...	...	10 5	10 10	100 0	100 0	9 6	9 6
Dinagepore	14 4	15 0	16 0	...	12 0	11 4	16 12	13 0	...	...	...	...	...	...	...	...	14 4	15 0	...	...	16 12	18 0	160 0	160 0	9 12	9 8
Jalpáiguri	11 0	11 0	16 0	16 0	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	13 0	14 0	...	...	12 0	12 0	128 0	128 0	9 0	9 0
Darjeeling	10 0	10 0	10 0	9 0	5 0	5 0	10 0	10 0	...	...	...	...	14 0	14 0	...	...	10 0	10 0	20 0	20 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Pooree	11 2	11 2	...	...	14 7	13 2	19 5	18 6	...	...	...	...	...	...	...	...	16 6	15 12	...	...	15 1	15 12	80 0	80 0	11 2	11 2
Cuttack	13 2	13 2	...	...	10 8	10 8	15 12	15 12	...	...	...	...	...	...	...	...	20 5	21 0	...	...	18 6	18 6	80 0	80 0	11 0	11 0
Balasore	15 0	14 0	13 0	13 0	13 0	13 0	21 0	16 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	9 0	9 8
Chota-Nagpur—																										
Singbhoom	10 0	10 0	12 0	20 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	10 0	10 0	32 0	32 0	12 0	12 0	200 0	200 0	7 0	7 0
Manbhoom	12 0	12 0	...	...	14 0	15 0	20 0	20 0	...	...	...	...	...	...	...	...	14 8	14 8	36 0	...	15 0	15 0	200 0	200 0	9 0	9 0
Lohardugga	11 8	10 0	...	10 0	13 0	13 0	15 0	‡	...	...	...	...	45 0	40 0	...	...	12 0	9 0	40 0	40 0	14 0	13 8	140 0	140 0	8 8	8 0
Hazáribágh	12 0	12 0	16 0	...	10 0	8 0	17 0	16 0	...	...	...	...	36 0	36 0	...	...	14 8	14 0	27 0	30 0	17 0	13 0	320 0	320 0	8 0	8 0

(a) Twelve annas per 100 cobs. * Not sold. † Not procurable. ‡ Old 18-0; coarse 27-0.

RETAIL PRICES FOR THE 1st HALF OF OCTOBER 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum. Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu. Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi. Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	16 13	16 4	16 13	17 13	11 9	11 4	13 2	12 1	...	...	...	...	...	...	...	...	21 0	11 11	22 5	22 0	18 10	17 13	147 0	126 0	9 7	9 15
Gya	14 12	14 12	20 0	20 0	10 0	9 8	15 0	14 0	...	...	...	...	...	...	15 0	15 0	17 0	18 0	...	...	19 0	18 8	200 0	200 0	9 2	9 2
Patna	17 0	17 0	22 0	20 0	10 0	11 0	14 0	15 0	21 0	19 0	...	...	23 8	22 0	16 0	20 0	19 0	20 0	20 0	21 0	22 0	22 0	130 0	130 0	9 8	9 8
Shahabad	14 0	14 0	17 0	17 0	9 0	9 0	12 0	12 0	20 0	20 0	...	...	24 0	...	...	...	18 0	18 0	...	...	18 0	18 0	140 0	140 0	10 0	10 0
Behar, north—																										
Purneah	16 0	16 0	...	...	9 0	9 0	12 0	12 0	...	...	...	...	...	...	...	...	17 0	17 0	...	...	16 0	16 0	...	...	9 0	9 0
Bhágalpur	18 4	16 11	16 6	16 6	12 0	11 6	13 14	13 4	...	...	...	...	...	...	...	...	18 4	17 10	22 11	22 10	17 10	17 10	164 0	164 0	10 1	10 1
Durbhunga	16 0	15 8	16 6½	19 8	11 6	10 8	17 0	15 0	...	...	...	...	29 11	26 4	...	...	22 9	20 9	27 0	25 0	21 14	20 9	182 0	160 0	12 9	10 0
Mozufferpore	14 0	13 8	19 0	19 0	9 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	19 0	19 0	20 0	20 0	19 0	19 0	160 0	160 0	10 0	10 0
Sarun	15 0	15 8	18 8	19 0	8 8	8 4	11 8	11 8	...	...	...	...	22 4	22 0	13 0	12 0	18 12	18 8	20 4	20 8	22 8	20 4	160 0	160 0	10 0	9 12
Chumparun	14 0	14 0	17 0	17 0	8 0	10 0	16 0	16 0	...	...	...	...	...	28 0	...	...	17 0	19 0	27 0	28 0	17 0	19 4	160 0	160 0	9 0	9 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	18 0	17 0	7 0	7 0	12 0	11 0	18 0	17 0	16 0	16 0	20 0	20 0	14 0	14 0	18 0	19 0	18 0	17 0	20 0	20 0	90 0	90 0	10 0	10 0
Benares	14 14½	13 13	19 0	18 11	10 0	9 3	10 1½	12 11½	16 4	17 5	18 7	18 7	18 7	14 10	14 10	12 8	18 7	18 2	22 12	21 11	20 10	20 1	100 0	100 0	10 6½	10 6½
Ghazipur	14 6	14 14	17 6	18 11	7 2	6 7	11 0	10 6	16 12	15 7	12 4	12 15	28 4	12 3	20 10	16 12	16 12	16 12	16 12	16 12	19 5	19 6	194 6	194 6	10 6	10 6
Jaunpur	14 0	14 0	20 0	20 0	7 0	7 0	12 0	12 0	...	...	...	...	...	...	...	...	21 0	22 0	...	...	21 0	21 0	140 0	140 0	8 8	8 8
Allahabad	13 8	14 0	19 0	19 0	7 0	7 0	11 0	11 0	...	...	16 0	16 0	23 0	23 0	24 0	24 0	19 0	19 0	20 0	17 0	20 0	20 0	120 0	120 0	10 0	10 0
Central—																										
Bánda	15 0	15 0	21 8	20 8	7 8	7 8	11 0	12 0	...	...	...	...	...	...	28 0	...	21 8	21 0	...	...	16 0	15 0	160 0	160 0	10 0	9 12
Fatehpur	14 8	14 8	21 0	21 8	14 0	10 4	16 0	15 0	...	...	...	...	...	...	...	...	22 0	22 0	...	...	25 0	25 0	160 0	160 0	10 8	10 8
Hamirpur	16 0	16 0	20 0	19 8	9 0	9 0	12 8	13 12	...	...	19 8	...	...	...	...	...	25 0	24 11	...	...	...	...	140 0	140 0	11 1	10 13
Jalaun	17 0	18 0	20 0	20 0	9 0	9 0	10 0	10 0	18 0	18 0	17 0	17 0	15 0	...	16 0	16 0	26 0‡	26 0	18 0	18 0	24 0‡	24 0	140 0	140 0	10 0	10 0
Cawnpore	16 0	16 8	22 4	23 8	8 8	9 0	11 8	12 0	28 0	27 0	24 0	23 0	30 0	30 0	30 0	32 0	24 0	24 0	28 0	35 0	25 0	25 8	140 0	140 0	12 0	12 0
Etáwah	17 8	17 12	29 0	27 8	5 4	5 0	11 4	11 0	23 0	22 8	22 0	21 8	32 0	32 0	27 0	36 0	27 0	26 8	31 0	31 8	30 0	28 0	100 0	120 0	11 0	11 0
Farukhabad	16 0	16 4	22 8	24 0	6 8	6 8	9 8	9 0	...	...	...	...	...	...	23 8	32 0	27 0	26 8	29 8	31 5	27 0	26 8	120 0	140 0	10 8	10 8
Mainpuri	16 2	17 12	24 8	26 4	4 8	4 8	12 0	12 8	...	...	...	...	...	...	...	...	26 8	28 8	25 8	31 8	28 8	29 8	160 0	160 0	11 4	11 4
Etah	16 12	17 6	25 2	26 0	7 8	7 8	11 8	10 8	22 0	22 0	14 0	14 0	30 0	30 0	13 0	12 8	27 0	28 0	28 0	32 0	21 0	21 8	160 0	160 0	11 0	11 0
Western—																										
Lalitpur	15 8	15 8	21 0	20 0	9 0	9 8	10 0	10 0	20 0	18 0	15 0	15 0	28 0	21 0	24 0	26 0	18 0	20 0	27 0	24 0	13 8	13 0	120 0	120 0	10 4	10 4
Jhánsi	16 11	16 11½	22 0	21 2	7 12	7 12½	11 8	11 8	23 0	20 7½	20 0	18 9½	...	...	...	...	22 14	23 10½	28 9	...	27 12	27 12½	180 0	180 0	10 8	10 8
Agra	15 0	15 0	21 0	21 0	5 0	5 0	9 0	9 0	20 0	20 0	18 8	18 8	...	...	17 0	19 8	22 0	22 8	25 0	25 0	18 0	18 8	110 0	100 0	11 8	11 8
Muttra	15 0	15 8	21 0	21 8	7 8	7 8	9 0	9 8	25 0	22 0	20 0	20 0	...	...	8 0	8 0	22 8	23 0	25 0	24 0	29 0	32 0	120 0	120 0	12 0	11 8
Aligarh	16 8	17 0	23 8	25 0	6 0	5 8	9 0	10 8	23 0	22 8	18 4	17 0	...	...	16 0	16 0	25 8	26 8	25 12	30 0	28 8	33 0	160 0	140 0	11 4	11 4
Bulandshahr	18 2	18 2	26 0	27 0	7 0	6 0	10 8	9 8	...	23 0	...	19 0	...	...	16 0	16 0	25 8	27 0	25 0	28 0	20 0	21 0	120 0	120 0	11 4	11 4
Meerut	17 0	18 0	27 0	26 8	5 8	5 8	12 0	10 0	28 0	25 0	21 0	20 0	16 0	14 0	16 0	14 0	23 8	24 8	28 0	26 0	27 8	28 0	100 0	100 0	11 4	11 4
Sub-montane—																										
Ballia	14 8	14 8	18 0	19 4	10 4	9 8	13 8	13 8	...	...	...	...	20 8	20 8	14 4	14 4	18 10	18 10	16 0	20 8	19 4	19 4	155 0	135 0	10 8	10 4
Azamgarh	12 8	12 8	18 8	18 8	8 14	8 14	11 13	11 13	...	...	...	...	...	...	14 12	17 11	19 3	19 3	20 10	20 10	14 0	13 4	177 8	177 8	9 13	9 13
Gorakhpur	12 9½	14 0	17 2	18 0	8 10	9 0	13 8	13 6	...	...	...	...	19 12	19 12	12 9½	13 8	18 0	19 4	18 0	19 12	18 0	18 7	140 0	140 0	10 7	16 6
Basti	16 0	17 0	19 0	20 0	9 0	9 0	32 0‡	32 0	14 0	12 0	...	...	18 0	18 0	8 0	8 0	20 0	20 8	19 0	20 0	21 0	21 0	140 0	140 0	9 8	9 8
Sháhjahánpur	17 8	17 8	26 8	26 8	8 8	8 8	13 8	14 0	...	...	...	...	...	...	29 0	30 0	27 0	26 8	25 0	28 0	27 8	26 8	140 0	140 0	10 8	10 8
Budaun	17 8	17 4	28 8	28 0	6 0	6 0	15 0	14 8	...	...	...	...	...	...	...	...	29 0	28 4	30 0	30 0	33 0	33 0	160 0	160 0	10 8	10 8
Pilibhit	15 10	15 14	28 0	30 0	13 12	12 0	16 4	14 0	16 4	16 4	...	...	...	...	...	...	24 6	23 12	25 0	30 0	26 4	26 0	150 0	150 0	10 10	11 4
Bareilly	15 5	15 5	22 8	20 8	5 10	5 10	11 4	10 10	17 8	18 2	18 2	18 2	23 12	25 0	20 0	18 2	23 2	23 2	25 0	25 0	17 8	17 8	150 0	100 0	10 0	10 0
Moradabad	17 8	17 8	29 8	29 8	7 8	8 0	13 0	11 8	25 0	25 0	19 0	19 0	...	...	20 8	16 0	26 0	26 0	30 0	25 8	27 0	27 0	150 0	150 0	11 12	11 12
Tarái	17 8	17 8	30 0	33 12	8 12	7 8	13 12	13 2	25 0	30 0	20 0	20 0	...	...	20 0	31 4	23 12	22 8	26 4	27 8	25 0	27 8	100 0	100 0	10 0	10 0
Bijnor	16 14	17 2	28 11	28 11	11 4	10 11	13 8	11 13	...	...	...	...	...	...	...	...	24 12	25 5	...	...	24 12	25 5	135 0	135 0	10 9	10 9
Muzaffarnagar	18 2	18 11	29 11	29 12	6 9	6 9	12 10	13 3	24 4	24 5	19 12	19 12	17 10	17 10	16 8	16 8	26 10	27 8	28 10	26 6	15 6	15 6	132 0	132 0	11 0	11 0
Saháranpur	17 12	18 4½	27 15	30 1½	8 1	8 1	12 14½	12 14½	24 3	21 8	24 3	21 8	26 13½	26 13½	26 13½	30 1½	26 13½	27 15	30 1½	26 13½	19 5½	18 4½	107 8	107 0	11 5	11 4½
Dehra Dún	17 0	16 8	30 0	29 0	6 8	6 0	10 0	10 0	22 0	22 0	20 0	20 0	26 0	23 0	...	...	23 0	23 0	25 0	26 0	16 0	16 0	160 0	160 0	10 0	10 0
Kumaun	11 8	12 0	16 0	16 0	9 0	9 0	10 0	9 8	...	...	...	...	16 0	16 0	16 0	18 0	13 0‡	13 0‡	16 0	16 0	9 0	9 0	160 0	160 0	7 0	7 0
Garhwal	21 4	21 4	23 12	23 8	7 0	7 8	16 0	13 0	...	...	...	...	29 0	29 0	...	...	8 0	8 0	...	...	8 8	8 8	180 0	180 0	7 8	7 8
Oudh—																										
Southern—																										
Partabgarh	15 0	15 0	21 2	21 0	13 5	14 0	16 0	16 0	...	...	...	...	27 0	25 0	...	26 0	21 0	21 0	...	...	14 0	14 8	180 0	180 0	9 10	9 8
Sultánpur	15 0	15 0	21 8	21 8	9 0	9 0	15 8	15 8	19 0	19 0	16 0	16 0	36 0	36 0	20 0	20 0	26 0	26 0	16 0	16 0	20 0	20 0	160 0	160 0	11 0	11 0
Rae-Bareli	14 8	15 4	20 0	20 0	7 0	7 0	14 8	14 0	20 0	20 0	14 0	16 0	28 0	28 0	25 0	25 0	25 0	25 8	20 0	18 0	24 0	25 0	180 0	180 0	10 0	10 0
Unao	15 0	15 8	22 0	22 0	8 0	8 0	15 0	16 0	17 0	17 0	16 0	16 0	28 0	30 0	27 0	28 0	25 0	25 0	28 0	30 0	17 0	17 0	160 0	160 0	11 4	11 4
Lucknow	15 8	15 4	22 8	22 0	6 0	6 0	14 0	14 6	22 0	22 0	21 0	21 8	30 0	28 0	26 0	26 0	22 8	22 0	25 0	25 0	24 8	24 8	110 0	110 0	10 8	10 8
Hardoi	17 8	18 0	24 0	24 0	7 0	7 0	18 0	14 0	...	...	...	...	35 0	35 0	40 0	40 0	26 0	28 0	30 0	35 0	15 0	15 0	120 0	120 0	10 8	10 8
Northern—																										
Fyzabad	14 4	14 0	19 8	22 0	10 4	10 0	14 4	13 12	...	...	18 0	17 0	22 8	20 0	19 0	19 0	22 4	25 8	22 0	25 0	21 8	21 0	120 0	120 0	10 0	10 0
Barabanki	15 0	15 0	22 0	22 0	10 0	10 0	14 0	13 0	20 0	20 0	20 0	20 0	10 0	25 0	24 0	24 0	23 0	26 0	27 0	27 0	24 0	24 0	120 0	120 0	10 8	10 0
Gonda	16 0	16 0	17 8	20 4	11 0	11 4	13 8	11 12	18 0	20 8	18 0	18 0	24 0	30 0	20 0	24 0	20 4	21 4	21 0	20 0	21 8	22 0	200 0	200 0	10 12	10 12
Bahraich	16 0	16 0	20 0	21 0	10 0	10 0	12 0	12 0	21 0	21 0	...	...	...	...	...	...	21 0	22 0	21 0	21 0	23 0	23 0	120 0	120 0	10 0	10 0
Sitapur	17 4	17 4	25 8	25 0	8 0	8 0	19 0	16 0	27 0	28 0	24 0	23 0	29 0	29 0	31 0	30 0	28 0	28 0	29 0	29 0	26 0	26 0	160 0	160 0	11 0	11 0
Kheri	17 8	17 8	26 0	26 0	8 0	8 0	18 0	18 0	26 0	24 0	20 0	20 0	36 0	36 0	16 0	16 0	25 0	27 0	30 0	24 0	26 0	26 0	140 0	120 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	13 14	13 14	13 12	13 12	6 14	6 9	8 2	7 13	21 14	21 4	...	10 0	...	...	...	...	15 0	15 0	27 8	23 12	...	18 12	...	...	12 14	14 6
Bánswára	15 10	15 2	15 10	15 0	7 8	6 4	12 8	12 8	...	...	...	...	...	...	...	...	13 12	14 9	36 5	27 3	11 4	...	...	...	8 12	8 12
Meywar (Oodeypore)	11 11½	11 5¼	15 10	15 3¾	7 6¾	7 0½	7 13	7 6¾	16 6½	15 3¾	11 11½	11 5¼	*Nil*	*Nil*	10 2½	9 6	15 10	15 3¾	17 15½	15 3¾	10 2¼	10 2½	160 0	160 0	9 6	9 6
Sirohi	12 8	12 4	16 0	16 0	6 0	6 0	7 0	7 0	13 0	13 0	15 0	14 0	...	...	19 0	19 0	14 14	14 0	18 0	15 0	10 0	10 0	160 0	160 0	11 0	11 0
Erinpura	14 2	14 2	18 10	18 10	...	...	8 0	8 0	17 9	17 9	16 0	16 0	...	...	...	...	18 14	18 14	...	...	...	...	260 0	260 0	12 0	12 0
Ajmere	15 0	15 0	21 8	21 8	3 0	3 0	6 0	6 0	20 0	18 0	18 0	18 0	...	...	...	...	19 8	21 0	24 0	21 0	...	...	80 0	80 0	12 0	12 0
Abu	13 0	13 0	16 8	17 0	6 0	6 0	7 0	7 0	...	...	14 8	14 8	...	...	...	...	17 8	17 4	17 8	16 0	10 8	10 4	...	...	11 0	11 0
Kishengarh	18 0	17 0	23 8	24 0	9 0	9 0	10 0	10 0	17 0	23 8	20 12	18 0	...	...	...	...	20 8	20 0	25 0	20 0	...	...	...	...	13 0	13 0
Boondee	20 0	21 0	30 0	30 0	7 8	7 8	8 0	8 0	30 0	30 0	...	...	...	...	...	...	25 8	26 0	...	...	...	...	160 0	160 0	10 8	10 8
Kotah	17 0	17 8	22 8	22 8	6 8	6 8	7 8	7 8	25 0	25 0	12 0	12 0	...	...	...	...	25 0	26 0	25 0	20 0	15 0	15 0	240 0	240 0	10 0	10 0
Jhalláwar	15 0½	15 12	21 0	22 0	6 6½	7 1	7 13½	8 14	24 9½	25 6½	16 6½	16 6½	...	...	14 6	14 1½	19 3	22 4	25 2½	27 10	10 3	10 3	175 0	175 0	9 6	9 6
Tonk	17 2	16 0	24 14	24 8	7 0	7 8	7 8	8 0	26 6	26 4	23 6	...	...	...	...	...	20 9	20 6	23 14	...	...	...	80 0	88 0	10 12	10 10
Jeypore	16 8	16 12	24 8	24 0	4 12	4 12	7 8	7 8	25 0	25 0	22 8	22 0	...	...	14 8	14 8	20-0 to 22 0	20-0 to 22 0	25 8	26 0	27 0	27 0	110 0	110 0	12 0	12 0
Kerauli	15 10	16 4	21 14	22 8	10 0	10 0	11 4	11 4	21 14	22 8	17 13	18 12	...	...	20 0	17 8	21 14	21 14	...	...	30 0	30 0	210 0	200 0	10 10	10 8
Dholpur	15 1	15 3	20 6	20 6	9 0	9 0	10 11	10 15	16 14	16 4	20 12	20 14	...	...	18 0	14 1	24 5	25 8	...	...	33 1	33 0	90 0	90 0	11 9	11 9
Bhartpur	15 10	15 10	21 8	21 8	7 0	7 0	8 8	8 8	21 0	20 8	17 12	19 8	...	...	11 4	11 4	22 0	22 4	21 0	21 0	27 0	27 0	240 0	240 0	11 8	11 8
Alwar	17 8	17 15	24 14	25 7	7 12	7 12	9 11	9 11	22 0	22 0	21 6	22 0	...	...	12 0	12 0	24 7	24 10	25 2	27 2	36 11	40 0	200 0	200 0	12 8	12 8
Deoli Cantonment	17 0	17 4	25 12	25 1	4 0	4 0	7 0	7 0	25 8	28 8	17 12	16 4	...	...	...	...	20 0	20 4	...	...	...	...	220 0	220 0	11 4	11 0
Nasirabad Cantonment	15 9½	16 0	23 1	21 13⅜	7 8	7 8	8 8	8 8	19 0	19 0	16 0	16 3⅜	...	...	13 0	12 0	20 13¼	20 13⅜	24 0	22 6¼	12 5¼	12 8	95 0	95 0	12 8	12 8
Hilly Tracts of Meywar	12 0	12 8	12 0	14 0	...	...	10 0	10 8	...	...	...	...	...	...	...	...	10 0	10 0	24 0	20 0	...	...	‖	‖	M 0	11 0
Bálmer	10 14	9 12	...	...	5 0	5 0	7 8	7 8	...	...	15 0	13 0	...	...	...	...	14 10	12 10	...	...	...	...	260 0	260 0	13 8	13 8
Anádra	13 8	13 8	17 8	17 8	6 4	7 4	8 0	8 0	...	...	16 0	15 0	...	...	...	...	18 0	18 0	15 0	15 0	10 0	10 0	...	...	12 0	12 0
Shahpura	19 0	18 0	25 8	24 0	7 8	7 8	10 0	10 8	21 0	21 0	16 0	17 0	...	...	...	...	17 12	18 8	28 0	20 0	...	...	160 0	160 0	11 2	10 11
Western—																										
Jodhpur	14 1	14 1	20 0	18 12	6 4	6 4	7 8	7 8	13 12	13 12	15 10	15 0	...	...	...	...	16 4	17 8	13 12	15 0	...	...	...	...	12 8	12 8
Jaisulmer	11 6	11 4	...	...	8 0	8 0	9 6	9 8	14 10	14 6	12 0	12 6	...	...	...	...	9 0	9 4	...	...	...	...	...	...	21 0	21 0
Bickanir	13 5½	13 12¾	...	...	2 14	2 14	6 3	6 3	...	...	15 13	17 0	...	...	...	...	19 1	20 0	...	...	8 0	8 0	100 0	100 0	12 8	12 8
Central India—																										
Indore	13 8	13 10	13 0	13 0	8 0	8 0	9 0	9 0	23 0	23 0	17 0	17 0	...	...	...	...	17 0	17 7	30 0	30 0	14 0	14 0	120 0	120 0	10 4	10 4
Nimach Cantonment	13 6	13 6	19 0	18 8	7 0	7 0	9 0	9 0	24 0	23 8	15 0	14 8	...	...	...	...	20 8	20 8	26 0	25 14	18 8	18 8	120 0	140 0	12 0	12 0
Baghelkhand (Sutna)	16 0	16 0	20 0	18 8	8 0	8 0	14 0	14 8	...	...	...	...	...	...	20 8	...	18 8	18 8	...	18 4	20 0	20 0	160 0	160 0	10 8	10 8
Goona	19 0	19 4	15 0	15 0	7 0	7 0	7 8	7 8	25 0	26 0	...	12 0	...	...	...	...	23 8	24 0	30 0	23 0	...	15 0	200 0	200 0	9 8	9 8
Gwalior	15 12	13 12	20 14	20 10	6 8	6 6	7 12	7 10	21 12	21 9	17 11	17 0	...	...	9 1	9 1	21 1	20 12	20 15	20 13	25 3	25 2	126 14	126 14	10 0	10 0

† New 16-0; old 10-0. ‡ For unhusked grain. ‖ Six pies per bundle.

RETAIL PRICES FOR THE 1st HALF OF OCTOBER 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	19 0	19 0	30 0	26 0	...	...	9 0	8 0	24 0	23 0	22 0	21 0	†	†	†	†	28 0	28 0	17 0	17 0	†	†	110 0	105 0	11 0	10 0
Ferozepore	20 0	20 0	36 0	36 0	...	...	9 0	9 0	28 0	28 0	24 0	24 0	†	†	20 0	20 0	30 0	31 0	30 0	26 0	11 0	11 0	100 0	100 0	13 4	13 4
Montgomery	19 0	18 0	25 0	25 0	...	...	9 0	8 0	20 0	20 0	15 0	15 0	‡	‡	26 0	26 0	25 0	25 0	24 0	24 0	12 0	12 0	200 0	200 0	11 0	11 0
Central—																										
Gurgaon	17 0	18 0	28 0	28 0	...	...	10 0	9 0	25 0	25 0	23 0	23 0	†	†	†	†	26 0	26 0	24 0	24 0	20 0	20 0	130 0	130 0	11 0	11 0
Delhi	17 0	18 0	23 0	25 0	...	...	10 0	10 0	24 0	25 0	19 0	20 0	†	†	18 0	16 0	23 0	25 0	23 0	25 0	24 0	26 0	80 0	80 0	11 0	11 0
Rohtak	17 0	17 0	23 0	23 0	...	...	11 0	9 0	25 0	25 0	22 0	22 0	†	†	16 0	16 0	24 0	25 0	18 0	18 0	20 0	20 0	120 0	120 0	10 0	10 0
Karnál	16 0	18 0	25 0	27 0	...	...	11 0	11 0	20 0	20 0	16 0	16 0	22 0	22 0	18 0	18 0	25 0	28 0	25 0	25 0	20 0	20 0	120 0	120 0	10 0	10 0
Lahore	19 0	19 0	35 0	34 0	...	...	11 0	9 0	29 0	29 0	16 0	16 0	‡	‡	22 0	22 0	30 0	30 0	27 0	27 0	12 0	12 0	85 0	85 0	12 0	12 0
Sub-montane—																										
Umballa	20 0	21 0	24 0	26 0	...	...	11 0	10 0	20 0	20 0	17 0	16 0	20 0	20 0	8 0	10 0	28 0	30 0	25 0	32 0	20 0	20 0	120 0	120 0	13 0	13 0
Ludhiána	21 0	21 0	40 0	40 0	...	...	12 0	12 0	29 0	30 0	22 0	22 0	†	†	21 0	21 0	30 0	31 0	30 0	30 0	14 0	14 0	110 0	110 0	12 8	12 8
Jullundur	21 0	22 0	32 0	32 0	...	...	8 0	8 0	24 0	26 0	20 0	20 0	*	*	20 0	20 0	28 0	28 0	32 0	32 0	*	*	100 0	100 0	12 8	12 8
Hoshiárpur	22 0	22 0	33 0	33 0	...	...	10 0	10 0	28 0	28 0	20 0	20 0	13 0	13 0	24 0	24 0	30 0	31 0	30 0	30 0	16 0	16 0	100 0	100 0	13 0	13 0
Gurdáspur	22 0	22 0	28 0	28 0	...	...	12 0	12 0	24 0	18 0	14 0	14 0	†	†	12 0	12 0	27 0	26 0	24 0	24 0	10 0	10 0	120 0	120 0	12 0	12 0
Amritsar	21 0	22 0	31 0	32 0	...	...	11 0	11 0	25 0	25 0	16 0	16 0	†	†	23 0	23 0	30 0	29 0	24 0	24 0	†	†	90 0	90 0	13 0	13 0
Hills—																										
Simla	14 0	14 0	20 0	20 0	...	...	8 0	8 0	15 0	15 0	11 0	11 0	22 0	22 0	8 0	8 0	19 0	19 0	20 0	20 0	10 0	9 0	65 0	65 0	8 8	8 4
Kángra	19 0	19 0	28 0	28 0	...	...	12 0	11 0	14 0	14 0	10 0	10 0	26 0	25 0	8 0	8 0	24 0	22 0	22 0	23 0	13 0	12 0	100 0	100 0	11 0	10 0
North-western—																										
Siálkote	22 0	22 0	36 0	36 0	...	...	13 0	12 0	29 0	28 0	25 0	23 0	14 0	‡	34 0	32 0	28 0	28 0	28 0	28 0	11 0	11 0	160 0	160 0	13 0	13 0
Gujránwála	21 0	21 0	40 0	40 0	...	...	8 0	9 0	28 0	28 0	20 0	20 0	‡	‡	20 0	20 0	30 0	30 0	25 0	25 0	‡	‡	90 0	105 0	13 0	13 0
Gujrát	22 0	23 0	35 0	35 0	...	...	11 0	10 0	30 0	26 0	28 0	24 0	†	†	14 0	12 0	27 0	27 0	28 0	24 0	†	†	120 0	120 0	14 0	14 0
Jhelum	23 0	24 0	35 0	35 0	...	...	10 0	11 0	30 0	32 0	30 0	29 0	†	*	*	*	28 0	29 0	27 0	29 0	*	*	100 0	160 0	14 0	14 0
Ráwalpindi	21 0	21 0	45 0	40 0	...	...	7 0	7 0	40 0	40 0	24 0	21 0	*	*	16 0	16 0	26 0	25 0	32 0	36 0	20 0	17 0	76 0	85 0	13 8	13 4
Hazára	23 0	22 0	41 0	42 0	...	...	10 0	10 0	16 0	‡	14 0	14 0	†	†	12 0	‡	20 0	21 0	29 0	27 0	†	†	85 0	120 0	11 0	11 0
Peshawar	22 0	22 0	48 0	49 0	...	...	11 0	11 0	44 0	44 0	21 0	14 0	†	†	18 0	18 0	24 0	23 0	33 0	34 0	20 0	20 0	80 0	87 0	37 0	36 0
Kohát	22 0	23 0	47 0	45 0	...	...	15 0	16 0	*	*	32 0	32 0	†	†	*	*	24 0	24 0	32 0	32 0	†	†	125 0	100 0	55 0	60 0
Western—																										
Shahpur	23 0	24 0	35 0	35 0	...	...	10 0	9 0	26 0	26 0	26 0	26 0	20 0	20 0	20 0	20 0	31 0	31 0	26 0	26 0	*	*	240 0	240 0	13 0	13 0
Jhang	20 0	22 0	32 0	31 0	...	...	9 0	8 0	22 0	24 0	17 0	18 0	22 0	22 0	22 0	22 0	21 0	21 0	20 0	24 0	10 0	10 0	200 0	200 0	12 0	11 0
Mooltan	16 0	16 0	27 0	26 0	...	...	10 0	10 0	27 0	26 0	19 0	20 0	†	†	25 0	26 0	22 0	22 0	21 0	20 0	†	†	100 0	100 0	12 0	12 0
Bannu	29 0	28 0	44 0	39 0	...	...	14 0	10 0	33 0	25 0	33 0	31 0	8 0	8 0	8 0	8 0	33 0	32 0	38 0	34 0	11 0	13 0	60 0	60 0	40 0	40 0
D. I. Khán	21 0	21 0	37 0	34 0	...	...	9 0	7 0	31 0	25 0	26 0	23 0	‡	‡	6 0	6 0	27 0	26 0	19 0	17 0	14 0	14 0	112 0	112 0	44 0	43 0
Muzaffargarh	18 0	18 0	26 0	27 0	...	...	13 0	13 0	18 0	17 0	18 0	17 0	‡	‡	‡	‡	20 0	20 0	‡	‡	11 0	11 0	110 0	110 0	12 0	12 0
D. G. Khán	16 0	17 0	24 0	24 0	...	...	8 0	8 0	23 0	23 0	23 0	21 0	‡	‡	‡	‡	20 0	21 0	‡	15 0	‡	‡	125 0	125 0	27 0	26 0
Sind and Baluchistan—																										
Karáchi	12 0	12 0	17 0	18 0	8 0	8 0	11 0	11 0	16 0	16 0	15 0	15 0	‡	‡	‡	‡	18 0	18 0	16 0	16 0	6 0	6 0	90 0	90 0	13 0	14 0
Hyderabad (Gidu Bandar)	13 0	12 8	17 0	15 8	7 8	7 8	11 0	9 8	21 0	19 8	17 0	15 0	...	...	...	...	16 0	15 8	...	...	...	...	160 0	160 0	11 8	12 0
Thar and Párkar (Umarkot)	13 0	13 8	...	...	...	...	13 0	13 0	...	...	15 0	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	12 0	12 0
Sukkur	15 0	14 0	20 0	21 0	9 0	8 0	12 0	10 0	22 0	20 0	19 0	19 0	...	...	...	...	19 0	19 8	...	...	11 0	11 0	140 0	80 0	12 8	12 8
Shikárpur	12 13	12 14	18 14	19 8	8 3	8 4	9 8	9 14	19 8	19 8	22 8	22 0	...	...	...	...	18 8	18 0	...	...	9 8	9 8	140 0	125 0	11 5	11 4
Upper Sind Frontier	13 8	13 0	19 0	18 8	8 0	8 0	9 0	9 8	24 0	23 0	19 0	20 0	...	...	...	...	19 0	19 0	...	...	10 0	9 0	160 0	160 0	11 0	11 0
Quetta	12 12	13 10	15 8	16 0	4 8	4 8	7 0	7 0	16 0	16 0	...	...	...	...	...	...	13 8	13 12	20 0	18 0	...	...	40 0	40 0	8 0	8 0
Bombay—																										
Konkan—																										
Karwar	10 0	10 0	...	...	6 8	6 8	...	10 0	18 0	...	13 0	13 0	22 8	21 0	...	...	11 0	9 0	...	...	9 8	9 8	213 5	213 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	8 8	8 8	9 14	9 14	14 4	14 4	13 8	13 8	17 10	16 7	...	...	11 4	11 4	...	...	9 9	9 9	135 0	135 0	10 5	10 5
Colába (Alibág)	9 13	9 3	...	...	...	...	9 10	9 10	...	...	...	...	...	...	...	...	11 12	11 12	...	...	...	...	85 0	85 0	12 0	12 0
Bombay	10 0	10 10	17 0	17 0	7 1	7 2	10 10	10 13	16 12	15 7	13 5	12 10	17 14	17 1	15 13	14 9	14 1	15 12	16 8	16 8	7 12	7 2	66 5	62 6	11 3	11 3
Tanna (Salsette)	8 0	8 0	...	...	7 3	7 3	9 7	9 7	...	...	11 4	11 4	...	...	...	...	12 5	12 5	...	...	9 12	9 12	71 2	71 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	15 0	15 0	...	...	11 0	11 0	12 0	12 0	21 0	19 0	17 0	17 0	24 0	24 0	...	...	11 0	12 0	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Belgaum	14 0	14 0	16 0	17 0	12 0	11 8	13 0	12 8	21 0	20 0	19 0	19 0	24 0	23 0	18 0	17 0	11 4	11 0	...	...	10 0	9 8	62 0	64 0	12 8	12 0
Satara	10 11	10 11	11 14	10 14	8 3	8 3	8 9	8 9	14 10	14 10	12 15	12 15	16 1	16 1	14 1	14 1	11 11	11 11	15 5	15 5	11 0	11 0	97 0	97 0	11 11	11 11
Sholápur	14 8	13 9	12 5	11 15	9 8	9 8	10 6	10 6	20 11	19 13	16 8	16 1	...	...	...	...	13 11	13 11	...	...	14 3	13 5	80 0	75 0	11 4	11 4
Bijápur	13 8	13 8	...	10 5	7 3	7 3	9 2	9 2	17 14	17 4	15 14	15 14	...	...	...	...	10 2	10 2	...	...	10 10	10 10	80 0	80 0	10 8	10 8
Poona (City)	11 8	11 8	13 10	13 10	7 15	7 15	8 9	8 9	17 6	17 6	16 2	16 2	16 6	16 6	...	...	11 8	12 10	...	...	14 6	14 6	60 13	60 13	10 2	10 14
Khandesh—																										
Ahmednagar	14 8	13 6	...	...	7 6	7 6	8 5	8 8	17 8	16 8	14 10	13 12	...	...	...	...	13 2	12 7	...	...	16 9	16 10	91 7	89 13	11 0	11 2
Násik	14 12	14 12	...	...	9 0	9 0	10 8	10 8	17 14	16 8	16 4	14 12	17 3	16 4	...	...	13 11	13 6	...	...	10 1	10 1	93 0	93 0	13 1	13 8
Khandesh (Dhulia)	12 14	12 14	...	...	7 8	7 8	9 6	9 6	19 12	18 0	16 4	16 14	...	...	...	...	12 10	11 13	...	...	...	...	106 0	106 0	10 8	10 8
Guserat—																										
Surat	11 0	11 0	12 0	12 0	6 0	6 0	8 0	8 0	15 0	14 0	15 0	14 0	...	...	6 0	6 0	11 0	12 0	...	...	13 0	13 0	95 0	95 0	13 0	13 0
Broach	10 8	10 8	...	...	7 12	7 12	10 0	10 0	18 0	18 0	13 4	13 4	...	...	...	...	10 8	10 8	...	...	13 4	13 4	90 0	90 0	12 12	12 12
Kaira	13 14	13 14	20 0	20 0	7 7	7 7	9 11	9 11	...	17 12	16 0	15 9	20 0	20 0	...	...	11 6	11 6	...	...	...	...	90 0	90 0	13 5	13 5
Baroda Camp (Sadar Bazar)	9 2	9 2	12 9	12 9	6 4½	6 4½	6 15	6 15	14 14	14 14	14 14	14 14	17 2	17 2	...	...	8 9½	9 2	...	...	9 2	8 9½	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	11 8	12 0	20 0	20 0	6 0	6 0	8 0	8 0	18 0	17 0	17 0	16 0	...	...	...	...	18 0	19 0	...	...	9 8	9 0	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	11 4	11 4	...	...	9 0	9 0	10 0	10 0	17 4	17 6	17 4	17 4	24 0	21 0	...	...	16 0	16 0	25 4	21 0	9 4	9 4	160 0	160 0	13 0	13 0
Deesa Cantonment	15 8	14 13	17 8	17 8	6 8	6 0	8 8	8 0	19 8	15 14	17 0	14 4	...	...	...	...	17 0	17 0	...	...	11 0	11 0	145 0	145 0	11 8	10 8
Kathiawar—																										
Rájkot	13 4	13 8	...	...	6 0	6 0	8 0	8 0	15 4	15 8	13 4	13 8	...	...	...	...	13 8	13 8	...	...	7 0	7 0	80 0	80 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	14 4	14 4	...	...	7 8	7 8	10 9	10 9	24 13	24 13	...	...	...	...	...	...	...	...	...	...	9 14	9 14	120 0	120 0	10 13	10 13
Khandwa-Asirgarh Cant.	12 8	12 8	...	...	8 12	8 12	10 0	10 0	22 0	22 0	18 0	18 0	...	...	...	...	14 0	14 0	...	...	10 0	10 3	160 0	160 0	8 0	8 0
Hoshangabad	14 8	14 8	...	...	6 8	6 8	7 8	7 8	...	...	...	...	...	...	...	...	18 0	18 0	...	...	13 0	13 0	120 0	120 0	9 0	9 0
Betúl	14 7	14 7	...	...	...	...	11 1	11 1	14 12	14 12	...	...	...	...	...	...	14 0	14 0	...	...	9 11	9 11	320 0	320 0	7 9	7 9
Chhindwára	19 0	15 3	...	...	8 0	7 5	10 0	8 14	18 0	18 0	...	...	...	...	...	...	15 3	15 3	...	...	10 4	10 4	160 0	160 0	8 0	8 0
Nágpur	16 4	16 4	...	...	8 2	8 2	11 4	12 3	19 11	18 12	...	...	...	...	...	...	16 4	16 4	...	...	13 2	13 2	110 0	110 0	9 13	9 13
Wardha	16 0	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	17 2	17 2	...	...	15 0	15 0	124 0	124 0	10 2	10 2
Central—																										
Narsinghpur	13 5	13 8	...	...	9 3	9 3	12 1	10 6	...	...	...	...	...	...	...	...	17 10	18 11	...	...	12 10	12 10	200 0	200 0	9 2	9 2
Saugor	...	14 9	...	...	...	9 4	...	10 0	...	...	...	...	...	...	...	...	...	16 8	...	...	...	12 9	...	160 0	...	9 10
Damoh	14 2	14 2	...	...	11 7	11 7	12 5	12 5	...	...	...	...	...	...	...	...	18 7	18 7	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	16 0	16 0	...	...	8 12	8 4	10 0	10 0	16 8	16 8	...	...	...	...	...	...	17 0	17 0	...	...	12 4	12 8	130 0	120 0	9 0	9 0
Mandla	18 0	18 0	...	...	10 0	10 0	13 0	14 0	13 0	...	...	...	...	...	...	...	20 0	20 0	...	...	...	13 0	200 0	256 0	9 0	9 0
Seoni	16 9	17 15	...	...	10 3	10 3	13 9	13 9	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 15	10 15	200 0	200 0	9 2	9 2
Bálághát	17 1	17 1	...	...	10 8	11 13	16 9	16 9	...	...	...	...	...	...	...	...	16 13	19 3	...	...	12 8	12 8	192 0	192 0	8 0	8 0
Bhandára	17 8	16 4	...	...	...	...	12 8	11 12	...	...	...	...	...	...	...	...	17 8	17 8	...	...	13 12	12 8	180 0	180 0	9 2	9 2
Chánda	15 0	15 0	...	...	...	...	12 13	12 13	23 5	20 3	...	...	...	...	...	...	19 3	19 3	...	...	12 15	12 15	615 0	615 0	8 12	8 12
Eastern—																										
Biláspur	18 15	18 15	...	...	10 3	10 3	13 8	13 8	...	...	...	...	...	...	...	...	16 12	16 12	...	...	15 4	15 4	96 0	96 0	9 0	9 0
Raipur	19 3	19 11	...	...	10 6	10 2	14 13	14 12	...	...	...	...	...	...	...	...	16 0	15 0	...	...	13 12	13 0	80 0	64 0	9 7	8 0
Sambalpur	12 4	12 4	...	...	14 0	14 0	20 2	20 2	...	...	...	...	...	...	...	...	9 12	9 12	...	...	8 0	8 0	160 0	140 0	10 1	10 1
Berar—																										
Buldána	16 0	16 0	...	...	7 0	8 0	9 0	10 0	23 0	22 0	18 0	18 0	...	...	...	...	13 0	13 0	...	...	10 0	10 0	§	§	9 0	9 0
Básim	17 6	17 3	...	...	7 10	7 11	9 6	9 10	24 13	25 8	24 0	24 0	...	...	...	...	18 7	18 5	...	...	13 4	14 0			9 13	9 13
Akola	15 0	15 0	...	...	6 0	6 8	8 0	8 0	18 0	18 0	13 0	13 0	...	...	...	...	16 0	16 0	...	...	17 0	17 0			10 8	10 8
Ellichpur	14 4	14 4	...	...	6 4	7 0	8 4	8 0	17 12	16 4	13 4	13 0	...	...	...	...	13 12	14 0	...	...	16 12	17 0			9 8	9 8
Amráoti	14 6	14 6	...	...	6 2	6 0	7 4	7 4	20 0	18 8	12 10	12 12	...	...	...	26 0	14 6	14 6	...	...	12 8	12 0			9 0	9 0
Wúa	16 0	15 0	...	...	8 0	8 0	11 0	10 0	24 0	21 8	...	...	...	...	...	...	18 0	16 0	...	...	24 0	20 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 11	12 15	...	...	7 8	7 10	10 0	9 9	17 12	18 4	18 4	...	20 11	...	...	...	14 2	14 7	...	...	17 12	17 12	120 0	120 0	9 2	9 2
Boláram	13 4	13 2	...	...	7 5	7 5	9 0	8 6	21 3	19 9	...	...	...	...	...	...	15 15	15 15	...	...	...	...	116 14	116 14	9 0	9 0
Chadarghat	11 0	11 0	...	...	7 8	7 8	10 12	11 0	20 0	20 0	20 0	20 0	...	...	...	...	15 0	16 0	...	...	...	...	120 0	120 0	9 8	9 8

* Not sold. † Not produced. ‡ Not procurable. § Firewood is sold by head-loads, cart-loads, and bullock-loads.

RETAIL PRICES FOR THE 1st HALF OF OCTOBER 1889—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thúr, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	11 5	11 5	12 3	12 3	*	*	*	*	20 6	20 6	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	8 2	8 2	...	...	10 10	9 14	11 5	10 13	*	*	*	*	19 5	19 5	...	...	...	...	...	...	...	...	128 13	128 13	12 5	12 5
South, central—																										
Coimbatore	11 2	11 2	...	...	12 3	12 3	13 2	13 2	23 3	21 10	25 6	23 14	26 3	26 3	...	...	...	...	...	...	...	...	133 10	133 10	11 11	11 11
Nilgiris	10 11	10 11	...	...	9 10	9 10	10 6	10 6	16 13	20 0	18 3	16 13	20 3	20 3	...	...	...	...	...	...	...	...	161 13	161 13	10 2	10 2
Salem	10 13	10 13	...	...	11 13	11 13	13 3	13 3	27 13	28 13	25 6	26 3	30 13	31 5	...	...	...	...	...	...	...	...	186 10	186 10	13 8	13 8
Central—																										
Bellary	13 6	13 6	...	...	11 3	11 3	13 0	13 0	28 13	28 13	22 10	21 10	33 0	32 0	...	...	...	...	...	...	...	...	85 2	97 3	11 14	11 14
Anantapur	11 8	11 8	...	...	12 13	12 13	14 0	14 0	31 6	30 14	25 6	25 6	32 0	32 0	...	...	...	...	...	...	...	...	194 6	194 6	11 5	11 5
Cuddapah	12 8	12 8	...	...	11 13	11 10	12 6	12 13	23 11	22 14	*	*	31 8	31 8	...	...	...	...	...	...	...	...	140 0	140 0	12 2	12 2
Kurnool	10 13	10 13	...	...	10 11	10 11	11 6	11 6	25 5	25 5	22 8	22 8	25 13	25 13	...	...	...	...	...	...	...	...	142 14	142 14	11 11	11 11
East Coast, north—																										
Ganjam	8 14	8 0	...	...	10 0	10 0	11 0	11 0	*	*	*	*	24 10	18 3	...	...	...	...	...	...	...	...	127 5	127 5	12 13	12 13
Vizagapatam	10 8	11 3	...	...	10 2	9 8	11 5	10 11	27 0	26 8	28 11	29 11	23 3	24 3	...	...	...	...	...	...	...	...	116 10	116 10	11 11	11 11
Godávari	8 2	8 2	...	...	15 6	14 6	16 8	15 0	27 13	26 14	28 3	29 14	25 8	25 8	...	...	...	...	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	13 11	13 11	14 5	14 5	19 0	19 0	*	*	23 13	23 13	...	...	...	...	...	...	...	...	170 2	170 2	13 3	13 3
Nellore	11 8	11 8	...	...	13 13	13 13	14 13	14 13	23 11	23 11	*	*	28 13	28 13	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	10 13	10 13	...	...	11 8	11 10	12 10	12 11	19 10	17 8	21 6	20 8	26 11	26 0	...	...	...	...	...	...	...	...	97 10	94 5	12 5	12 5
Chingleput	...	*	...	...	12 0	12 0	12 13	12 13	*	*	17 3	17 3	24 11	24 11	...	...	...	...	...	...	...	...	122 8	122 8	12 6	12 6
N. Arcot	9 11	9 11	...	...	11 10	11 10	13 3	13 3	*	*	23 14	24 13	35 14	37 10	...	...	...	...	...	...	...	...	194 6	194 6	11 5	11 5
S. Arcot	8 10	8 10	...	...	13 2	13 2	14 0	14 0	*	*	27 11	23 2	23 13	25 6	...	...	...	...	...	...	...	...	209 0	209 0	11 11	11 11
Tanjore	8 13	8 13	...	...	13 11	13 11	15 14	*	20 11	20 11	34 13	30 8	29 8	29 8	...	...	...	...	...	...	...	...	166 3	166 3	12 6	12 6
Trichinopoly	8 10	8 14	...	...	12 3	12 3	12 11	12 11	23 13	22 6	26 11	26 11	28 13	27 8	...	...	...	...	...	...	...	...	143 6	143 6	12 3	12 3
Southern—																										
Tinnevelly	8 8	8 8	...	...	11 2	11 2	13 3	12 13	*	*	*	*	*	*	...	...	...	...	...	...	...	...	53 5	53 5	14 13	14 13
Madura	9 11	9 11	...	...	11 13	11 13	12 8	12 8	25 14	25 14	23 8	20 10	27 14	26 6	...	...	...	...	...	...	...	...	131 3	136 2	13 10	13 10
Mysore—																										
Mysore	10 0	10 0	10 4	10 8	9 8	9 8	10 12	10 8	39 0	35 0	18 0	17 8	30 0	28 0	...	...	10 0	10 0	...	...	11 0	11 0	84 0	84 0	8 8	9 0
Bangalore	10 12	10 8	12 1	11 0	9 4	10 8	10 1	11 8	24 9	23 0	...	...	32 1	32 0	...	...	10 8	11 8	...	...	12 11	16 8	84 0	84 0	9 8	9 4
Kolar	...	...	9 8	9 12	11 0	11 0	12 8	12 0	31 8	...	...	...	42 0	42 0	...	...	10 0	10 0	...	...	12 0	11 8	132 0	144 0	9 0	8 8
Tumkur	11 0	11 0	11 0	11 0	11 0	11 0	12 0	12 0	...	...	...	...	48 0	48 0	...	...	11 0	11 0	...	...	14 0	14 0	340 0	340 0	9 0	9 0
Hassan	...	...	10 0	10 0	11 0	11 0	13 0	13 0	...	...	...	...	46 0	46 0	...	...	11 0	11 0	...	...	12 0	13 0	96 0	96 0	8 0	8 0
Kadur	10 0	10 0	11 0	11 0	12 0	12 0	16 0	16 0	...	...	...	...	40 0	40 0	...	...	13 0	13 0	...	...	8 0	8 0	240 0	240 0	8 0	8 0
Shimoga	10 8	11 9	11 9	12 10	11 9	11 9	14 11	14 11	33 10	33 10	...	...	47 4	44 1	...	...	11 9	12 10	...	...	16 13	16 13	480 0	480 0	8 6	8 6
Chitaldrug	12 0	13 0	15 0	15 0	11 0	11 0	13 0	13 0	46 0	34 0	32 0	32 0	56 0	48 0	70 0	60 0	12 0	13 0	...	...	16 0	16 0	320 0	320 0	8 0	8 0
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	11 0	10 8	13 0	12 8	...	...	...	...	34 0	28 8	...	...	19 8	20 0	...	...	...	...	110 0	110 0	8 8	8 8
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

E. J. SINKINSON,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first seven months of the official year 1889-90, and of the eighteen preceding years.

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE SEVEN MONTHS, APRIL TO OCTOBER.																										YEAR.
	Bengal.				Bombay.				Sindh.				Madras.				Burma.				Total British India.						
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Import Revenue.	Export Revenue.	Total Revenue.		
1871-72	5,80	41,51	11,68	58,99	4,21	23,72	2,19	30,12	73	71	97	2,41	2,01	7,31	8,29	17,61	90	2,39	10,72	14,01	13,65	75,64	89,29	33,85	1,23,14		1871-72
1872-73	7,16	42,07	12,77	62,00	3,19	23,87	1,80	28,86	65	65	1,29	2,59	2,26	6,86	6,55	15,67	1,82	2,71	19,53	24,06	15,08	76,16	91,24	41,94	1,33,18		1872-73
1873-74	5,84	40,14	9,35	55,33	3,46	23,11	1,78	28,35	71	46	66	1,83	2,07	7,87	8,06	18,00	1,95	2,78	15,46	20,19	14,03	74,36	88,39	35,31	1,23,70		1873-74
1874-75	6,68	45,52	6,83	59,03	3,88	26,13	1,94	31,95	66	38	76	1,80	2,01	7,95	7,83	17,79	2,28	3,75	10,24	16,27	15,51	83,73	99,24	27,60	1,26,84		1874-75
1875-76	6,92	43,56	8,11	58,59	3,90	22,60	3,45	29,95	73	54	92	2,19	2,37	8,33	7,68	18,38	2,18	2,78	18,51	23,47	16,10	77,81	93,91	38,67	1,32,58		1875-76
1876-77	7,23	37,99	7,41	52,63	4,57	22,10	58	27,25	90	42	13	1,45	3,20	7,42	5,02	15,64	2,59	3,04	13,00	18,63	18,49	70,97	89,46	26,14	1,15,60		1876-77
1877-78	8,46	47,56	8,64	64,66	4,89	25,79	52	31,20	1,19	49	22	1,90	3,07	4,63	1,14	8,84	2,81	3,33	9,65	15,79	20,42	81,80	1,02,22	20,17	1,22,39		1877-78
1878-79	7,45	38,84	7,75	54,04	4,78	23,32	1,25	29,35	1,03	32	11	1,46	3,29	5,48	2,50	11,27	4,02	3,95	14,44	22,41	20,57	71,91	92,48	26,05	1,18,53		1878-79
1879-80	6,68	35,70	5,23	47,61	5,19	19,68	1,02	25,89	1,79	45	11	2,35	3,11	5,34	3,70	12,15	3,96	3,60	17,39	24,95	20,73	64,77	85,50	27,45	1,12,95		1879-80
1880-81	7,52	34,66	6,51	48,69	4,89	28,25	1,03	34,17	2,60	64	13	3,37	2,82	6,14	5,21	14,17	2,68	4,53	19,36	26,57	20,51	74,22	94,73	32,24	1,26,97		1880-81
1881-82	7,50	32,69	8,80	48,99	5,89	25,50	85	32,24	2,24	71	17	3,12	2,78	5,69	3,38	11,85	3,93	4,42	22,92	31,27	22,34	69,01	91,35	36,12	1,27,47		1881-82
1882-83	8,02	2	8,84	16,88	5,83	−1,05*	78	5,56	2,03	4	31	2,38	3,18	1	2,41	5,60	4,67	5	28,37	33,09	23,73	—93*	22,80	40,71	63,51		1882-83
1883-84	7,83	10	10,20	18,13	6,08	21	69	6,98	2,05	2	27	2,34	2,88	7	3,10	6,05	4,56	10	20,30	24,96	23,40	50	23,90	34,56	58,46		1883-84
1884-85	6,90	20	5,78	12,88	5,69	22	95	6,86	2,21	3	28	2,52	2,70	1	3,47	6,18	4,43	6	15,08	19,57	21,93	52	22,45	25,56	48,01		1884-85
1885-86	7,46	14	7,17	14,77	6,69	27	53	7,49	2,48	3	39	2,90	2,77	5	2,17	4,99	3,66	4	23,83	27,53	23,06	53	23,59	34,09	57,68		1885-86
1886-87	7,22	25	5,96	13,43	6,69	32	64	7,65	2,65	7	53	3,25	3,45	10	3,25	6,80	5,05	10	19,68	24,83	25,06	84	25,90	30,06	55,96		1886-87
1887-88	6,80	29	7,78	14,87	8,22	26	90	9,38	2,85	4	44	3,33	5,60	4	2,80	8,44	5,25	1	21,05	26,31	28,72	64	29,36	32,97	62,33		1887-88
1888-89	8,37	3,53	9,10	21,00	8,14	2,46	68	11,28	3,11	62	22	3,95	5,88	54	3,08	9,50	5,01	63	13,70	19,34	30,51	7,78	38,29	26,78	65,07		1888-89
1889-90	8,05	5,39	6,68	20,12	8,93	1,50	1,06	11,49	3,16	47	29	3,92	5,95	35	4,11	10,41	4,71	1,67	22,75	29,13	30,80	9,38	40,18	34,89	75,07		1889-90

* The amount refunded is greater than the duty collected.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 19th November, 1889.

E. J. SINKINSON,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXX OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Week ending 27th October 1888. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Week ending 26th October 1889. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Total Receipts from 1st April to 27th October, 1888. Total.	Per mile open per week.	Total Receipts from 1st April to 26th October, 1889. Total.	Per mile open per week.	Total Increase in 1889-90.	Total Decrease in 1889-90.
	State Lines worked by Companies		R	R		R	R	R	R	R	R	R	R
2nd Nov., 1889	East Indian	1,514	9,01,262	595	1,526	(a) 8,10,151	531	2,38,61,951	525	(a)2,40,85,644	526	2,23,693	...
2nd ditto	Patna-Gya	57	9,478	166	57	8,494	149	2,80,700	167	2,67,363	156	...	19,337
...	Dildárnagar-Gházipur	12	590	49	...	(b)	...	38,737	108	(b)	...	...	38,737
...	Sindia	75	7,161	95	...	(c)	...	2,03,739	91	(c)	...	...	2,03,739
2nd Nov., 1889	Rajputana-Malwa	1,664	3,75,341	226	1,672	3,12,000	187	1,02,11,217	205	1,07,15,063	215	5,03,846	...
2nd ditto	Bengal-Nágpur (d)	183	19,742	108	305	(e)23,908	78	8,21,912	147	(e)9,81,732	109	1,59,820	...
2nd ditto	Southern Mahratta (f)	854	84,143	98	978	48,359	49	22,31,251	87	22,92,328	88	61,077	...
2nd ditto	Ditto Mysore Section	140	13,944	100	296	18,523	63	3,42,327	82	5,11,687	69	1,69,360	...
2nd ditto	Indian Midland	136	11,867	87	746	(g)57,266	77	3,86,665	95	(g) 15,85,680	79	11,99,015	...
2nd ditto	Villupuram-Guntakal, Nellore Branch	83	4,246	51	83	3,673	44	1,44,400	58	1,42,099	57	...	2,301
26th Oct., 1889	Bareilly-Pilibhit	36	2,581	72	36	1,860	52	45,009	43	55,622	53	10,613	...
	Total	4,754	14,30,355	301	5,699	12,84,234	225	3,85,73,908	270	4,06,37,218	249	20,63,310	.
	State Lines worked by Government.												
2nd Nov., 1889	North-Western (h)	2,469	6,24,861	253	2,478	5,64,262	228	1,43,09,868	193	1,55,88,095	211	12,78,227	...
26th Oct., 1889	Oudh and Rohilkhand	692	1,31,268	190	692	1,24,473	180	38,20,543	184	42,36,232	204	4,15,689	...
26th ditto	Bengal Central	125	15,361	123	125	10,030	80	4,16,171	111	4,31,555	115	15,384	...
26th ditto	Wardha Coal	45	17,984	400	45	13,954	310	4,23,947	314	4,39,145	327	15,198	...
2nd Nov., 1889	Eastern Bengal	673	2,92,539	435	747	2,50,920	336	58,94,739	292	60,15,832	280	1,21,093	...
2nd ditto	Nalháti	27	1,818	67	27	1,715	63	57,606	73	54,858	69	...	2,808
2nd ditto	Tirhoot	273	30,755	113	273	36,340	133	9,14,414	121	10,55,201	133	1,40,787	...
26th Oct., 1889	Lucknow-Sitapur-Sihramau	105	6,116	58	105	4,260	41	1,43,997	46	1,78,655	57	34,658	...
2nd Nov., 1889	Jorhát	25	1,039	42	25	1,138	46	35,760	48	36,480	49	720	...
2nd ditto	Cherra-Companyganj	7	313	45	7	290	41	4,039	19	5,033	24	994	...
2nd ditto	Burma (i)	392	62,228	159	553	92,909	168	16,42,339	147	25,70,760	161	9,28,421	...
	Total	4,833	11,84,279	245	5,077	11,00,291	217	2,76,63,483	192	3,06,11,846	203	29,48,363	...
	Lines worked by Guaranteed Companies												
2nd Nov., 1889	Madras	840	2,07,002	246	840	1,77,311	211	49,07,063	195	53,27,984	212	4,20,921	...
2nd ditto	South Indian	654	1,01,887	156	654	85,846	131	32,23,771	164	33,49,667	172	1,25,896	...
26th Oct., 1889	Great Indian Peninsula	1,504	(j) 6,60,272	439	1,440	(k)4,39,889	306	(j)2,31,77,843	514	(k)1,76,66,197	423	...	55,11,646
26th ditto	Bombay, Baroda and Central India (l)	461	2,30,570	500	461	1,75,000	380	69,36,915	502	70,74,813	514	1,37,898	...
	Total	3,459	11,99,731	347	3,395	8,78,046	259	3,82,45,592	369	3,34,18,661	330	...	48,26,931
GRAND TOTAL (GUARANTEED AND STATE)		13,046	38,14,365	292	14,171	32,62,571	230	10,44,82,983	267	10,46,67,725	252	1,84,742	...
GROSS ESTIMATED EXPENSES		...	...	...	...	...	...	5,45,19,632	139	5,46,81,670	132	1,62,038	...
NET RECEIPTS		...	...	...	...	..	...	4,99,63,351	128	4,99,86,055	120	22,704	...
	Assisted Companies												
2nd Nov., 1889	Tárakeshwar	22	5,386	245	22	3,647	166	1,59,537	242	1,58,026	241	...	1,511
19th Oct., 1889	Dibru-Sadiya	...	...	...	...	(m)	...	(n)2,50,568	111	(o)2,71,121	120	20,553	...
2nd Nov., 1889	Bengal and North-Western	376	32,257	86	376	32,170	86	13,16,669	117	13,61,261	121	44,592	...
26th Oct., 1889	Rohilkhand-Kumaun	67	7,999	119	67	8,708	130	2,10,113	108	2,24,701	116	14,588	...
	Total	465	45,642	98	465	44,525	96	19,36,887	119	20,15,109	124	78,222	..
	Native States.												
2nd Nov., 1889	His Highness the Nizam's Guaranteed	310	35,779	115	354	44,459	126	9,37,125	108	12,85,012	122	3,47,887	...
2nd ditto	His Highness the Gaekwar's	59	2,566	44	59	1,460	25	74,706	42	75,032	43	326	...
2nd ditto	His Highness the Gaekwar's Viramgam Mehsána-Vadnagar	21	864	41	27	530	20	26,215	42	30,302	38	4,087	...
2nd ditto	Bhávanagar-Gondal-Junágarh-Porbandar	209	17,281	83	329	14,917	45	5,71,729	97	7,34,693	91	1,62,964	...
26th Oct., 1889	Morvi	68	3,033	45	68	2,156	32	1,01,017	50	1,10,699	54	9,682	...
2nd Nov., 1889	Jodhpore	124	5,721	46	124	6,300	51	2,01,212	54	1,94,148	52	...	7,064
	Total	791	65,244	82	961	69,842	73	19,12,004	84	24,29,886	90	5,17,882	...

(a) Includes the Dildárnagar-Gházipur State Railway.
(b) Included with East Indian Railway.
(c) Included with Indian Midland Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itársi State Railways.
Includes the Amritsar-Pathánkot and Rajpura-Bhatinda State Railways.
(i) Includes the Toungoo-Mandalay extension.
(j) Includes the Dhond-Manmád, Khámgaon, Amraoti and Bhopal-Itársi State Railways.
(k) Includes the Dhond-Manmád, Khámgaon and Amraoti State Railways.
(l) Includes the Patri Branch.
(m) Return not received.
(n) Total receipts from 1st April to 20th October, 1888.
(o) Total receipts from 1st April to 19th October, 1889.

M. C. BRACKENBURY, *Major, R.E.*,
Under-Secretary.

UTTA,
nber, 1889.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—(No report received.)

Bombay.—*For week ending 20th November.*—Prospects of cotton and other crops good, except in parts where damaged by locusts or disease. Harvesting and sowing operations in full progress. Fodder and water-supply generally sufficient and agricultural stock healthy.

Bengal.—*For week ending 19th November.*—Rainfall during the week has been general and rather heavy in Bengal and Orissa, while showers have fallen in Behar and Chota Nagpore. Weather is still unsettled and further rain is likely to fall. The heavy rain has done some harm to the rice harvest and also to some of the young *rabi* crops. In Behar, however, the rain has benefited the *rabi* sowings, which are nearly complete. Poppy cultivation is progressing satisfactorily except in Monghyr and the Hajipore Sub-Division of Mozufferpore, where the sowings are backward for want of rain. Tobacco is being transplanted and doing well, and the transplanting of *ganja* in the Rajshahye district is finished. Sugarcane has benefited by the week's rainfall, and is doing well. Betul-nut in Tipperah and Noakholly is estimated to be a 14-anna crop. Prices of rice are falling steadily in the Behar districts generally, while in almost all other districts of the province no marked fluctuations are reported.

North-Western Provinces and Oudh.—*For week ending 20th November.*—The weather has been more or less cloudy over the eastern districts, with light rain here and there. Agricultural prospects generally continue fair. A flight of locusts passed over portions of the Agra and Banda districts, but did very little injury to the crops; they also appeared in three parganas of the Jhansi district, the extent of the injury done is not yet known. Markets are amply supplied. Prices easy.

Punjab.—*For week ending 20th November.*—No rain. Prices unsettled in Delhi and Multan, rising in Ambala and Rawalpindi, stationary elsewhere. Harvesting of *kharif* crops nearly over. Sowings of *rabi* going on slowly for want of rain, which is much needed throughout the Province. Outturn expected to be an average one. Fodder sufficient in all districts.

Central Provinces.—*For week ending 20th November.*—Weather cool and somewhat cloudy at end of week, with slight rain in Bilaspore. *Kharif* crops being harvested, outturn good. *Rabi* sowings still continue, and crops where sown are in good condition. Cotton being picked, outturn is good. Prices steady.

Burma.—(No report received.)

Assam.—*For week ending 20th November.*—Weather damp; slight rain in all districts. Reaping of early rice commenced. Sowing of mustard continues. Prospects of tea and other crops good.

Mysore and Coorg.—(No report received.)

Berar and Hyderabad.—*For week ending 20th November.*—Weather clear and cold in Berar. *Jowari* nearly ripe. Cotton second picking continues. *Rabi* sowing completed. Pasturage sufficient except in Chikli. Prices stationary.

No rain during week at Hyderabad. Sowing of *rabi* crops continues. *Abi* crops thriving. Prices: wheat $11\frac{3}{4}$, coarse rice $9\frac{3}{4}$, white *juar* $18\frac{1}{2}$, yellow *juar* 21, and *tur* 16 seers per current sicca rupee.

C

Central India.—*For week ending 20th November.*—The following changes reported since last report: Prices of food-grains low in West Malwa, and falling in Dhar, Barwani and Neemuch and in Goona Agency.

Rajputana.—*For week ending 20th November.*—Agricultural operations satisfactory. Standing crops damaged by locusts in Bundi, Kerowli and Dholepore. Agricultural stock good except in Bundi. Pasturage or fodder sufficient except in Marwar and Dholepore. Prices rising in Kerowli and steady elsewhere.

Nepal.—*For week ending 14th November.*—No rain. Weather fine. Wheat is being sown in the valley.

E. C. BUCK,
Secretary to the Government of India.

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OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, November 18th, 1889.

During the week under review there has occurred a marked change in the weather over the eastern half of India. This change has been caused by a somewhat considerable depression which has moved erratically about the Bay and by two or three small subsidiary disturbances which were apparently formed over the head of the Bay and passed into Bengal, giving much heavy rain to that Province and the east of the North-Western Provinces. The effects of these disturbances, both major and minor, were confined more or less to the Bay area, though rain also fell in Travancore and the east of the North-Western Provinces. The weather in other parts of India remained fine and dry.

The chart of the 12th showed a large area of high pressure overlying North-Western and Central India, the Central Provinces and the Deccan, and a large low pressure area over the Andaman sea and the south-east of the Bay. The wind directions were normal except over the western side of the Bay, where the abnormal westing, which has been recently noticed, continued. The weather was very fine except in Burma where there was some cloud. On the 13th the barometer was rising in North-Western India and in Burma, and was falling elsewhere. The low pressure area which had formerly existed over the south-east of the Bay had apparently commenced a westerly advance—hence the fall in the Peninsula and the rise in Burma. A strong easterly wind blew at Diamond Island, but elsewhere there was little change. There had occurred an increase of dampness and of cloud round the Bay, but the weather generally remained very fine. The

chart of the 14th showed very distinctly the existence of a low pressure area over the centre of the Bay, while the winds in Bengal and Orissa pointed to the presence of small subsidiary depressions over those Provinces. The strong easterly wind at Diamond Island continued and cyclonic breezes were reported all round the Bay. Elsewhere the wind directions were generally unaltered and the weather fine. By the morning of the 15th the low pressure area over the Bay had developed into a well-marked disturbance the centre of which lay apparently at some distance to the east of Negapatam. The wind was cyclonic and the weather unsettled over the south of the Bay. In addition to this main depression, small local storms were shown in the north of the Bay or over Bengal, and the weather was equally unsettled in this region also. Elsewhere the sky was clear or nearly so. On the 16th conditions over the Bay were unchanged and the weather was very unsettled in the south and east of the Peninsula, as well as over Orissa, Bengal, Behar and Assam. The chart of the 17th showed that the storm had intensified and the weather over the south of the Peninsula and Ceylon was very unsettled with strong cyclonic winds and a very rough sea. In Bengal and over the head of the Bay, on the contrary, the weather had improved and pressure became more steady. The chart of the 18th showed that the storm had begun to move northward and that the centre lay to the eastward and a little to the north of Madras. The storm was still intensifying and was now a considerable disturbance. The weather consequently remained very unsettled all over the south of the Peninsula, while the northward movement of the disturbance had renewed the unsettled conditions over Bengal. Throughout the whole period the weather in North-Western and Central India, the Central Provinces, the Konkan and the Deccan has called for no remark, the skies having been steadily clear with a high barometer and light winds.

Temperature.—The changes in temperature during the week have been very interesting. At first there was a large depression of temperature, but the amount gradually decreased till on the 15th it disappeared and was replaced by an excess which lasted till the 17th, when in its turn it gave way to a fresh but slight depression. These changes were probably due to the storm over the Bay. At first when the air was dry and radiation rapid, the amount of heat radiated during the night was not counterbalanced by the amount received during the day, and the mean temperature was low, but when a large amount of water vapour was carried into the upper atmosphere by the depression, the nightly radiation was checked, and the mean temperature rose.

The following table shows the variations of the mean temperature of the present and of the past weeks from the normal average :—

Provinces.	Difference of mean temperature of last week from normal.	Difference of mean temperature of present week from normal.
Burma	°	°
Bengal	0	—0·8
North-Western Provinces	+0·6	+2·8
Punjab	—1·2	+2·3
Bombay	—2·1	—0·8
Central Provinces	—2·1	—2·2
Guzerat and Central India	—3·8	—1·5
Sind and Rajputana	—2·5	—2·3
Madras	—3·5	—1·6
	—0·7	+1·3

This table shows a rise of temperature relatively to the average in all Provinces except Bombay and Madras.

Rain.—There is a large increase in the amount of rain reported this week as compared with that reported for some weeks past. The fall has, however been confined to the region affected by the storms over the Bay, the weather in all parts of the country outside that region having been as dry as during the preceding weeks.

The following is a brief description of the daily distribution :—On the 12th, slight showers were reported from Lower Burma and from Madura, and on the 13th there was no rain out of Lower Burma. On the 14th showers were received around the head of the Bay and at Sibsagar and Kindat, but none elsewhere. On the 15th a rapid extension of the rainfall area was shown, rain having continued to fall over Lower Bengal and Assam, as well as along the whole of the west coast of the Bay and over the south of the Peninsula. On the 16th the rainfall had both increased and extended, and on the 17th several heavy falls were reported from the south of the Peninsula though the amounts had decreased in Bengal. On the 18th general rain was falling in the south and east of the Peninsula and in Bengal, but the falls were generally light.

The table at the close of the summary shows that in twenty-one divisions no rainfall at all was received during the week, but that in the other divisions, where rainfall was recorded, the amount received was generally in excess of the average. This was more particularly the case in Bengal and Assam where the normal rainfall of the week was many times exceeded. The returns show a moderate deficiency in Burma and a large excess in Bengal and Assam. The east and sub-montane districts of the North-Western Provinces and Oudh, North, had a slight excess, but with these districts rain ceased and none fell over North-Western India. In the south-west coast districts rain was reported though in somewhat deficient amounts, but on the Konkan coast and inland over the Deccan and Khandeish there was no rain at all. In the central parts of the country, including the Central Provinces, Central India and Rajputana, there was no rain except in the extreme east of the Central Provinces, and Guzerat, Kattiawar and Sind were wholly without rain. In Madras the rainfall of the week was on the whole favourable, though there was rather a large deficiency in the east coast (central) district.

The list of maximum falls exhibit some rather large amounts for the time of year in Lower Bengal and Orissa. One station in Deltaic Bengal received 10, another 8¾, and a third 7 inches during the week, while in Central Bengal Pubna received 8 and two other stations 6¾ inches during the week. In Orissa the maximum rainfalls were about 4 inches. On the west coast of the Peninsula the largest fall was 6 inches at Alleppy. In Madras the largest falls were all reported from the south of the east coast, and varied between 5½ and 6 inches.

Province.	Division.	Rainfall data for week ending 18th November 1889.			Rainfall data from 15th October to 18th November 1889.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 15th October to 18th November.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches	Inches.	Inches.	Per cent.
Burma	Tenasserim	0·22	0·24	—0·02	16·42	4·64	+254
	Lower Burma	0·35	1·07	—0·72	6·27	5·32	+18
	Central do.	0·28	0·51	—0·23	5·52	3·55	+55
	Upper do.	0·40	?	?	3·09	?	?
	Arakan	0·34	1·04	—0·70	5·75	5·35	+7
Bengal and Assam	Eastern Bengal	2·00	0·12	+1·88	6·27	3·28	+91
	Assam (Surma)	1·84	0·09	+1·75	4·30	3·47	+24
	Do. (Brahmaputra)	0·31	0·13	+0·18	1·24	2·05	—39
	Deltaic Bengal	3·73	0·01	+3·72	8·44	2·79	+203
	Central do.	2·81	0	+2·81	3·67	2·33	+58
	North do.	0·32	0·03	+0·29	0·68	2·37	—71
	Orissa	3·43	0·05	+3·38	8·87	4·58	+94
	Chutia Nagpur	1·31	0	+1·31	2·07	1·57	+32
	Behar (South)	0·18	0	+0·18	0·54	1·40	—61
	Do. (North)	0·42	0	+0·42	0·42	1·25	—66
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·48	0·03	+0·45	1·23	0·82	+50
	Oudh (South)	0	0	0	0·05	0·33	—85
	Do. (North)	0·04	0	+0·04	0·04	0·11	—64
	North-Western Provinces (Central)	0	0·01	—0·01	0·01	0·36	—97
	North-Western Provinces (West)	0	0	0	0	0·03	—100
	North-Western Provinces (Submontane)	0·10	0·03	+0·07	0·14	0·28	—50
Punjab	Punjab (South)	0	0	0	0	0·08	—100
	Do. (Central)	0	0·02	—0·02	0	0·18	—100
	Do. (Submontane)	0	0·02	—0·02	0	0·03	—100
	Do. (Hill Districts)	0	0·06	—0·06	0	0·37	—100
	Do. (North-west)	0	0·07	—0·07	0·01	0·34	—97
	Do. (West)	0	0·01	—0·01	0	0·04	—100
Bombay and Malabar Coast Districts (Madras).	Malabar	1·20	1·19	+0·01	10·30	9·14	+13
	Madras (South Central)	0·87	1·13	—0·26	4·43	8·74	—49
	Coorg	0·40	0·61	—0·21	11·36	7·65	+48
	Mysore	0·12	0·43	—0·32	2·22	4·10	—46
	Konkan	0	0·10	—0·10	4·84	1·84	+163
	Bombay Deccan	0	0·15	—0·15	4·96	2·91	+70
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0	0·10	—0·10	1·26	2·34	—46
Central Provinces and Berar.	Berar	0	0·08	—0·08	3·14	1·77	+77
	Central Provinces (West)	0	0·05	—0·05	2·95	0·89	+231
	Do. (Central)	0	0·09	—0·09	1·72	0·76	+126
	Do. (East)	0·11	0·05	+0·06	1·47	1·00	+47
Bombay (North)	Guzerat	0	0·03	—0·03	0·02	0·41	—95
	Kattiawar	0	0·05	—0·05	0	0·22	—100
	Sind	0	0·02	—0·02	0	0·05	—100
Rajputana and Central India.	Central India (East)	0	0·02	—0·02	0·13	0·46	—72
	Rajputana (East), Central India (West)	0	0·02	—0·02	0	0·27	—100
	Rajputana (West)	0	0·01	—0·01	0	0·10	—100
Madras	East Coast (North)	1·26	0·24	+1·02	7·80	6·11	+28
	Do. (North)(a)	1·45	?	?	7·70	?	?
	Hyderabad (South)	0·07	0·08	—0·01	2·05	1·80	+14
	Madras (Central)	0·87	0·26	+0·61	4·00	3·49	+15
	East Coast (Central)	0·69	1·47	—0·78	8·19	9·82	—15
	Do. (South)	2·42	1·61	+0·81	5·04	10·21	—51
	Madras (South)	1·08	0·79	+0·29	3·27	9·08	—64

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

CALCUTTA, *21st November, 1889.*

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 16th November.*—No rain in Cuddapah, Anantapur, South Canara, moderate in Ganjam, Madras and Tinnevelly, very slight elsewhere. Standing crops generally good, but withering from want of rain in Chingleput, North Arcot, South Arcot, Tinnevelly and Salem. Rain wanted in these districts and parts of Tanjore, Madura and Coimbatore, but has fallen since the close of the week in those districts where the need was greatest. Crops blighted in parts of Cuddapah and South Arcot, and oilseeds affected by worms in Bellary. Prices generally stationary or falling. Labourers employed on minor relief works 1,200. General prospects fair. Crops reviving after recent rains.

Madras.—*For week ending 23rd November.*—Rainfall excessive in Ganjam, good in most districts, slight in Kistna, Salem and South Canara. More rain wanted in North Arcot, Chingleput, Tanjore, Trichinopoly, Madura, Tinnevelly, Coimbatore and Salem. Standing crops generally good, but withering in parts of North Arcot, Chingleput, South Arcot, Tinnevelly and Salem. Some crops blighted in parts of Godaveri, Cuddapah and South Arcot, damaged by storm and floods in Ganjam, and by recent heavy rains and locusts in Bellary. Prices rising in nine districts, falling or stationary in others. 552 labourers employed on minor relief works in Ganjam. General prospects fair.

Bombay.—*For week ending 27th November.*—Slight rain over Karnatik. Late crops in parts of the Deccan and Karnatik require more rain. Standing crops generally good except where damaged by locusts in Sind. Cotton prospects favourable, except in parts of Broach. Harvesting and sowing operations progressing generally. Fodder generally sufficient and agricultural stock good.

Bengal.—*For week ending 26th November.*—The weather continued unsettled and rainy up to 22nd, since which date it has become fine all over the Province. There was a storm in Orissa on the 20th. The recent heavy rain in Orissa, South-west and East Bengal, and parts of Chota Nagpur has done some damage both to the rice and the *rabi* crops. In Behar the rainfall was moderate, and the *rabi* and poppy sowings benefited by it. Sugarcane is generally doing well. Prices of rice are said to be falling in many districts owing to the appearance of the new crop in the market. During the past week, however, the price rose in some districts on account of the rains.

North-Western Provinces and Oudh.—*For week ending 27th November.*—The weather and agricultural prospects generally are normal. Supplies ample and prices easy. Locusts are reported in parts of the Jhansi, Cawnpore and Bareilly districts, but the extent of the damage caused by them is not known.

Punjab.—*For week ending 27th November.*—No rain. Prices unsettled in Delhi, rising in Umballa and Rawalpindi, falling in Shahpur, stationary elsewhere. Harvesting of *kharif* crops nearly over; sowings of *rabi* crops still going on. Rain urgently wanted in all districts. Outturn of *kharif* crops is expected to be an average one. Fodder is reported sufficient throughout the Province.

Central Provinces.—*For week ending 27th November.*—Light rain in Sambalpur; elsewhere clear and cold. Young *rabi* crops in thriving condition. Cotton, rice, *juari* and other *kharif* crops are yielding good outturns. Prices steady.

Burma.—*For week ending 16th November.*—Rain fell in most districts in Lower Burma where the crop prospect is good. Rain fell in the Upper Chindwin, Myingyan, Magwé, Meiktila, Yamethin and Pyinmana districts of Upper Burma. Crops promise well generally, but in parts of Shwebo, Minbu, Meiktila and Yamethin the outturn will be poor. The price of paddy has fallen 10 per cent. in Prome, 5 per cent in Bassein, but has risen 6 per cent. in Tharrawady and 11 per cent. in Pyinmana; elsewhere prices are stationary.

Burma.—*For week ending 23rd November.*—Rain fell in Akyab, Sandoway and Bassein in Lower Burma and in every district in Upper Burma, with the exception of Sagaing, Kyaukse, Minbu, Magwé, Yamethin and Pyinmana. In parts of Prome crops are suffering for want of late rains; elsewhere in Lower Burma the prospect is good. More rain is wanted in Minbu and Meiktila; elsewhere in Upper Burma the crop prospect is satisfactory. The price of paddy has fallen in Thongwa and Henzada, but in other districts remains stationary. In Upper Burma the prices show no fluctuations. The food-supply is sufficient throughout the Province.

Assam.—*For week ending 27th November.*—Weather seasonable. Slight rain fell in most districts, and did some damage in Shylet and Cachar. Sowing of mustard and reaping of late rice continue. Tea and other crops generally doing well.

Mysore and Coorg.—*For week ending 20th November.*—Crops good, except in parts of Bangalore and Kolar districts, where more rain is wanted. Harvesting of sugarcane and transplanting of paddy continues in parts; outturn generally favourable. No material change in prices.

Slight rain in Coorg. Prospects of standing crops good.

Mysore and Coorg.—*For week ending 27th November.*—Rainfall slight in civil and military station and Bangalore district. More rain required for crops in Bangalore and Kolar districts. Elsewhere they are reported to be in good condition; outturn of harvest favourable. Prices slightly risen in Kolar and Kadur districts.

Slight rain in Coorg. Prospects good.

Berar and Hyderabad.—*For week ending 27th November.*—In Berar weather clear and cold. *Jowari* ripe and will soon be cut. Wheat, gram, linseed and *tur* in good condition. Second picking of cotton continues. Pasturage sufficient. Prices stationary.

Slight rain in Hyderabad. Total since 1st January 13·70. Rainfall of week has injured to some extent the *abi* crops which are being harvested. *Rabi* sowings continue. Prices stationary.

Central India.—*For week ending 27th November.*—Prices of food-grains have risen slightly in Alirajpur in Bhopawar, but continue low in Barwani and elsewhere in Agency. Condition of crops good except in Sirsi. No other material changes since last report.

Rajputana.—*For week ending 27th November.*—Agricultural operations satisfactory. Standing crops good. Slight damage by locusts in Kotah. Agricultural stock good. Fodder dear in Marwar, elsewhere sufficient. Cotton below average in Ulwar. Prices generally steady.

Nepal.—*For week ending 21st November.*—No rain. Weather seasonable. Winter crops progressing.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

PUBLIC.

No. 2229, dated Calcutta the 29th November, 1889.

THE following statement, which compares the mortality among human beings and cattle in the different provinces of British India in the years 1887 and 1888 from injuries received from wild animals and venomous snakes, and also the results of measures taken to exterminate wild animals and venomous snakes, is published for general information.

Statement showing the results of the measures adopted in British India with the view of exterminating wild animals and venomous snakes during 1888.

1		2									3									4																					5			6
		Number of persons killed by									Number of cattle killed by									Number of animals and snakes destroyed and amount of reward paid for their destruction.																					Licenses issued under the Indian Arms Act, 1878, for the purposes of destruction of wild animals or protection of crops.			
		Elephants.	Tigers.	Leopards.	Bears.	Wolves.	Hyenas.	Other animals.	Snakes.	Total number of persons killed.	Elephants.	Tigers.	Leopards.	Bears.	Wolves.	Hyenas.	Other animals.	Snakes.	Total number of cattle killed.	Elephants.	Amount of reward.	Tigers.	Amount of reward.	Leopards.	Amount of reward.	Bears.	Amount of reward.	Wolves.	Amount of reward.	Hyenas.	Amount of reward.	Other animals.	Amount of reward.	Snakes.	Amount of reward.	Total number, excluding snakes destroyed.	Total amount of reward including snakes.	Number of licenses granted during the year.	Number of licenses granted in previous years and still in force.	Total number of licenses in force during the year 1888.	Remarks.
																					Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.				
Madras	1887	8	137	50	16	1	2	14	1,263	1,491	1	2,063	5,642	38	220	533	71	1,070	14,741	2	.....	149	8,517 8 0	1,147	30,865 0 0	317	1,725 8 0	118	449 4 0	320	1,220 8 0	385	61 3 6	302	...	2,438	43,838 15 6	2,354	2,388	4,742	
	1888	5	125	27	12	2	...	16	1,455	1,642	1	2,134	5,789	11	497	367	124	1,173	14,741*	2	53 12 0	203	12,495 0 0	1,199	29,010 0 0	249	1,215 0 0	49	147 0 0	223	655 8 0	1	...	699	77 4 6	1,926	44,583 8 6	3,337	1,902	5,239	
Bombay	1887	...	12	18	1	14	...	27	1,168	1,240	...	782	542	...	608	9	52	48	2,041	...	.....	72	1,155 0 0	213	2,023 0 0	9	102 0 0	424	1,267 0 0	216	839 0 0	1	3 0 0	311,476	6,269 8 7	935	11,658 8 7	1,743	3,791	5,534	
	1888	...	6	25	3	11	2	18	1,165	1,230	...	625	1,076	...	428	22	101	81	2,333	...	.....	57	984 0 0	268	2,373 0 0	16	169 0 0	414	1,465 0 0	206	982 0 0	...	...	389,472	6,781 0 8	961	12,754 0 8	2,421	6,184	8,605	
Bengal	1887	15	672	83	45	64	12	672	9,131	10,694	4	7,011	7,065	14	827	2,024	285	509	17,739	2	.....	269	4,446 0 0	664	2,430 0 0	186	365 0 0	672	4,017 8 0	319	588 8 0	3,026	871 4 0	35,054	4,433 5 6	5,138	17,151 9 6	17,331	3,251	20,582	
	1888	26	522	81	38	48	12	608	8,946	10,281	15	8,449	11,279	111	1,038	2,372	352	496	24,113	2	.....	376	6,337 8 0	739	2,782 8 0	224	419 12 0	544	2,504 1 9	362	642 12 0	4,256	1,167 13 0	39,326	3,587 2 9	6,503	17,382 9 6	1,303	3,598	4,901	
N.-W. Provs. and Oudh.	1887	8	15	10	15	67	1	100	5,765	5,981	...	938	4,557	159	1,103	92	818	216	7,883	...	.....	99	937 0 0	408	1,997 0 0	391	1,139 8 0	2,284	8,160 0 0	209	392 8 0	25	107 0 0	25,884	3,140 1 0	3,410	15,676 1 0	1,421	3,527	9,948	
	1888	4	17	8	19	57	4	58	6,223	6,420	...	1,234	5,196	145	1,222	256	594	201	8,848	...	.....	100	898 8 0	500	2,453 0 0	825	2,174 8 0	2,655	8,657 0 0	191	347 8 0	282	116 10 0	28,361	3,866 5 2	4,558	17,515 7 2	1,527	8,846	10,373	
Punjab	1887	...	2	6	2	12	...	50	813	915	...	1	1,421	87	466	...	153	77	2,205	...	.....	4	26 0 0	196	1,028 0 0	50	...	2,578	9,233 8 0	1	7 0 0	343	158 8 0	177,080	22,826 7 10	3,172	33,274 7 10	2,150	10,066	12,216	
	1888	...	1	2	1	7	...	44	961	1,016	...	11	452	9	482	36	40	9	1,039	...	.....	1	15 0 0	290	1,673 8 0	44	...	1,355	4,821 0 0	...	...	1,084	736 0 0	108,312	14,896 8 0	2,774	22,342 0 0	10,235	1,804	12,039	
Central Provinces	1887	...	162	27	13	13	...	60	928	1,203	2	2,166	1,267	11	85	33	145	44	3,753	...	.....	222	10,620 0 0	555	5,220 0 0	197	898 0 0	189	588 0 0	232	438 8 0	...	...	2,065	843 10 0	1,395	18,608 2 0	1,463	9,233	10,996	
	1888	1	205	30	13	11	3	79	1,055	1,397	...	2,747	1,536	10	32	32	362	57	4,776	...	.....	315	14,560 0 0	683	6,469 0 0	243	1,122 0 0	356	1,255 0 0	228	444 0 0	...	...	1,791	696 2 0	1,825	24,546 2 0	1,398	3,132	9,725†	
Lower Burma.	1887	3	4	3	1	...	...	10	213	234	...	673	284	3	...	...	52	428	1,440	3	60 0 0	120	3,246 0 0	123	1,793 0 0	162	1,157 0 0	...	...	...	...	368	2,514 0 0	3,431	...	776	8,770 0 0	275	3,209	3,484	
	1888	1	6	1	2	...	...	16	205	231	...	1,219	322	42	2	1	49	404	2,039	12	270 0 0	74	2,150 0 0	98	1,179 0 0	112	690 0 0	...	...	...	...	486	2,643 0 0	5,570	...	782	7,152 0 0	464	167	631	
Assam	1887	20	55	7	30	...	...	27	198	337	21	13,038	2,498	3	...	...	563	190	16,313	4	150 0 0	438	9,340 0 0	351	1,597 8 0	110	702 8 0	...	...	...	...	168	...	269	14 14 0	1,071	11,804 14 0	131	725	856	
	1888	20	89	...	19	...	...	36	213	377	16	12,764	2,062	13	23	...	415	185	15,478	3	300 0 0	323	6,500 0 0	295	1,342 8 0	114	750 0 0	...	...	...	...	265	17 8 0	516	16 13 0	1,000	8,926 13 0	744	3,703	5,993‡	
Coorg	1887	2	...	...	...	...	...	...	1	3	...	344	190	...	8	...	...	...	542	5	.....	9	441 5 0	21	465 0 0	...	...	...	...	...	...	...	...	48	8 4 0	35	914 9 0	1	...	1	
	1888	...	...	...	...	...	...	...	...	...	...	385	191	...	2	...	2	...	580	2	.....	6	275 0 0	10	220 0 0	...	...	...	...	...	...	...	...	27	6 12 0	18	501 12 0	5	...	5	
Hyderabad Assigned Districts.	1887	...	4	6	3	4	1	6	182	206	...	442	527	...	679	55	20	184	1,857	...	.....	12	340 0 0	136	1,766 0 0	5	25 0 0	74	448 0 0	90	447 0 0	178	66 0 0	697	140 6 0	502	3,232 6 0	1,810	1,554	3,364	
	1888	...	4	9	3	2	...	6	283	307	...	513	578	6	690	55	12	206	2,060	...	.....	12	240 0 0	121	1,642 8 0	2	10 0 0	171	1,027 8 0	49	235 0 0	...	...	648	178 5 4	355	3,833 5 4	1,428	1,169	2,597	
Ajmere and Merwara.	1887	...	...	...	...	2	1	2	47	52	...	59	168	...	91	2	6	...	326	...	.....	7	28 0 0	8	31 0 0	...	...	...	...	3	2 0 0	5	...	576	...	23	61 0 0	...	...	...	
	1888	...	...	1	...	1	1	1	65	69	...	70	115	...	53	1	25	1	265	...	.....	6	.....	4	.....	...	...	...	...	2	...	...	...	256	16 0 0	12	16 0 0	...	...	...	
Bangalore	1887	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	...	...	.....	...	.....	...	.....	...	.....	...	...	...	...	...	...	...	...	660	235 10 0	...	235 10 0	...	...	...	
	1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	.....	...	.....	...	.....	...	...	...	...	...	...	...	...	567	199 6 0	...	199 6 0	...	...	...	
Total	1887	56	1063	210	126	177	17	969	19,740	22,348	28	27,517	24,161	315	4,087	2,748	2,165	2,716	68,840	16	210 0 0	1,405	49,096 18 0	3,822	49,210 8 0	1,427	6,114 8 0	6,339	24,163 4 0	1,390	3,985 0 0	4,499	3,780 15 6	562,221	37,912 2 11	18,901	1,65,423 3 5	28,679	42,744	71,423	
	1888	57	975	184	110	139	22	912	20,571	22,970	32	30,151	28,596	347	4,469	3,142	2,076	2,813	76,271*	21	638 12 0	1,473	44,385 0 0	4,207	49,285 0 0	1,829	6,550 4 0	5,544	19,876 9 9	1,261	3,307 12 0	6,374	4,900 15 0	511,948	29,323 11 7	20,709	1,59,253 0 4	22,362	30,510	60,111	

* Includes 4,645 goats and sheep killed by wild animals.

† Includes 5,198 licenses in force in Jubbulpur District, of which no details are given.
‡ Includes 1,541 licenses granted under Form VIII of the Arms Act Rules in the Sibsagar District.
§ Includes 6,739 licenses, of which no details are given (*vide* remarks against Central Provinces and Assam figures).

C. J. LYALL,
Offg. *Secretary to the Government of India.*

GOVERNMENT OF INDIA

REVENUE AND AGRICULTURAL DEPARTMENT.

(STATISTICS.)

IMPORTS OF COTTON, INDIGO, WHEAT AND LINSEED.

Statement showing the imports of Cotton, Indigo, Wheat and Linseed by rail and river into Bombay Town, Karachi and Calcutta during the month of August 1889.

Articles, and whither imported.	Madras.	Bombay.	Sindh.	Bengal.	N.-W. P. and Oudh.	Punjab.	Central Provinces.	Berar.	Assam.	Rajputana and Central India.	Nizam's Territory.	TOTAL.
	WHENCE EXPORTED.											
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Cotton—												
Bombay Town	5,545	43,261	...	...	4,574	1,966	607	1,423	...	8,086	12,682	78,144
Karachi	...	...	2,923	...	...	117	...	...	...	...	...	3,040
Calcutta	...	...	...	3,713	6,705	629	...	...	221	...	...	11,268
TOTAL	5,545	43,261	2,923	3,713	11,279	2,712	607	1,423	221	8,086	12,682	92,452
Indigo—												
*Calcutta	...	...	...	19	...	...	...	...	...	...	...	19
TOTAL	...	...	...	19	...	...	...	...	...	...	...	19
Wheat—												
Bombay Town	...	50,171	...	...	39,423	88,194	1,26,157	5,872	...	20,039	23	3,29,879
Karachi	...	...	3,50,270	...	...	8,17,956	...	...	...	...	...	11,68,226
Calcutta	...	...	...	1,93,211	75,565	28,287	8,797	...	...	...	...	3,05,860
TOTAL	...	50,171	3,50,270	1,93,211	1,14,988	9,34,437	1,34,954	5,872	...	20,039	23	18,03,965
Linseed—												
Bombay Town	835	27,237	...	...	14,655	546	28,564	35,251	...	6,147	8,649	1,21,884
Karachi	...	...	17	...	2	1,794	...	...	...	...	...	1,813
Calcutta	...	...	...	5,79,749	1,60,631	1,138	...	...	911	299	...	7,42,728
TOTAL	835	27,237	17	5,79,749	1,75,288	3,478	28,564	35,251	911	6,446	8,649	8,66,425
	6,380	1 20,669	3,53,210	7,76,692	3,01,555	9,40,627	1,64,125	42,546	1,132	34,571	21,354	27,62,861

* The imports into Bombay Town and Karachi are not returned.

E. C. BUCK,
Secretary to the Government of India.

DEPT. OF REVENUE AND AGRICULTURE,
Simla, the 18th November, 1889.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXI OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	RAILWAYS.	WEEK ENDING 3RD NOVEMBER, 1888. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	WEEK ENDING 2ND NOVEMBER, 1889. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	TOTAL RECEIPTS FROM 1ST APRIL TO 3RD NOVEMBER, 1888. Total.	Per mile open per week.	TOTAL RECEIPTS FROM 1ST APRIL TO 2ND NOVEMBER, 1889. Total.	Per mile open per week.	Total Increase in 1889-90.	Total Decrease in 1889-90.
	State Lines worked by Companies		R	R		R	R	R	R	R	R	R	R
9th Nov., 1889	East Indian	1,514	10,13,968	670	1,526	(a) 7,76,203	509	2,48,75,919	530	(a)2,48,61,847	526	...	14,072
9th ditto	Patna-Gya	57	9,525	167	57	8,206	144	2,96,225	167	2,75,569	155	...	20,656
...	Dildárnagar-Gházipur	12	579	48	...	(b)	...	39,316	106	(b)	...	...	39,316
...	Sindia	75	7,373	98	...	(c)	...	2,11,112	91	(c)	...	...	2,11,112
9th Nov., 1889	Rajputana-Malwa	1,664	3,46,217	208	1,672	3,29,000	197	1,05,57,434	205	1,10,67,039	215	5,09,605	...
9th ditto	Bengal-Nágpur (d)	183	20,379	111	305	(e)34,494	113	8,42,291	146	(e)10,16,226	109	1,73,935	...
9th ditto	Southern Mahratta (f)	854	83,478	98	978	63,537	65	23,14,729	87	23,60,616	87	45,887	...
9th ditto	Ditto Mysore Section	140	8,863	63	296	24,105	81	3,51,190	81	5,39,733	70	1,88,543	...
9th ditto	Indian Midland	136	11,669	86	746	(g)63,043	85	3,98,334	94	(g)16,48,805	79	12,50,471	...
9th ditto	Villupuram-Guntakal, Nellore Branch	83	3,826	46	83	4,587	55	1,48,226	58	1,46,781	57	...	1,445
9th ditto	Bareilly-Pilibhit	36	1,812	50	36	2,350	65	46,821	43	58,062	54	11,241	...
	TOTAL	4,754	15,07,689	317	5,699	13,05,525	229	4,00,81,597	272	4,19,74,678	249	18,93,081	
	State Lines worked by Government.												
9th Nov., 1889	North-Western (h)	2,469	5,15,461	209	2,478	5,98,775	242	1,48,25,329	194	1,61,86,870	212	13,61,541	...
9th ditto	Oudh and Rohilkhand	692	1,30,096	188	692	1,41,454	204	39,50,640	184	43,77,686	204	4,27,046	...
9th ditto	Bengal Central	125	15,135	121	125	13,870	111	4,31,306	111	4,47,598	116	16,292	...
9th ditto	Wardha Coal	45	17,986	400	45	13,889	309	4,41,933	317	4,53,247	327	11,314	...
9th ditto	Eastern Bengal	673	2,66,586	396	747	2,78,550	373	61,61,325	295	62,86,550	284	1,25,225	...
9th ditto	Nalháti	27	1,358	50	27	1,351	50	59,024	71	56,292	68	...	2,732
9th ditto	Tirhoot	273	34,446	126	273	31,090	114	9,48,860	121	10,80,291	133	1,37,431	...
9th ditto	Lucknow-Sitapur-Sihramau	105	4,198	40	105	6,084	58	1,48,196	46	1,84,863	57	36,667	...
9th ditto	Jorhát	25	922	37	25	855	34	36,682	47	37,335	48	653	...
9th ditto	Cherra-Companyganj	7	264	38	7	335	48	4,303	20	5,368	25	1,065	...
9th ditto	Burma (i)	392	62,990	161	333	99,516	180	17,05,329	148	26,69,906	162	9,64,577	...
	TOTAL	4,833	10,49,442	217	5,077	11,85,769	234	2,87,12,927	192	3,17,92,006	204	30,79,079	...
	Lines worked by Guaranteed Companies												
9th Nov., 1889	Madras	840	1,33,601	159	840	1,71,011	204	50,40,664	194	54,89,537	212	4,48,873	...
9th ditto	South Indian	654	90,445	138	654	97,827	150	33,14,216	163	34,49,039	171	1,34,823	...
2nd ditto	Great Indian Peninsula	1,504	(j) 5,81,937	387	1,447	(k)5,79,832	401	(j)2,37,59,780	510	(k)1,82,53,750	409	...	55,06,030
9th ditto	Bombay, Baroda and Central India (l)	461	2,29,154	497	461	2,14,000	464	71,66,069	501	72,91,971	513	1,25,902	...
	TOTAL	3,459	10,35,137	299	3,402	10,62,670	312	3,92,80,729	366	3,44,84,297	328	...	47,96,432
	GRAND TOTAL (GUARANTEED AND STATE)	13,046	35,92,268	275	14,178	35,53,964	251	10,80,75,253	268	10,82,50,981	252	1,75,728	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	5,63,59,593	140	5,65,29,604	132	1,70,012	...
	NET RECEIPTS	...	...	...	...	...	...	5,17,15,660	128	5,17,21,376	120	5,716	...
	Assisted Companies												
9th Nov., 1889	Tárakeshwar	22	7,618	346	22	5,259	239	1,67,155	245	1,63,285	241	...	3,870
2nd ditto	Dibru-Sadiya	78	8,060	103	78	8,113	104	2,66,257	110	2,87,368	119	21,111	...
9th ditto	Bengal and North-Western	376	27,945	74	376	33,080	88	13,44,614	115	13,94,434	120	49,820	...
9th ditto	Rohilkhand-Kumaun	67	10,185	152	67	12,069	180	2,20,298	110	2,37,338	118	17,040	...
	TOTAL	543	53,808	99	543	58,521	108	19,98,324	119	20,82,425	124	84,101	..
	Native States.												
9th Nov., 1889	His Highness the Nizam's Guaranteed	310	45,456	147	354	43,412	123	9,82,581	108	13,28,424	121	3,45,843	...
9th ditto	His Highness the Gaekwar's	59	2,109	36	59	1,820	31	76,815	42	77,099	42	284	...
9th ditto	His Highness the Gaekwar's Viramgam Mehsána-Vadnagar	21	674	32	27	700	26	26,889	41	31,032	37	4,143	...
9th ditto	Bhávanagar-Gondal-Junágarh-Porbandar	209	14,855	71	329	17,890	54	5,86,584	96	7,51,559	90	1,64,975	...
9th ditto	Morvi	68	2,980	44	68	2,826	42	1,03,997	49	1,13,592	54	9,595	...
9th ditto	Jodhpore	124	5,448	44	124	6,500	52	2,06,659	54	2,00,585	52	...	6,074
	TOTAL	791	71,522	90	961	73,148	76	19,83,525	84	25,02,291	90	5,18,766	...

(a) Includes the Dildárnagar-Gházipur State Railway.
(b) Included with East Indian Railway.
(c) Included with Indian Midland Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itársi State Railways.
(h) Includes the Amritsar-Pathánkot and Rajpura-Bhatinda State Railways.
(i) Includes the Toungoo-Mandalay extension.
(j) Includes the Dhond-Manmád, Khámgaon, Amraoti and Bhopal-Itársi State Railways.
(k) Includes the Dhond-Manmád, Khámgaon and Amraoti State Railways.
(l) Includes the Patri Branch.

M. C. BRACKENBURY, *Major, R.E.*,
Under-Secretary.

CALCUTTA,
The 28th November, 1889.

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Summary for October 1889.

The month of October usually witnesses the completion of the south-west monsoon withdrawal which is commenced in the preceding month. Under normal conditions moist monsoon winds are still felt in Bengal, &c., at the beginning of October, but about the middle of the month dry winds from north-west and north-east, which have already commenced in Upper India, spread over Bengal and the head of the Bay, and occasion the south-west monsoon current to curve to the westward and finally to the south-westward over the centre of the Bay. This current then reaches the Coromandel coast as a north-easterly wind after a long journey over the Bay. During this journey its already large supply of moisture has been augmented by evaporation from the Bay, and hence the very heavy rain which usually accompanies its first appearance on the Madras coast. The recurving of the monsoon current and the extension of dry north-westerly winds from Upper India to Bengal are accompanied by a considerable change of weather. In the first place, cold weather conditions extend quickly over the whole of Northern India; in the second, the low pressure area, and consequently the area of probable disturbance over the Bay, is moved southward, and the trajectory of the storms is changed from west-north-west across the Orissa coast to west across the Peninsula. In the third place, the Carnatic becomes the seat of heavy and continued rainfall.

The western side of the Peninsula experiences perhaps less change of weather than other parts of the Indian region, as the wind remains westerly and rain falls moderately frequently.

During the month just passed this regularity of change has been less marked than is normally the case. At first conditions were apparently progressing satisfactorily. The low pressure area moved southward down the Bay, and about the 14th a well-marked depression which was seemingly determining the

commencement of the north-east monsoon was reported from the Madras coast. The vitality and course (subsequently given) of this storm were, however, in a high degree inimical to the development of the particular conditions with which are associated a satisfactory north-east monsoon and good rains on the Coromandel coast, and the second half of October which ordinarily sees almost daily rainfall in the Carnatic was marked this year by an almost complete absence of rain from all Madras coast stations south of Masulipatam.

Pressure.—The barometric abnormals of the month showed that pressure was below the normal average over a large area, which included roughly Oudh, the east of the North-West and Central Provinces, the Eastern Deccan, the Circars, the west and north of the Bay, the whole of the Province of Bengal, Assam and part of Arrakan. Over the whole of this region there was a deficiency of pressure, the point of greatest depression lying over the north-west of the Bay and off the Orissa coast. On all sides of the area of deficient pressure the barometer exceeded the normal, the greatest excess being reported from the stations of Jacobabad, Ratnagiri, Cochin, Colombo and Moulmein.

Temperature.—The temperature conditions during a large part of the past month have been very unusual. The first indication of the abnormal lowness which has prevailed was, if the Quetta observations be correct, given in Baluchistan, where both the day and night temperatures showed an unusual coolness, quite at the commencement of the month. Subsequently very low night temperatures were reported from Upper and Central India, but the day temperatures were unaffected until about the 13th, when both the maximum and minimum temperatures fell below the normal average. The remarkable depression of temperature which subsequently set in lasted over nearly the whole of India until almost the close of the month, and during its continuance lower night temperatures were recorded at several stations than any previously registered in October. The following table shows the variation of the mean temperature for each week and for the month from the normal mean:—

Province.	Difference of mean temperature from normal for week ending October				Difference of mean temperature from the normal for the month.
	7th.	14th.	21st.	28th.	
Burma	—0·8	+0·9	+0·5	—0·6	—0·1
Bengal	+1·0	+0·9	—0·2	+1·6	+0·7
North-Western Provinces	+0·6	+0·7	—2·6	—1·1	—0·4
Punjab	—0·6	—1·5	—4·7	—3·1	—2·0
Bombay	—0·1	+0·9	—0·5	—4·3	—1·3
Central Provinces and Berar	+0·6	+0·9	+0·3	—4·3	—0·8
Guzerat and Central India	+1·3	+0·8	—1·3	—5·4	—1·3
Sind and Rajputana	—0·4	—1·0	—4·2	—5·1	—2·6
Madras	—0·4	+0·2	—0·7	—1·1	—0·3

Barometric depressions and cyclonic storms of the month.—There were four depressions during the month, of which only that formed over the Bay between the 13th and 15th of October and which subsequently passed over the Peninsula and Central Provinces, was of any importance.

1. Shallow depression of the 3rd to the 6th October.—A very shallow depression formed over the north-west of the Bay on the 3rd, when rain was falling at Saugor Island and at the Orissa and Circars coast stations. The disturbance subsequently moved southward and developed somewhat, and the rainfall became heavier on the Orissa and North Madras coast districts, but the disturbance was unaccompanied by any definite cyclonic movements of the winds. On the 5th the disturbance had become much smaller, and on the 6th it had practically disappeared.

2. Small depression of the 5th to 7th October.—The chart of the 5th showed a small shallow depression near Karwar. This depression subsequently

passed northward along the Bombay coast, reaching Bombay on the 6th and probably Kattiawar on the 8th. It occasioned unsettled weather on the North Konkan coast and a strong south-east wind.

3. Important depression of 13th to 22nd of October.—On the 13th there was a slight tendency to the formation of a depression in the Bay of Bengal off the Coromandel coast. On the 14th the storm had developed a good deal, and the centre lay off the coast between Madras and Nellore. During the 24 hours succeeding 8 A. M. on the 14th the depression apparently underwent no change either in position or character, but during the 15th the centre crossed the coast, and by 8 A. M. on the 16th was advancing west-north-westward towards the Bellary and Cuddapah districts. The storm already showed signs of intensifying and the pressure at Madras was $\frac{1}{6}$ of an inch below the normal. By 8 A. M. on the 17th the storm centre had reached the neighbourhood of Belgaum, where the barometer read nearly ·3″ below the normal average. Strongish cyclonic winds prevailed over the Peninsula, and near the storm centre the force of the wind was high and rising. During the next 24 hours, *viz.*, from 8 A. M. 17th to 8 A. M. 18th, the storm centre moved very slowly northward passing over Belgaum, but travelling only to a slight distance to the north-westward of that station. Cyclonic winds consequently still circulated around this centre, the force being strong to a gale. The chart of the 19th showed that the storm had begun to fill up, and that it had moved north-eastward to the neighbourhood of Sholapur. Strong cyclonic winds continued over the Peninsula. The next day's chart showed that the storm had continued to advance in a north-easterly or east north-easterly direction, and had continued to fill up. By the morning of the 21st the centre was near Raipur, and by the morning of the 22nd the storm had either filled up or become merged in a fresh depression which then covered the north of the Bay.

The disturbance, the course of which has just been traced, was an exceedingly influential one, and one which directly or indirectly has exercised an important influence on the weather. Its primary effect was to produce conditions favourable to rainfall on the Madras coast, but its subsequent course was such as to produce dry south-westerly and westerly winds over the Carnatic, so that instead of the normal rains fine weather was experienced.

(4) Small depression of the 22nd to the 27th October.—On the 22nd a large shallow area of deficient pressure was shewn over the head of the Bay, the Circars, Orissa, and Arrakan. By the morning of the 23rd, the depression had increased, and a squally cyclonic circulation prevailed at the head of the Bay. During the next 24 hours there was very little change, but by 8 A.M. on the 25th the storm had become slightly deeper and had commenced an easterly movement across the head of the Bay. The chart of the 26th showed very little change, but by the 27th, the centre of the storm had reached South-East Bengal, and a squally cyclonic circulation of the winds prevailed. The storm subsequently broke up in East Bengal and Assam.

Rainfall.—The above remarks show that the Bay area, the Peninsula, the Central Provinces, and Bengal, were affected by fairly numerous depressions of fair intensity, but that North-Western India lay beyond the scope of their action. The rainfall of the month agrees with this distribution of atmospheric disturbance, North-Western India and the Gangetic plain, including the Punjab, the North-Western Provinces, Behar, Rajputana, Sind, and Cutch, reporting little or no rain, while all the other provinces show good or excessive rains.

During the first week of the month the rainfall was excessive over the west coast districts, over a large part of the Central Provinces, and in the north of Madras, but was deficient over the greater part of India. In North-Western India there was no rain. The second week of the month showed very similar conditions. The storm of the third week hardly altered the relative distribution of rainfall, but intensified the excess over the Peninsula, and the central parts of

the country. The following table shows some of the amounts which were received over the peninsula during the progress of this storm :—

Station.	District.	Amount, inches.
Vayitri	Calicut	23
Karkal	South Kanara	16½
Gudapur	Nilgris	10½
Verogendrapet	Coorg	11
Kumpta	North Kanara	15
Yellamanchili	Vizagapatam	12
Narsapur	Godavery	13½
Repalli	Kistna	12¾
Ongoli	Nellore	10½
Ponnery	Chingleput	13¾

In the fourth week the area over which the weather was exceptionally fine increased, and the only regions showing any important excess were Burma, Bengal and the Central Provinces. In the two former regions this excess was occasioned by the storm which formed over the head of the Bay and passed into East Bengal, and the largest amounts received were as follows :—

Station.	District.	Amount.
Maungdaw	Akyab	7¾
Kushak	Tipperah	11
Perozepore	Backergunj	12
Munshigunj	Dacca	8
Bagirhat	Khoolna	9½
Madaripur	Faridpur	7½
Bashirhat	24-Pergunnahs	11¼
Gope	Pooree	12¼

The following table gives complete data, and shows the actual average rainfall and the normal rainfall of the month of the 21 districts into which the country is divided, so far as it is indicated by the telegraphic reports of a few stations in each district.

Districts.	Number of Stations.	Normal Average Rainfall in October.	Actual Average Rainfall in October 1889.	Difference from the Average in October 1889.
Punjab, West	7	0·32	0	—0·32
" East	4	0·40	0	—0·40
North-Western Provinces, Trans-Gangetic	8	1·35	0·02	—1·33
North-Western Provinces, Cis-Gangetic	3	0·96	0·32	—0·64
Behar	2	2·75	0·58	—2·17
North Bengal	3	4·11	1·55	—2·56
Assam—Cachar	3	4·49	3·67	—0·82
Lower Bengal and Chutia Nagpur	8	4·53	5·19	+0·66
Orissa—North Circars	5	8·43	12·48	+4·05
Central Provinces, South	7	2·35	2·61	+0·26
Berar—Khandeish	2	3·29	3·48	+0·19
Rajputana, Central India, Saugor and Nerbudda	9	1·04	0·71	—0·33
Sind—Cutch	3	0	0	0
Guzerat	3	0·85	1·20	+0·35
Konkan	4	3·93	5·40	+1·47
Deccan—Hyderabad	5	4·33	6·27	+1·94
Malabar	5	9·53	11·56	+2·03
Mysore—Bellary	4	7·63	7·57	—0·06
Carnatic	6	8·05	6·19	—1·86
Lower Burma	7	7·72	8·45	+0·73
Ceylon	1	12·09	14·99	+2·90

W. L. DALLAS,
for *Meteorological Reporter to the Govt. of India.*

SIMLA;
The 25th November 1889.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending 8 a.m. on Monday, November 25th, 1889.

Very unsettled and abnormal weather has prevailed over the eastern half of the Indian region during the week under review. The cyclonic storm, which was noticed off the Madras coast at the close of the previous week, advanced slowly up the Bay, hugging the west coast, during the present week. A cyclonic circulation of strongish winds prevailed around it. The winds to the southward of the centre blowing across India were dry, and hence the weather over the Carnatic, though cloudy, was fair, but those to the northward of the centre coming from a sea area, reached the coast heavily laden with moisture and gave torrential rains to large tracts of country. After the dispersion of the depression the weather throughout the Bay area and over the south of the Peninsula remained for a day or two in a showery and slightly unsettled state, but pressure eventually assumed the distribution it had prior to the appearance of the storm described above and fair to fine weather prevailed throughout the Indian region.

The chart of the 19th showed that the storm, the centre of which on the 18th lay off the coast between Madras and Nellore, had advanced slowly on a north-north-east course, and that the centre of disturbance lay to the east of Vizagapatam, where the barometer marked 29·596″ and showed a deficiency, compared with the normal average, of three and a half tenths of an inch. The highest pressure reported (excluding Ajmere, where the pressure is doubtful) on this day was 30·030″ at Jeypore, so that there existed a difference of 0·434″ over India, which is unusually large at this season. Strong cyclonic winds prevailed around the storm area, and the winds over the greater part of the Indian region were more or less affected by the disturbance. A slight northerly gale was reported from Gopalpore and fresh winds from Saugor Island, Raipur, Bombay, and Colombo. By the morning of the 20th, the storm centre lay midway between Vizagapatam and Gopalpore, and apparently just off the coast. The lowest reading reported on this day was slightly higher than the lowest on the preceding day, but the general intensity of the disturbance was unaltered. A severe easterly gale had prevailed at Gopalpore, where the velocity during the afternoon and night of the 19th had averaged 60 to 66 miles per hour. Strong cyclonic winds prevailed all round the Bay, and gales were reported from some central stations. On the morning of the 21st there was still a good deal of irregular cyclonic circulation around the head of the Bay and a shallow low pressure area over the Bay, but the storm had to a great extent broken up and the winds had fallen much lighter. The chart of the 22nd showed that the barometer was rising in nearly all parts of the Indian region. The rise was apparently greater over the Bay than elsewhere, so that the barometric gradient had decreased and the wind, except at one or two stations, had fallen light. Around the Bay an irregular cyclonic movement still continued. On the morning of the 23rd the barometer was still rising almost everywhere, and pressure continued to advance in the direction of general uniformity. Steady north-easterly winds prevailed over the Central Provinces and on the west coast of the Peninsula, but elsewhere the directions were very variable and numerous calms were reported from Northern India. The charts of the 24th and 25th showed small barometric changes and very settled conditions. Pressure was lowest over the Bay and highest over North-Western India, but the difference was small and the winds were light. There was an abnormal amount of westing in the wind directions along the west coast of the Bay, but elsewhere the directions were fairly normal.

Temperature.—In Bengal, the North-Western Provinces, the Central Provinces, and Madras, the weather has been abnormally warm throughout the week. In the other Provinces the first three or four days of the week were cool, the amount of the coolness gradually decreasing, till after the middle of the week the deficiency of temperature disappeared, and was replaced by a slight excess.

The following table shows the variations of the mean temperature of the present and of the past week from the normal average :—

PROVINCES.	Difference of mean temperature of last week from normal.	Difference of mean temperature of present week from normal.
	°	°
Burma	—0·8	—0·3
Bengal	+2·8	+2·7
North-Western Provinces	+2·3	+2·3
Punjab	—0·8	—0·7
Bombay	—2·2	—1·2
Central Provinces	—1·5	+1·4
Guzerat and Central India	—2·3	—0·6
Sind and Rajputana	—1·6	—0·6
Madras	+1·3	+1·4

This table shows that the mean temperature compared with the normal of the time of year is rising except in Bengal and the North-Western Provinces, where it is stationary. The greatest excess over the normal is in Bengal, where the cloudy state of the sky has prevented free radiation and produced high night temperatures.

Rain.—As mentioned above, the Bay area has been the seat of unsettled weather, and the Bay and its neighbourhood, except Burma and the Carnatic, have received more than their normal amount of rain. The greatest excess is reported from the North Circars and Orissa, where the easterly gales, prevailing to the northward of the storm which travelled up the Bay, brought up abnormally heavy rain. In Orissa the rainfall of the week exceeded forty-fourfold the small amount which is normally received during this week.

The daily distribution of rainfall was as follows:—On the 19th rain had fallen generally in Ceylon and the south of the Peninsula; one or two local showers had occurred on the east side of the Peninsula and general showers had fallen in Bengal. On the 20th rain had ceased in the south of the Peninsula, but slight showers had occurred on the Circars coast, very heavy rain over Orissa and Ganjam and moderately heavy rain over the head of the Bay. Slight showers were again reported from a few places in Bengal. On the 21st heavyish rain was falling in Orissa and at some places in Lower Bengal; but elsewhere any rainfall was light and scattered. The chart of the 22nd showed that the only heavy rain had occurred at Diamond Island, but that showers had fallen in Upper Burma, Assam, Lower Bengal, and at several stations in the east and south of the Peninsula. By the morning of the 23rd rain had ceased to the north of the Bay, but scattered showers had fallen at several places in the Peninsula. The rainfall of the 24th and 25th was very slight and scattered.

The table at the close of the summary shows that the regions of excessive rainfall are, Arrakan, Cachar, Eastern and Lower Bengal, Orissa, Chota Nagpur, the Circars, Madras Central, and Hyderabad South, and to a limited extent Malabar. In all other parts of the Indian region the rainfall of the week has been deficient and over the whole of the Gangetic plain, Upper India, Sind, Central India, the Central Provinces, and the Konkan, there has been no rain. The east of the Central Provinces participated in the heavy rainfall of the east of the Peninsula and Malabar had a small local excess of half a tenth of an inch.

In the Carnatic the rainfall continues largely deficient, the east coast central division has received little more than $\frac{1}{4}$, the east coast south division little more than $\frac{1}{7}$, and Madras south division little more than $\frac{1}{3}$ of the normal amount.

In Burma the only rainfall was in Arrakan and the Upper Provinces.

The maximum falls reported in Bengal, Orissa and the Circars are interesting. The largest are in Orissa and Ganjam, where Sompet received 20½ inches, Pooree 13 inches, Cuttack 8 inches, Banki 5 inches, and Balasore 3½ inches during the week. Next after these are the falls in Eastern and Deltaic Bengal of which the most important are:—3 inches at Jessore and between 2 and 2½ inches at Bhola (Backergunj), Munshigunj (Dacca), and Contai (Midnapur). Heavyish rainfall connected with this disturbance apparently extended westward as far as the Sambalpur division of the Central Provinces, where Raigarh received 1½ inch.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING 25TH NOVEMBER 1889.			RAINFALL DATA FROM OCTOBER 15TH TO 25TH NOVEMBER 1889.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, October 15th to 25th November.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	0	0·24	—0·24	16·42	4·88	+236
	Lower Burma	0	0·36	—0·36	7·12	5·67	+ 26
	Central do.	0	0·36	—0·36	6·06	3·90	+ 55
	Upper do.	0·16	?	?	3·44	?	?
	Arakan	1·09	0	+1·09	7·39	5·35	+ 38
BENGAL AND ASSAM	Eastern Bengal	1·06	0·23	+0·83	7·33	3·51	+109
	Assam (Surma)	0·23	0·01	+0·22	4·53	3·48	+ 30
	Do. (Brahmaputra)	0·02	0·21	—0·19	1·26	2·26	— 44
	Deltaic Bengal	1·08	0·03	+1·05	9·52	2·81	+239
	Central do.	0·36	0	+0·36	3·74	2·39	+ 56
	North do.	0·01	0·01	0	0·69	2·38	— 71
	Orissa	6·57	0·15	+6·42	15·44	4·73	+226
	Chutia Nagpur	0·54	0·01	+0·53	2·99	1·57	+ 90
	Behar (South)	0	0·01	—0·01	0·54	1·42	— 62
	Do. (North)	0	0·01	—0·01	0·42	1·26	— 67
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East)	0	0·06	—0·06	1·23	0·88	+ 40
	Oudh (South)	0	0	0	0·05	0·33	— 85
	Do. (North)	0	0	0	0·04	0·11	— 64
	North-Western Provinces (Central)	0	0·02	—0·02	0·01	0·38	— 97
	North-Western Provinces (West)	0	0·01	—0·01	0	0·05	—100
	North-Western Provinces (Sub-montane)	0	0·03	—0·03	0·14	0·31	— 55
PUNJAB	Punjab (South)	0	0·02	—0·02	0	0·10	—100
	Do. (Central)	0	0·02	—0·02	0	0·20	—100
	Do. (Sub-montane)	0	0·06	—0·06	0	0·09	—100
	Do. (Hill Districts)	0	0·08	—0·08	0	0·45	—100
	Do. (North-West)	0	0·23	—0·23	0·01	0·57	— 98
	Do. (West)	0	0·21	—0·21	0	0·15	—100
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	Malabar	0·44	0·39	+0·05	10·68	9·45	+ 13
	Madras (South Central)	0·27	0·75	—0·48	4·74	9·49	— 50
	Coorg	0·18	0·40	—0·22	11·54	8·05	+ 43
	Mysore	0·30	0·38	—0·09	2·07	3·66	— 44
	Konkan	0	0·07	—0·07	4·84	1·91	+153
	Bombay—Deccan	0·11	0·20	—0·09	5·08	3·11	+ 63
	Hyderabad (North)						
	Khandeish	0	0·18	—0·18	1·26	2·52	— 50
CENTRAL PROVINCES AND BERAR.	Berar	0	0·16	—0·16	3·14	1·94	+ 62
	Central Provinces (West)	0	0·10	—0·10	2·95	0·98	+201
	Do. (Central)	0	0·09	—0·09	1·72	0·85	+102
	Do. (East)	0·51	0·04	+0·47	1·97	1·04	+ 89
BOMBAY (NORTH)	Guzerat	0	0·04	—0·04	0·02	0·45	— 96
	Kattiawar	0	0·02	—0·02	0	0·24	—100
	Sind	0	0·02	—0·02	0	0·07	—100
RAJPUTANA AND CENTRAL INDIA.	Central India (East)	0	0·06	—0·06	0·13	0·52	— 75
	Rajputana (East), Central India (West)	0	0·02	—0·02	0	0·28	—100
	Rajputana (West)	0	0·01	—0·01	0	0·11	—100
MADRAS	East Coast (North)	4·47	1·01	+3·46	12·36	7·13	+ 74
	Do. (North) (a)	1·20	?	?	8·90	?	?
	Hyderabad (South)	0·41	0·07	+0·34	2·46	1·87	+ 31
	Madras (Central)	0·55	0·40	+0·15	4·56	3·89	+ 17
	East Coast (Central)	0·41	1·51	—1·10	8·70	11·33	— 23
	Do. (South)	0·29	1·95	—1·66	5·33	12·16	— 56
	Madras (South)	0·24	0·69	—0·45	3·51	9·77	— 64

SIMLA, *28th November, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 30th November.*—No rain in Ganjam, Madras, and Trichinopoly, moderate in Vizagapatam and Nilgiris; slight elsewhere. Rain greatly wanted in Nellore, Chingleput, North Arcot, South Arcot, Tanjore, Trichinopoly, Madura, Tinnevelly, Coimbatore and Salem where standing crops are withering. Crops generally good in other districts. Paddy affected by disease in parts of Godavery, Cuddapah, South Arcot, and Tinnevelly. Prices generally rising or stationary. 229 labourers employed on minor relief works in Ganjam. Prospects generally favourable except in Chingleput and North Arcot where failure of crops is apprehended over considerable areas unless early rain falls.

Bombay.—*For week ending 4th December.*—Slight rain in parts of Karnatak; more needed for late crops in several districts. Standing crops in a few places damaged by locusts or disease, otherwise generally good. Cotton prospects favourable except in parts of Broach. Harvesting and sowing operations generally progressing. Opium sowing commenced in Baroda. Fodder generally sufficient and agricultural stock healthy.

Bengal.—*For week ending 3rd December.*—No rain during the week. The fine weather was favourable to all crops. Not much damage is said to have been done to the crops by the recent heavy rain. In Orissa, where there was a storm and the rainfall was exceptionally heavy, the loss of the rice crop is estimated at from two to four annas, and, in Cuttack, that of the *rabi* crops at about eight annas. The *rabi* crops are being re-sown in some districts. Harvesting of rice is proceeding, and a fair average outturn is expected in most districts. The *rabi* and poppy crops throughout Behar are favourably reported of. Tobacco is a promising crop, as also *ganja* in the Rajshahye district. Sugarcane is doing well. Prices of rice are steadily falling in the Behar districts generally, and a slight decline is also reported from some other districts.

North-Western Provinces and Oudh.—*For week ending 4th December.*—Cold dry weather with occasional clouds. Agricultural prospects generally favourable. Poppy sowings progressing. *Rabi* being irrigated. Locusts are again reported in pargana Jhansi and they have appeared also in four parganas of Cawnpore and one of the Banda District. Markets are well supplied and except in Benares, where a smart rise is reported, prices are steady.

Punjab.—*For week ending 4th December.*—No rain. Prices rising in Rawalpindi, falling in Multan, stationary elsewhere. Harvesting of *kharif* crops nearly over. Cotton being picked and sugarcane pressed in Sialkot. *Rabi* sowings still going on. Rain badly wanted for *rabi* sowings in all districts. Prospects of standing crops are average. Outturn of *kharif* is reported below average in Amballa. Fodder sufficient throughout the province.

Central Provinces.—*For week ending 4th December.*—Weather clear and cold. *Kharif* harvestings continue, outturn good. Wheat and other *rabi* crops in good condition, but a little rain is now required for them in some places. Prices steady.

Burma.—*For week ending 30th November.*—There was a little rain in Rangoon and Tavoy but nowhere else in Lower Burma. A little rain fell in several districts in Upper Burma. In Lower Burma the crop prospect is good. The crop will be short in three districts in Upper Burma, elsewhere the prospect is generally good. The price of paddy has fallen in eight districts, in one prices have risen considerably, elsewhere no change is reported.

Assam.—*For week ending 4th December.*—Weather seasonable. Harvesting of winter paddy continues. Sowing of mustard nearly finished. Prospects of tea good

Mysore and Coorg.—*For week ending . December.*—Slight rain reported in parts of the Mysore State. Crops good except in parts of the Bangalore and Kolar districts where more rain is still wanted. Harvesting continues in parts. Prospects generally favourable. Prices slightly fallen in the Kadur district.

Standing crops doing well in Coorg. Prices stationary.

Berar and Hyderabad.—*For week ending 4th December.*—In Berar the weather is clear and cold. Picking of cotton continues. *Jowari* ripening and will soon be cut. *Rabi* in good condition. Cutting of sesamum commenced in some places. Prices almost stationary. Fodder sufficient.

No rain during week at Hyderabad. Crops thriving. Sowing of *rabi* crops continues Outturn of *kharif* crops estimated at twelve annas in some places and in others at eight annas in the rupee. Prices stationary.

Central India.—*For week ending 4th December.*—No change in condition of crops and weather since last week's report.

Rajputana.—*For week ending 4th December.*—Agricultural operations satisfactory. Standing crops generally good except in Dholepur. Agricultural stock good. Pasturage and fodder sufficient generally; dear in Marwar and failing in Dholepur. Prices steady generally.

Nepal.—*For week ending 28th November.*—No rain. Weather cold and partly cloudy during two days in this week. Potato progressing.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 2nd HALF OF OCTOBER 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu. (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*.)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	9 14	9 14	10 14	10 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	9 11	9 11
Tavoy	...	...	...	...	12 6	12 6	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 0	399 3	7 1 4/5	16 1
Moulmein and Amherst	7 14	7 14	...	...	9 11	9 0	12 2	10 2	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	20 8	20 8
Pegu (deltaic)—																										
Pegu	...	...	...	...	8 14	8 14	10 14	10 14	...	...	...	...	...	...	...	...	11 2	11 2	...	...	...	...	93 0	102 0	14 3	14 3
Rangoon	11 2	11 2	...	...	10 6	10 6	11 2	11 2	...	...	...	...	...	...	...	...	15 2	13 0	...	...	...	...	250 0	250 0	14 9	14 9
Thongwa	...	...	...	...	9 9	9 9	10 8	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	13 1	12 9	16 7	15 6	...	...	...	...	...	...	...	...	10 6	10 11	...	...	...	...	230 11	230 8	14 0	12 12
Pegu (inland)—																										
Shwaygyin	...	...	...	...	9 1	8 8	9 9	9 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharawadi	...	...	...	...	11 7	11 7	13 5	13 5	...	...	...	...	...	...	...	...	11 7	11 7	...	...	8 2	8 2	450 0	450 0	9 5	9 5
Henzada	...	...	...	...	11 0	10 4	13 0	13 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	183 8	183 8	17 11	17 11
Prome	12 2	12 2	...	...	12 8	9 6	14 4	13 10	...	...	...	...	...	...	...	...	10 6	11 5	...	...	9 6	...	167 9	167 9	14 3	14 3
Toungoo	...	...	...	...	8 0	9 2	10 10	12 13	...	...	...	...	...	...	...	...	9 7	9 2	...	...	...	...	200 0	200 0	14 1	14 1
Thayetmyo	10 5	10 5	...	...	10 12	10 0	11 8	11 8	...	...	...	...	...	...	...	...	11 10	11 10	22 8	22 8	...	...	490 0	326 11	11 3	11 3
Upper Burma—																										
Mandalay	13 9	14 5	...	...	10 12	11 1	11 15	12 5	...	...	...	...	...	...	...	...	9 6	8 8	18 6	25 0	8 0	7 12	63 0	65 0	17 12	16 13
Arakan—																										
Sandoway	...	...	...	...	19 10	19 10	22 11	22 11	...	...	...	...	...	...	...	...	...	...	21 5	21 5	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	14 11	14 13	16 1	16 1	...	...	...	...	...	...	...	...	6 0	6 0	...	(a)	...	...	340 0	340 0	30 0	30 0
Akyab	...	...	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 8	8 5	180 0	180 0	28 6¼	28 6
Assam—																										
Surma—																										
Sylhet	...	11 4	...	...	10 8	10 8	12 4	12 4	...	...	...	...	...	...	...	...	13 4	13 4	...	...	...	...	108 0	108 0	8 0	9 12
Cachar	8 0	8 0	...	...	9 0	10 0	12 8	12 0	...	...	...	...	...	...	...	...	12 12	12 12	...	...	...	...	80 0	80 0	9 12	9 6
Khási and Jaintia Hills	...	...	...	...	5 8	4 8	7 0	7 0	...	...	...	...	...	...	...	...	7 8	7 0	14 0	14 0	...	...	90 0	90 0	6 8	6 8
Garo Hills	...	...	...	...	6 0	6 0	10 0	10 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmaputra—																										
Goalpara	16 0	16 0	...	...	7 8	8 0	11 8	10 0	...	...	...	...	...	...	...	...	12 0	11 0	...	...	16 0	10 0	80 0	80 0	9 0	9 0
Kamrup	10 0	10 0	...	...	8 0	8 0	14 8	14 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	160 0	160 0	9 0	9 0
Darrang	6 8	6 8	...	...	12 0	11 0	16 0	14 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	150 0	150 0	9 0	9 0
Nowgong	8 0	8 0	...	...	8 8	8 0	16 0	16 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	9 0
Sibsagar	...	...	...	...	6 0	6 8	18 0	16 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	120 0	120 0	8 0	8 0
Lakhimpur	...	8 0	...	...	6 0	6 0	13 8	10 0	...	...	...	...	...	...	...	...	13 0	13 0	11 0	11 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	8 14	9 11	9 12	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	...	4 0	4 0	8 0	10 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	60 0	80 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	10 4	10 0	14 0	10 12	...	...	...	...	...	...	...	...	13 12	13 12	...	...	...	...	120 0	120 0	9 12	10 0
Noakholly	...	...	...	...	11 0	11 8	13 0	13 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	9 0	9 0
Chittagong	10 0	10 0	...	...	8 0	8 0	14 0	15 7	...	...	...	...	...	...	...	...	12 0	11 0	...	...	...	...	100 0	100 0	8 0	10 0
Tipperah	11 7	12 0	...	...	10 0	10 0	14 9 3/4	12 0	...	...	...	...	...	...	...	...	13 5	14 0	...	...	8 0	8 0	...	...	8 14	9 0
Dacca	13 0	13 0	26 0	26 0	9 12	9 0	11 0	11 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	14 0	14 0	160 0	160 0	10 0	10 0
Mymensingh	10 0	10 0	...	...	8 12	8 0	9 8	9 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	...	...	9 0	9 8
Deltaic—																										
Khoolna	...	...	...	...	11 0	11 2	13 5	11 10	...	...	...	...	...	...	...	...	14 0	12 12	...	...	...	...	120 0	140 0	9 0	9 0
24-Pergunnahs	14 0	14 0	17 0	17 0	7 8	7 0	14 0	13 14	...	...	...	...	...	...	10 0	13 0	16 0	17 0	...	...	18 4	18 4	100 0	100 0	10 0	10 0
Midnapore	13 8	13 8	...	...	12 8	12 0	14 4	14 0	...	...	...	...	...	...	...	...	14 8	15 0	...	...	12 0	12 8	160 0	160 0	10 3	10 5
Howrah	...	...	...	...	9 8	9 0	12 8	13 0	...	...	...	...	...	...	...	...	16 12	16 12	...	...	12 8	12 8	100 0	100 0	9 2	10 0
Calcutta	13 3	13 2	16 10	17 4	7 15	8 0	12 11	12 15	15 10	16 13	11 5	13 0	...	...	16 2	16 12	14 15	15 1	18 0	16 0	17 12	18 4	100 0	100 0	9 12	10 4
Hooghly	13 0	13 0	...	...	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	13 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	14 14	14 0	16 0	16 0	10 5 1/2	10 5 1/2	12 6	12 5	...	...	...	...	...	...	...	...	17 12	17 12	...	...	17 12	17 12	...	...	9 0	9 2
Jessore	13 5	12 0	...	...	9 0	9 0	12 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	160 0	160 0	9 2	9 2
Furreedpore	13 0	14 0	...	16 0	9 0	8 0	13 0	12 0	...	...	...	...	...	...	...	...	12 0	15 0	18 0	18 0	10 0	10 0	120 0	120 0	9 0	10 0
Central—																										
Baskoora	13 8	13 0	14 8	14 8	15 0	15 0	18 0	17 8	...	...	...	...	...	...	...	...	15 0	14 0	28 0	28 0	16 0	16 0	280 0	280 0	10 0	10 0
Burdwan	13 4	13 0	*	*	11 10	11 4	14 10	14 10	...	...	...	...	...	...	...	...	16 0	16 0	*	*	18 0	18 0	100 0	100 0	10 5	10 5
Beerbhoom	15 0	15 0	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	16 8	16 8	...	...	10 8	10 8	160 0	160 0	10 8	10 8
Moorshedabad	16 0	16 0	...	...	10 8	10 0	13 0	15 0	...	...	...	...	...	...	...	...	17 12	17 12	...	...	16 0	16 0	220 0	200 0	11 0	11 0
Sonthal Pergunnahs	13 0	13 8	...	...	13 0	12 8	16 0	15 0	...	...	...	...	...	...	...	...	16 12	16 12	27 0	27 0	17 0	17 0	200 0	200 0	9 4	9 4
Pubna	16 8	16 8	...	...	7 8	7 8	14 4	13 2	...	...	...	...	...	...	...	...	15 12	15 8	...	...	17 4	17 4	200 0	200 0	8 11 1/2	9 2 1/2
Bogra	13 8	13 8	...	...	10 8	9 12	12 12	12 0	...	...	...	...	...	...	...	...	13 8	13 8	...	...	...	...	90 0	90 0	9 0	9 0
Rajshahye	15 0	15 0	19 8	16 8	9 12	9 12	12 12	12 0	...	...	...	...	...	...	...	...	18 0	15 12	...	...	16 8	16 0	240 0	240 0	9 9	9 9
Maldah	17 0	17 0	...	...	11 0	10 0	14 0	13 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	...	...	140 0	160 0	9 0	9 0
Northern—																										
Rungpore	13 5	13 5	...	...	10 0	8 8	12 12	10 5	...	...	...	...	...	...	...	...	13 10	13 10	...	...	12 10	10 5	100 0	100 0	8 14	9 6
Dinagepore	14 8	14 4	19 0	16 0	12 0	12 0	16 12	16 12	...	...	...	...	...	...	...	...	14 8	14 4	...	...	16 12	16 12	160 0	160 0	9 8	9 12
Jalpaiguri	...	11 0	...	16 0	7 0	8 0	11 8	13 0	...	...	...	...	...	...	...	...	8 0	13 0	...	...	8 0	12 0	128 0	128 0	8 0	9 0
Darjeeling	9 0	10 0	10 0	10 0	5 0	5 0	12 0	10 0	...	...	...	...	15 0	14 0	...	...	10 0	10 0	18 0	20 0	8 0	8 0	120 0	120 0	7 0	8 0
Orissa—																										
Pooree	11 13	11 2	...	...	15 12	14 7	19 5	19 5	...	...	...	...	...	...	...	...	17 1	16 6	...	...	14 7	15 1	80 0	80 0	11 2	11 2
Cuttack	13 2	13 2	...	...	10 8	10 8	15 12	15 12	...	...	...	...	...	...	...	...	20 5	20 5	...	...	18 6	18 6	80 0	80 0	11 0	11 0
Balasore	15 0	15 0	13 0	13 0	13 0	13 0	21 0	21 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	9 0	9 0
Chota-Nagpur—																										
Singbhoom	10 0	10 0	12 0	12 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	10 0	10 0	32 0	32 0	12 0	12 0	200 0	200 0	7 0	7 0
Manbhoom	12 0	12 0	...	...	13 8	14 0	20 0	20 0	...	...	...	...	...	...	...	...	15 0	14 8	36 0	36 0	15 0	15 0	200 0	200 0	9 0	9 0
Lohardugga	11 0	11 8	12 0	...	12 0	13 0	†	15 0	...	...	...	...	32 0	45 0	...	...	13 0	12 0	32 0	40 0	15 0	14 0	140 0	140 0	8 8	8 8
Hazáribágh	11 12	12 0	14 0	16 0	10 0	10 0	17 0	17 0	...	...	...	...	34 0	36 0	...	...	15 0	14 8	27 0	27 0	16 0	17 0	320 0	320 0	8 0	8 0

(a) Twelve annas per 100 cobs. * Not sold. † Old 14-0; coarse 20-0.

RETAIL PRICES FOR THE 2nd HALF OF OCTOBER 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Country.	Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum. Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu. Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi. Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																											
Behar, south—																											
	Monghyr	16 13	16 13	16 13	16 13	11 9	11 9	13 2	13 2	...	...	...	...	...	...	...	...	21 10	21 0	23 1	22 5	19 15	18 10	147 0	147 0	9 7	9 7
	Gya	14 12	14 12	18 0	20 0	10 0	10 0	15 8	15 0	...	...	...	...	...	...	15 0	15 0	18 0	17 0	...	...	19 0	19 0	200 0	200 0	9 2	9 2
	Patna	16 2	17 0	21 8	22 0	10 8	10 0	15 1	14 0	21 0	21 0	29 0	...	29 0	23 8	20 0	16 0	19 8	19 0	22 0	20 0	22 0	22 0	130 0	130 0	9 8	9 8
	Shahabad	14 0	14 0	17 0	17 0	9 0	9 0	12 8	12 0	20 0	20 0	...	...	...	24 0	...	...	20 0	18 0	...	...	20 0	18 0	140 0	140 0	10 0	10 0
Behar, north—																											
	Purneah	15 0	16 0	...	...	10 0	9 0	12 0	12 0	...	...	...	...	...	...	...	...	15 0	17 0	...	...	15 0	16 0	200 0	200 0	9 0	9 0
	Bhagalpur	17 0	18 4	16 6	16 6	11 6	12 0	15 2	13 14	...	...	...	...	...	...	...	...	18 15	18 4	22 11	22 11	17 10	17 10	170 4	164 0	10 1	10 1
	Durbhunga	15 8	16 0	14 13	16 6½	10 4	11 6	19 0	17 0	...	...	...	...	27 4	29 11	...	...	19 6	22 9	24 8	27 0	21 8	21 14	200 0	182 0	10 0	12 9
	Mozufferpore	13 8	14 0	15 0	19 0	9 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	17 0	19 0	22 0	20 0	18 0	19 0	160 0	160 0	10 0	10 0
	Sarun	14 12	15 0	20 0	18 8	8 8	8 8	11 8	11 8	...	...	...	...	21 0	22 4	12 0	13 0	18 8	18 12	20 8	20 4	20 0	22 8	160 0	160 0	9 8	10 0
	Chumparun	14 8	14 0	16 0	17 0	8 0	8 0	18 0	16 0	...	...	...	...	25 8	...	...	...	18 0	17 0	22 0	27 0	17 8	17 0	160 0	160 0	9 8	9 0
N.-W. Provinces—																											
Eastern—																											
	Mirzapur	13 0	13 0	18 0	18 0	7 0	7 0	13 0	12 0	18 0	18 0	18 0	16 0	20 0	20 0	13 0	14 0	18 0	18 0	20 0	18 0	21 0	20 0	90 0	90 0	10 0	10 0
	Benares	14 1½	14 14½	19 4	19 0	9 3	10 0	14 14	10 1½	16 0	16 4	18 7	18 7	15 11½	18 7	13 0	14 10	18 7	18 7	25 0	22 12	20 10	20 10	120 0	100 0	10 6½	10 6½
	Ghazipur	14 6	14 6	17 6	17 6	7 2	7 2	11 0	10 0	16 12	16 12	12 4	12 4	28 4	28 4	20 10	20 10	16 12	16 12	16 12	16 12	19 5	19 5	194 6	194 6	10 6	10 6
	Jaunpur	14 8	14 0	21 0	20 0	7 0	7 0	12 0	12 0	...	...	...	...	28 0	...	...	...	23 0	21 0	...	...	21 0	21 0	140 0	140 0	8 8	8 8
	Allahabad	13 8	13 8	19 0	19 0	7 0	7 0	11 0	11 0	...	...	16 0	16 0	23 0	23 0	24 0	24 0	19 0	19 0	20 0	20 0	20 0	20 0	120 0	120 0	10 0	10 0
Central—																											
	Etawah	15 4	15 0	20 8	21 8	7 8	7 8	10 12	11 0	...	...	...	...	...	...	28 0	28 0	23 8	21 8	...	...	15 4	16 0	160 0	160 0	10 4	10 0
	Futtehpur	14 4	14 8	21 0	21 0	14 0	14 0	16 0	16 0	...	...	...	...	...	...	20 0	...	22 0	22 0	23 0	...	25 0	25 0	160 0	160 0	10 8	10 8
	Humeerpur	16 0	16 0	21 14	20 0	9 0	9 0	13 12	12 8	...	...	23 0	19 8	...	...	...	...	26 7	25 0	...	...	27 8	...	140 0	140 0	10 11	11 1
	Banda	17 0	17 0	22 0	20 0	9 0	9 0	10 0	10 0	18 0	18 0	20 0	17 0	15 0	15 0	16 0	16 0	26 0‡	26 0‡	18 0	18 0	24 0‡	24 0‡	140 0	140 0	10 0	10 0
	Cawnpore	16 4	16 0	21 8	22 4	8 8	8 8	11 8	11 8	28 0	28 0	24 0	24 0	28 0	30 0	28 0	30 0	24 0	24 0	28 0	28 0	24 0	25 0	140 0	140 0	12 0	12 0
	Etawah	16 12	17 8	28 8	29 0	6 0	5 4	12 0	11 4	22 8	23 0	21 8	22 0	32 0	32 0	26 0	27 0	29 8	27 0	31 0	31 0	30 0	30 0	120 0	100 0	11 0	11 0
	Farukhabad	16 0	16 0	22 8	22 8	6 12	6 8	9 8	9 8	...	...	17 0	...	...	...	32 0	23 8	29 0	27 0	28 0	29 8	26 8	27 0	120 0	120 0	10 8	10 8
	Mainpuri	17 2	16 2	22 4	24 8	4 8	4 8	12 0	12 0	...	...	20 2	...	...	...	...	...	27 4	26 8	28 8	25 8	28 8	28 8	160 0	160 0	11 4	11 4
	Etah	16 12	16 12	22 8	25 2	7 8	7 8	11 10½	11 8	22 0	22 0	19 0	14 0	30 0	30 0	12 0	13 0	28 0	27 0	26 0	28 0	20 8	21 0	160 0	160 0	11 0	11 0
Western—																											
	Lalitpur	16 0	15 8	20 8	21 0	9 0	9 0	10 0	10 0	19 8	20 0	15 0	15 0	26 0	28 0	23 0	24 0	19 0	18 0	28 0	27 0	13 0	13 8	120 0	120 0	10 4	10 4
	Jhansi	17 0	16 11	22 0	22 0	7 14	7 12	11 8	11 8	23 0	23 0	20 0	20 0	...	...	...	...	22 15	22 14	26 0	28 9	27 8	27 12	180 0	180 0	10 8	10 8
	Agra	15 0	15 0	21 0	21 0	5 0	5 0	9 0	9 0	20 0	20 0	18 8	18 8	...	...	20 0	17 0	22 0	22 0	22 0	25 0	17 8	18 0	100 0	110 0	11 8	11 8
	Muttra	15 0	15 0	21 0	21 0	7 8	7 8	12 0	9 0	25 0	25 0	20 0	20 0	...	...	8 0	8 0	23 0	22 8	23 0	25 0	29 0	29 0	120 0	120 0	12 0	12 0
	Aligarh	16 8	16 8	22 8	23 8	6 0	6 0	10 8	9 0	23 0	23 0	19 8	18 4	...	...	16 0	16 0	25 8	25 8	25 12	25 12	28 8	28 8	140 0	160 0	11 4	11 4
	Bulandshahr	18 0	18 2	25 0	26 0	7 0	7 0	11 8	10 8	20 0	...	19 0	...	...	...	16 0	16 0	25 8	25 8	25 0	25 0	20 0	20 0	120 0	120 0	11 4	11 4
	Meerut	17 8	17 0	27 0	27 0	5 8	5 8	12 0	12 0	28 0	28 0	21 0	21 0	16 0	16 0	16 0	16 0	23 8	23 8	24 0	28 0	26 0	27 8	100 0	100 0	11 4	11 4
Sub-montane—																											
	Bellia	15 7	14 8	16 12	18 0	10 4	10 4	14 4	13 8	...	...	...	...	20 8	20 8	13 4	14 4	19 5	18 10	18 0	16 0	19 4	19 4	155 0	155 0	10 6	10 8
	Gorakhpur	12 8	12 8	17 11	18 8	8 14	8 14	14 0	11 13	...	...	...	...	...	...	11 13	14 12	18 1	19 3	19 3	20 10	13 10	14 0	177 8	177 8	9 13	9 13
	Bansgaon	12 9	12 9½	17 2	17 2	8 14	8 10	13 15	13 8	...	...	...	...	18 0	19 12	13 8	12 9½	18 0	18 0	18 0	18 0	18 0	18 0	140 0	140 0	10 5	10 7
	Basti	16 8	16 0	19 0	19 0	9 0	9 0	32 0‡	32 0‡	14 0	14 0	...	...	16 0	18 0	8 0	8 0	20 0	20 0	19 0	19 0	21 0	21 0	140 0	140 0	9 8	9 8
	Shahjahanpur	17 8	17 8	26 8	26 8	8 8	8 8	16 8	13 8	...	...	...	...	32 0	...	30 0	29 0	27 8	27 0	27 8	25 0	27 0	27 8	140 0	140 0	10 8	10 8
	Bareilly	17 8	17 8	28 8	28 8	6 0	6 0	15 0	15 0	...	...	21 0	...	...	...	...	...	27 8	29 0	30 0	30 0	33 0	[illegible] 0	160 0	160 0	10 8	10 8
	Pilibhit	16 4	15 10	26 4	28 0	14 8	13 12	16 4	16 4	...	16 4	...	...	...	...	...	...	23 12	24 6	28 0	25 0	26 0	[illegible] 4	150 0	150 0	10 14	10 10
	Lakhimpur	15 0	15 0	23 4	22 8	5 10	5 10	12 8	10 4	18 12	18 8	18 12	18 2	22 8	23 12	20 0	20 0	23 12	23 2	25 0	25 0	17 8	17 8	112 8	150 0	10 0	10 0
	Bahraich	15 0	15 0	23 4	22 8	8 0	7 8	15 0	13 0	25 0	25 0	19 0	19 0	...	...	20 8	20 8	20 0	20 0	20 0	30 0	28 0	[illegible] 0	150 0	150 0	11 2	11 12
	Gonda	16 14	16 14	26 0	26 0	8 8	8 8	15 0	13 12	27 8	25 0	20 0	20 0	...	...	20 8	20 8	23 12	23 12	26 4	26 4	27 8	[illegible] 0	100 0	100 0	10 0	10 0
	Sultanpur	17 8	17 8	31 4	30 0	8 6	8 12	15 0	13 12	...	...	...	...	...	...	20 8	20 0	23 12	24 3	...	...	24 12	24 12	135 0	135 0	10 9	10 9
	Hardoi	16 14	16 14	28 2	28 11	11 4	11 4	13 8	13 8	17 0	...	...	...	...	...	...	...	24 4	26 10	28 10	28 10	15 6	15 6	132 0	132 0	11 0	11 0
	Cawnpore	18 7	18 2	29 11	29 11	6 9	6 9	10 10	12 10	24 4	24 4	19 12	19 12	17 10	17 10	16 8	16 8	25 4	26 10	28 10	28 10	15 6	15 6	132 0	132 0	11 0	11 0
	Farukhabad	17 12	17 12	26 13½	27 12	8 1	8 1	12 14½	12 14½	24 3	24 3	24 3	24 3	25 4	26 13½	26 13½	26 13½	26 13½	26 13½	30 1½	30 1½	19 5½	19 5½	107 8	107 8	11 4½	11 5
	Saharanpur	17 0	17 0	30 0	30 0	6 8	6 8	11 8	10 0	22 0	22 0	20 0	20 0	26 0	26 0	...	...	23 0	23 0	25 0	25 0	16 0	16 0	160 0	160 0	10 0	10 0
	Dehra Dun	11 8	11 8	15 0	16 0	9 0	9 0	10 0	10 0	...	...	...	...	16 0	16 0	18 0	16 0	13 0‡	13 0‡	16 0	16 0	9 0	9 0	160 0	160 0	7 0	7 0
	Kumaun	21 4	21 4	23 12	23 12	7 8	7 0	16 0	16 0	...	...	...	...	29 0	29 0	...	...	8 0	8 0	...	...	8 8	8 8	180 0	180 0	7 8	7 8
	Garhwal																										
Oudh—																											
Southern—																											
	Partabgarh	14 14	15 0	22 1	21 2	14 2	13 5	16 5	16 0	...	...	19 0	...	27 0	27 0	...	...	22 1	21 0	...	...	14 8	14 0	180 0	180 0	9 10	9 10
	Sultanpur	15 0	15 0	21 8	21 8	9 0	9 0	15 8	15 8	19 0	19 0	16 0	16 0	36 0	36 0	20 0	20 0	26 0	26 0	16 0	16 0	20 0	20 0	160 0	160 0	11 0	11 0
	Rae-Bareli	14 12	14 8	20 0	20 0	7 0	7 0	14 12	14 8	20 0	20 0	19 8	14 0	28 0	28 0	25 0	25 0	25 0‡	25 0‡	20 0	20 0	24 0‡	24 0‡	180 0	180 0	10 0	10 0
	Unao	15 0	15 0	21 0	22 0	8 0	8 0	16 0	15 0	17 0	17 0	21 0	16 0	27 0	28 0	26 0	27 0	25 0	25 0	28 0	28 0	17 0	17 0	160 0	160 0	11 4	11 4
	Lucknow	15 6	15 8	22 0	22 8	6 0	6 0	14 0	14 0	22 0	22 0	21 0	21 0	30 0	30 0	24 0	26 0	22 4	22 8	24 0	25 0	24 4	24 8	110 0	110 0	10 8	10 8
	Hardoi	18 0	17 8	25 0	24 0	7 0	7 0	13 0	18 0	...	...	23 0	...	...	35 0	40 0	40 0	27 0	26 0	33 0	30 0	16 0	15 0	120 0	120 0	10 8	10 8
Northern—																											
	Fyzabad	14 0	14 4	19 0	19 8	10 0	10 4	14 0	14 4	...	...	18 0	18 0	22 0	22 8	19 0	19 0	23 0	22 4	23 4	22 0	21 0	21 8	120 0	120 0	10 0	10 0
	Barabanki	15 0	15 0	22 0	22 0	10 0	10 0	14 0	14 0	20 0	20 0	20 0	20 0	25 0	10 0	25 0	24 0	23 0	23 0	23 0	27 0	24 0	24 0	120 0	120 0	10 8	10 8
	Gonda	16 0	16 0	18 8	17 8	10 12	11 0	13 4	13 8	20 0	18 0	22 0	18 0	24 8	24 0	19 0	20 0	20 12	20 4	26 0	21 0	21 8	21 8	200 0	200 0	10 12	10 12
	Bahraich	16 0	16 0	20 0	20 0	10 0	10 0	13 0	12 0	21 0	21 0	...	...	...	...	...	...	21 0	21 0	25 0	21 0	23 0	23 0	140 0	120 0	10 0	10 0
	Sitapur	17 4	17 4	25 0	25 8	8 0	8 0	18 0	19 0	25 0	27 0	23 0	24 0	29 0	29 0	23 0	31 0	29 0	28 0	27 0	29 0	25 0	26 0	160 0	160 0	11 0	11 0
	Kheri	17 8	17 8	25 12	26 0	8 0	8 0	18 0	18 0	26 0	26 0	20 0	20 0	36 0	36 0	16 0	16 0	25 8	25 0	36 0	30 0	26 0	26 0	140 0	140 0	10 8	10 8
Rajputana—																											
Eastern—																											
	Partábgarh	13 12	13 14	13 12	13 12	6 4	6 14	8 12	8 2	21 14	21 14	...	...	...	...	...	...	15 0	15 0	27 8	27 8	...	...	...	...	13 3	12 14
	Bánswára	15 14	15 10	16 4	15 10	6 4	7 8	12 8	12 8	...	...	...	...	...	...	...	...	14 6	13 12	36 12	36 5	12 8	11 4	...	...	8 12	8 12
	Meywar (Oodeypore)	12 1	11 11½	15 10	15 10	7 0	7 6½	7 6	7 13	17 3	16 6½	10 15	11 11½	*	...	12 2	10 2½	14 7	15 10	18 8	17 15½	10 2	10 2½	160 0	160 0	8 13	9 6
	Sirohi	12 4	12 8	18 0	16 0	6 0	6 0	6 8	7 0	15 0	13 0	13 0	15 0	19 0	...	18 0	19 0	14 0	14 14	19 0	18 0	10 0	10 0	160 0	160 0	11 8	11 0
	Kirinpura	14 4	14 2	19 13	18 10	...	...	8 0	8 0	18 0	17 9	17 0	16 0	...	...	...	...	19 0	18 14	...	...	...	...	260 0	260 0	12 0	12 0
	Ajmere	15 0	15 0	21 8	21 8	3 0	3 0	6 0	6 0	20 0	20 0	18 0	18 0	...	...	...	...	19 0	19 8	24 0	24 0	...	...	80 0	80 0	12 0	12 0
	Abu	13 0	13 0	18 0	16 8	6 0	6 0	7 0	7 0	...	...	14 12	14 8	...	...	...	...	17 12	17 8	20 8	17 8	...	10 8	...	...	11 0	11 0
	Kishengarh	16 8	18 0	24 0	23 8	9 0	9 0	10 0	10 0	24 12	17 0	20 0	20 12	...	...	...	...	19 8	20 8	24 0	25 0	...	...	...	...	13 0	13 0
	Boondee	20 4	20 0	30 0	30 0	7 8	7 8	8 0	8 0	30 0	30 0	...	...	...	...	...	...	26 12	25 8	30 0	...	...	...	160 0	160 0	10 8	10 8
	Kotah	17 0	17 0	22 8	22 8	6 8	6 8	7 0	7 8	25 0	25 0	12 0	12 0	...	...	...	...	25 0	25 0	20 0	25 0	15 0	15 0	240 0	240 0	10 0	10 0
	Jhallawar	15 0½	15 0½	18 4	21 0	6 6½	6 6½	7 13½	7 13½	22 6	24 9½	14 15	16 6½	...	...	14 6	14 6	20 3½	19 3	23 3½	25 2½	10 3½	10 3	175 0	175 0	9 12	9 6
	Tonk	16 6	17 2	26 8	24 14	6 15	7 0	7 8	7 8	27 0	26 6	23 12	23 6	...	...	...	...	21 8	20 9	26 2	23 14	...	...	80 0	80 0	10 12	10 12
	Jeypore	16 8	16 8	25 0	24 8	4 12	4 12	7 8	7 8	26 0	25 0	21 8	22 8	...	...	14 8	14 8	22-4 to 16 8	20-0 to 22 0	26 0	25 8	28 0	27 0	110 0	110 0	12 0	12 0
	Kerauli	15 14	15 10	23 2	21 14	9 6	10 0	10 10	11 4	21 14	21 14	17 13	17 13	...	...	17 8	20 0	22 8	21 14	...	...	30 0	30 0	200 0	210 0	10 10	10 10
	Dholpur	15 0	15 1	20 4	20 6	9 0	9 0	12 6	10 11	16 10	16 14	19 8	20 12	...	...	18 0	18 0	23 9	24 5	...	...	32 11	33 1	90 0	90 0	11 8	11 0
	Bhartpur	15 2	15 10	21 8	21 8	7 8	7 0	8 12	8 8	20 8	21 0	16 2	17 12	...	...	11 4	11 4	22 0	22 0	21 0	21 0	26 0	27 0	250 0	240 0	11 12	11 8
	Alwar	17 5	17 8	24 1	24 14	7 12	7 12	9 11	9 11	22 0	22 0	20 2	21 6	...	...	12 0	12 0	24 12	24 7	24 11	25 2	37 12	36 11	200 0	200 0	12 8	12 8
	Deoli Cantonment	17 0	17 0	27 8	25 12	4 0	4 0	7 0	7 0	25 8	25 8	24 0	17 12	...	...	...	...	20 12	20 0	...	...	...	...	220 0	220 0	11 8	11 4
	Nasirabad Cantonment	15 10½	15 9½	24 0	23 1	7 8	7 8	8 8	8 8	21 1	19 0	17 6	16 0	12 5	...	...	13 0	20 11½	20 13½	25 6	24 0	12 5½	12 5½	91 9	95 0	12 8	12 8
	Hilly Tracts of Meywar	12 0	12 0	14 0	12 0	...	...	12 0	10 0	...	...	...	...	...	...	...	...	10 0	10 0	24 0	24 0	...	...	||	||	11 8	11 0
	Balmer	11 6	10 14	...	...	5 0	5 0	7 8	7 8	...	...	17 14	15 0	...	...	...	...	14 10	14 10	...	...	...	...	260 0	260 0	13 0	13 8
	Anádra	13 8	13 8	17 8	17 8	6 4	6 4	8 0	8 0	...	...	15 0	16 0	...	...	...	...	17 0	18 0	20 0	15 0	...	10 0	...	...	12 0	12 0
	Shahpura	18 4	19 0	25 0	25 8	7 8	7 8	10 8	10 0	20 0	21 0	16 0	16 0	...	...	...	...	18 0	17 12	30 0	28 0	...	...	160 0	160 0	10 10	11 2
Western—																											
	Jodhpur	14 6	14 1	20 0	20 0	6 4	6 4	7 8	7 8	17 8	13 12	16 4	15 10	...	...	...	...	17 8	16 4	18 12	13 12	...	...	...	...	12 13	12 8
	Jaisulmer	11 12	11 6	...	...	8 0	8 0	9 8	9 6	14 10	14 10	12 6	12 0	...	...	...	...	10 4	9 0	...	...	...	...	...	...	21 0	21 0
	Bickanir	13 8½	13 5½	...	...	2 14	2 14	6 3	6 3	...	...	15 2½	15 13	...	...	...	...	18 8½	19 1	...	...	8 0	8 0	100 0	100 0	12 8	12 8
Central India—																											
	Indore	13 8	13 8	13 0	13 0	8 0	8 0	9 0	9 0	23 0	23 0	17 0	17 0	...	...	...	...	17 7	17 0	30 0	30 0	14 0	14 0	100 0	120 0	10 4	10 4
	Nimach Cantonment	13 14	13 6	19 0	19 0	7 0	7 0	9 8	9 0	24 0	24 0	16 4	15 0	...	...	...	...	20 8	20 8	28 9	26 0	...	18 8	120 0	120 0	12 0	12 0
	Baghelkhand (Sutna)	14 12	16 0	20 0	20 0	8 0	8 0	13 8	14 0	...	...	...	...	...	...	19 0	20 8	18 4	18 8	...	...	20 0	20 0	160 0	160 0	10 8	10 8
	Goona	19 0	19 0	15 0	15 0	7 0	7 0	7 4	7 8	24 0	25 0	...	...	...	...	...	...	23 8	23 8	29 0	30 0	...	...	200 0	200 0	10 0	9 8
	Gwalior	14 12	15 12	20 10	20 14	6 6	6 8	7 8	7 12	19 15	21 12	17 4	17 11	...	...	9 1	9 1	20 1	21 1	21 5	20 15	24 15	25 3	126 14	126 14	10 4	10 0

* Not procurable. † New 16-0; old 10-0. ‡ For unhusked grain. || Six pies per bundle.

RETAIL PRICES FOR THE 2nd HALF OF OCTOBER 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	18 0	19 0	29 0	30 0	...	...	10 0	9 0	24 0	24 0	23 0	22 0	†	†	†	†	27 0	28 0	17 0	17 0	†	†	110 0	110 0	11 0	11 0
Ferozepore	21 0	20 0	36 0	36 0	...	...	9 0	9 0	28 0	28 0	24 0	24 0	†	†	16 0	20 0	32 0	30 0	30 0	30 0	11 0	11 0	100 0	100 0	13 4	13 4
Montgomery	18 0	19 0	28 0	25 0	...	...	10 0	9 0	21 0	20 0	20 0	15 0	‡	‡	26 0	26 0	26 0	25 0	24 0	24 0	12 0	12 0	200 0	200 0	11 0	11 0
Central—																										
Gurgaon	16 0	17 0	26 0	28 0	...	...	10 0	10 0	26 0	25 0	21 0	23 0	†	†	†	†	23 0	26 0	24 0	24 0	20 0	20 0	130 0	130 0	11 0	11 0
Delhi	17 0	17 0	24 0	23 0	...	...	10 0	10 0	24 0	24 0	20 0	19 0	†	†	14 0	18 0	23 0	23 0	22 0	23 0	24 0	24 0	80 0	80 0	11 0	11 0
Rohtak	17 0	17 0	23 0	23 0	...	...	12 0	11 0	25 0	25 0	22 0	22 0	†	†	16 0	16 0	24 0	24 0	18 0	18 0	20 0	20 0	120 0	120 0	10 0	10 0
Karnál	17 0	16 0	25 0	25 0	...	...	14 0	11 0	23 0	20 0	16 0	16 0	22 0	22 0	18 0	18 0	29 0	25 0	28 0	25 0	20 0	20 0	120 0	120 0	10 0	10 0
Lahore	19 0	19 0	35 0	35 0	...	...	11 0	11 0	29 0	29 0	18 0	16 0	‡	‡	22 0	22 0	30 0	30 0	27 0	27 0	12 0	12 0	85 0	85 0	12 0	12 0
Sub-montane—																										
Umballa	20 0	20 0	24 0	24 0	...	...	11 0	11 0	20 0	20 0	17 0	17 0	20 0	20 0	8 0	8 0	30 0	28 0	28 0	25 0	20 0	20 0	120 0	120 0	13 0	13 0
Ludhiána	21 0	21 0	36 0	40 0	...	...	12 0	12 0	28 0	29 0	22 0	22 0	†	†	20 0	21 0	30 0	30 0	27 0	30 0	14 0	14 0	110 0	110 0	13 0	12 8
Jullundur	21 0	21 0	32 0	32 0	...	...	8 0	8 0	26 0	24 0	20 0	20 0	*	*	20 0	20 0	28 0	28 0	32 0	32 0	*	*	100 0	100 0	12 8	12 8
Hoshiárpur	22 0	22 0	32 0	33 0	...	...	10 0	10 0	28 0	28 0	20 0	20 0	13 0	13 0	24 0	24 0	23 0	30 0	30 0	30 0	16 0	16 0	100 0	100 0	13 0	13 0
Gurdáspur	23 0	22 0	28 0	28 0	...	...	12 0	12 0	20 0	24 0	14 0	14 0	†	†	16 0	12 0	26 0	27 0	28 0	24 0	10 0	10 0	120 0	120 0	12 0	12 0
Amritsar	21 0	21 0	31 0	31 0	...	...	11 0	11 0	25 0	25 0	16 0	16 0	†	†	23 0	23 0	30 0	30 0	24 0	24 0	†	†	90 0	90 0	12 0	13 0
Hills—																										
Simla	15 0	14 0	20 0	20 0	...	...	8 0	8 0	15 0	15 0	11 0	11 0	22 0	22 0	8 0	8 0	20 0	19 0	20 0	20 0	10 0	10 0	65 0	65 0	8 8	8 8
Kángra	20 0	19 0	28 0	28 0	...	...	12 0	12 0	16 0	14 0	10 0	10 0	27 0	26 0	8 0	8 0	24 0	24 0	22 0	22 0	12 0	13 0	100 0	100 0	11 0	11 0
North-western—																										
Sialkot	22 0	22 0	40 0	36 0	...	...	14 0	13 0	29 0	29 0	25 0	25 0	14 0	14 0	34 0	34 0	28 0	28 0	28 0	28 0	12 0	11 0	160 0	160 0	13 0	13 0
Gujránwála	21 0	21 0	40 0	40 0	...	...	11 0	8 0	28 0	28 0	20 0	20 0	‡	‡	20 0	20 0	30 0	30 0	25 0	25 0	‡	‡	85 0	90 0	13 0	13 0
Gujrát	22 0	22 0	35 0	35 0	...	...	12 0	11 0	30 0	30 0	28 0	28 0	†	†	12 0	14 0	27 0	27 0	28 0	28 0	†	†	120 0	120 0	14 0	14 0
Jhelum	23 0	23 0	34 0	35 0	...	...	14 0	10 0	28 0	30 0	27 0	30 0	*	†	*	*	28 0	28 0	25 0	27 0	*	*	100 0	100 0	14 0	14 0
Ráwalpindi	22 0	21 0	50 0	45 0	...	...	7 0	7 0	40 0	40 0	28 0	24 0	*	*	16 0	16 0	27 0	26 0	30 0	32 0	19 0	20 0	73 0	76 0	13 7	13 8
Hazára	23 0	23 0	42 0	41 0	...	...	10 0	10 0	16 0	16 0	16 0	14 0	†	†	16 0	12 0	21 0	20 0	35 0	29 0	†	†	90 0	85 0	11 0	11 0
Peshawar	22 0	22 0	48 0	48 0	...	...	11 0	11 0	44 0	44 0	22 0	21 0	†	†	21 0	18 0	24 0	24 0	34 0	33 0	20 0	20 0	75 0	80 0	36 0	37 0
Kohát	22 0	22 0	48 0	47 0	...	...	16 0	15 0	*	*	35 0	32 0	†	†	*	*	25 0	24 0	35 0	32 0	†	†	125 0	125 0	55 0	55 0
Western—																										
Shahpur	23 0	23 0	36 0	35 0	...	...	10 0	10 0	26 0	26 0	26 0	26 0	20 0	20 0	20 0	20 0	31 0	31 0	26 0	26 0	*	*	240 0	240 0	13 0	13 0
Jhang	20 0	20 0	32 0	32 0	...	...	9 0	9 0	26 0	22 0	22 0	17 0	22 0	22 0	22 0	22 0	21 0	21 0	25 0	20 0	10 0	10 0	200 0	200 0	12 0	12 0
Mooltan	16 0	16 0	25 0	27 0	...	...	10 0	10 0	26 0	27 0	21 0	19 0	†	†	24 0	25 0	22 0	22 0	20 0	21 0	†	†	100 0	100 0	12 0	12 0
Bannu	29 0	29 0	44 0	44 0	...	...	15 0	14 0	41 0	33 0	35 0	33 0	8 0	8 0	8 0	8 0	35 0	33 0	44 0	38 0	13 0	11 0	70 0	60 0	40 0	40 0
D. I. Khán	22 0	21 0	39 0	37 0	...	...	9 0	9 0	35 0	31 0	29 0	26 0	‡	‡	6 0	6 0	27 0	27 0	22 0	19 0	15 0	14 0	112 0	112 0	44 0	44 0
Muzaffargarh	18 0	18 0	27 0	26 0	...	...	13 0	13 0	18 0	18 0	18 0	18 0	‡	‡	‡	‡	20 0	20 0	‡	‡	11 0	11 0	110 0	110 0	12 0	12 0
D.G. Khán	16 0	16 0	24 0	24 0	...	...	8 0	8 0	23 0	23 0	23 0	23 0	‡	‡	‡	‡	20 0	20 0	15 0	‡	‡	‡	125 0	125 0	27 0	27 0
Sind and Baluchistan—																										
Karáchi	12 0	12 0	16 0	17 0	8 0	8 0	11 0	11 0	16 0	16 0	16 0	15 0	‡	‡	‡	‡	18 0	18 0	16 0	16 0	6 0	6 0	90 0	90 0	13 0	13 0
Hyderabad (Gido Bandar)	12 8	13 0	16 8	17 0	7 8	7 8	11 8	11 0	22 8	21 0	19 0	17 0	...	...	...	...	16 8	16 0	...	...	...	...	160 0	160 0	11 8	11 8
Thar and Párkar (Umarkot)	13 0	13 0	...	...	...	...	13 0	13 0	...	...	17 0	15 0	...	...	...	...	...	...	...	...	...	...	160 0	160 0	12 0	12 0
Sukkur	15 0	15 0	20 0	20 0	9 0	9 0	12 0	12 0	22 0	22 0	19 0	19 0	...	...	...	...	19 0	19 0	...	...	11 8	11 0	160 0	140 0	12 8	12 8
Shikárpur	12 13	12 13	19 8	18 14	8 8	8 3	9 11	9 8	20 2	19 8	22 1	22 8	...	...	...	...	19 8	18 8	...	...	10 0	8	155 0	140 0	11 4	11 5
Upper Sind Frontier	13 0	13 8	19 0	19 0	10 0	8 0	12 0	9 0	25 0	24 0	19 0	19 0	...	...	...	...	19 0	19 0	...	...	10 0	0	160 0	160 0	11 0	11 0
Quetta	12 8	12 12	14 12	15 8	4 8	4 8	7 5	7 0	16 0	16 0	...	...	...	...	...	...	13 8	13 8	20 0	20 0	...	...	50 0	40 0	8 0	8 0
Bombay—																										
Konkan—																										
Kárwár	10 8	10 0	...	...	6 8	6 8	10 8	...	18 0	18 0	13 0	13 0	24 0	22 8	...	...	12 4	11 0	...	...	9 8	9 8	213 5	213 5	11 0	11 0
Ratnágiri	9 4	9 4	...	...	8 9	8 8	10 9	9 14	13 10	14 4	13 8	13 8	18 13	17 10	...	...	11 14	11 4	...	...	9 9	9 9	135 0	135 0	11 10	10 5
Colába (Alibág)	9 13	9 13	...	...	...	...	9 10	9 10	...	...	...	...	...	...	...	...	11 12	11 12	...	...	...	...	102 0	85 0	12 0	12 0
Bombay	10 6	10 0	16 15	17 0	7 0	7 1	10 10	10 10	16 8	16 12	13 2	13 5	15 7	17 14	14 3	15 13	16 9	14 1	17 6	16 8	7 12	7 12	67 1	66 5	11 3	11 3
Tanna (Salsette)	8 14	8 0	...	...	7 4	7 3	8 3	9 7	...	...	12 12	11 4	...	...	...	...	11 7	12 5	...	...	9 4	9 12	80 0	71 2	12 4	12 4
Deccan—																										
Dharwar (Hubli)	15 0	15 0	...	...	11 0	11 0	12 0	12 0	21 0	21 0	17 0	17 0	24 0	24 0	...	...	11 0	11 0	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Belgaum	15 0	14 0	16 0	16 0	11 8	12 0	12 8	13 0	21 0	21 0	20 0	19 0	25 0	24 0	19 0	18 0	10 8	11 4	...	...	10 0	10 0	64 0	62 0	12 8	12 8
Satara	10 11	10 11	10 14	11 14	8 3	8 3	8 9	8 9	14 10	14 10	12 15	12 15	16 1	16 1	14 1	14 1	11 11	11 11	15 5	15 5	11 0	11 0	98 0	97 0	11 11	11 11
Sholápur	14 8	14 8	...	12 5	9 8	9 8	10 6	10 6	20 11	20 11	19 12	16 8	...	...	...	...	14 2	13 11	...	...	14 3	14 3	71 0	80 0	11 4	11 4
Bijápur	13 8	13 8	...	...	7 3	7 3	9 2	9 2	17 4	17 14	15 14	15 14	...	...	...	...	10 2	10 2	...	...	10 10	10 10	80 0	80 0	10 8	10 8
Poona (City)	11 8	11 8	13 12	13 10	8 9	7 15	9 3	8 9	17 6	17 6	16 2	16 2	16 6	16 6	...	...	11 8	11 8	...	...	14 6	14 6	60 13	60 13	10 2	10 2
Khandesh—																										
Ahmednagar	13 5	14 8	...	...	7 7	7 6	8 8	8 5	17 7	17 8	14 10	14 10	...	...	...	...	13 3	13 2	...	...	16 3	16 9	91 7	91 7	11 5	11 0
Násik	15 7	14 12	...	...	9 8	9 0	10 8	10 8	18 12	17 14	17 4	16 4	17 2	17 3	...	...	14 6	13 11	...	...	11 8	10 1	106 8	93 0	12 12	13 1
Khandesh (Dhulia)	13 12	12 14	...	...	7 8	7 8	9 6	9 6	20 10	19 12	18 12	16 4	...	...	...	...	12 10	12 10	...	...	...	...	106 0	106 0	10 6	10 8
Guserat—																										
Surat	12 0	11 0	13 0	12 0	6 0	6 0	8 0	8 0	15 0	15 0	15 0	15 0	...	...	6 0	6 0	12 0	11 0	...	...	13 0	13 0	95 0	95 0	13 0	13 0
Broach	10 8	10 8	...	...	7 12	7 12	10 0	10 0	18 0	18 0	13 4	13 4	...	...	...	...	10 8	10 8	...	...	13 4	13 4	90 0	90 0	12 12	12 12
Kaira	13 14	13 14	20 0	20 0	7 7	7 7	11 6	9 11	...	...	17 0	16 0	21 5	20 0	...	...	12 5	11 6	...	...	...	...	90 0	90 0	13 5	13 5
Baroda Camp (Sadar Bazar)	9 2	9 2	12 9	12 9	6 4½	6 4½	6 15	6 15	15 6	14 14	14 14	14 14	17 2	17 2	...	...	9 2	8 9½	...	...	9 2	9 2	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	12 0	11 8	20 0	20 0	6 0	6 0	8 0	8 0	18 0	18 0	17 0	17 0	...	...	...	...	18 0	18 0	...	...	9 8	9 8	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	12 2	11 4	...	...	9 2	9 0	10 4	10 0	18 2	17 4	24 4	17 4	...	24 0	...	...	16 0	16 0	26 4	25 4	9 4	9 4	160 0	160 0	13 0	13 0
Deesa Cantonment	15 8	15 8	17 8	17 8	6 8	6 8	8 6	8 8	18 14	19 8	16 14	17 0	...	...	...	...	16 11	17 0	...	...	11 0	11 0	145 0	145 0	11 8	11 8
Kathiawar—																										
Rájkot	14 2	13 4	...	...	6 0	6 0	8 0	8 0	16 4	15 4	14 4	13 4	...	...	...	...	15 4	13 8	...	...	7 0	7 0	80 0	80 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	14 4	14 4	...	...	7 8	7 8	11 7	10 9	24 13	24 13	...	...	...	...	...	...	...	...	...	...	9 14	9 14	120 0	120 0	10 13	10 13
Khandwa-Asirgarh Cant.	12 8	12 8	...	...	8 12	8 12	10 0	10 0	23 0	22 0	19 0	18 0	...	...	17 0	...	14 0	14 0	...	...	10 0	10 0	160 0	160 0	8 0	8 0
Hoshangabad	14 8	14 8	...	...	7 0	6 8	8 8	7 8	...	...	...	...	...	...	...	...	18 0	18 0	...	...	12 0	13 0	120 0	120 0	9 0	9 0
Betúl	14 7	14 7	...	...	...	...	13 1	11 1	14 12	14 12	...	...	...	...	...	...	14 0	14 0	...	...	9 12	9 11	320 0	320 0	7 9	7 9
Chhindwára	16 14	19 0	...	...	8 0	8 0	10 0	10 0	20 9	18 0	...	...	...	...	...	...	16 14	15 3	...	...	9 0	10 4	160 0	160 0	8 0	8 0
Nágpur	16 4	16 4	...	...	8 7	8 2	12 3	11 4	19 11	19 11	...	...	...	...	...	...	16 4	16 4	...	...	13 2	13 2	110 0	110 0	9 13	9 13
Wardha	17 2	16 0	...	...	8 0	8 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	17 2	17 2	...	...	17 2	15 0	124 0	124 0	10 11	10 2
Central—																										
Narsinghpur	18 0	13 5	...	...	9 3	9 3	12 11	12 1	...	...	...	...	...	...	...	...	17 10	17 10	...	...	12 10	12 10	164 0	200 0	9 2	9 2
Saugor	15 5	...	...	...	9 7	...	10 10	...	...	...	...	...	...	...	...	...	16 0	...	...	...	...	...	140 0	...	9 10	...
Damoh	15 0	14 2	...	...	13 5	11 7	14 2	12 5	...	...	...	...	...	...	...	...	17 2	18 7	...	...	10 11	10 11	200 0	200 0	9 2	9 2
Jubbulpore	15 0	16 0	...	...	9 0	8 12	10 4	10 0	16 0	16 8	...	...	...	...	...	...	16 8	17 0	...	...	12 12	12 4	120 0	130 0	9 0	9 0
Mandla	18 0	18 0	...	...	10 0	10 0	14 0	13 0	...	13 0	...	...	...	...	...	...	20 0	20 0	...	...	13 0	...	200 0	200 0	9 0	9 0
Seoni	...	16 9	...	...	10 3	10 3	13 9	13 9	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 15	10 15	200 0	200 0	9 2	9 2
Bálághát	17 1	17 1	...	...	11 13	10 8	15 5	16 9	...	...	...	...	...	...	...	...	15 10	16 13	...	...	12 8	12 8	192 0	192 0	8 0	8 0
Bhandára	16 4	17 8	...	...	...	...	12 8	12 8	...	...	...	...	...	...	...	...	16 4	17 8	...	...	12 8	13 12	180 0	180 0	9 2	9 0
Chánda	15 7	15 0	...	...	...	...	12 13	12 13	23 10	23 5	...	...	...	...	...	...	19 3	19 3	...	...	14 6	12 15	615 0	615 0	9 5	8 12
Eastern—																										
Biláspur	18 15	18 15	...	...	12 5	10 3	13 8	13 8	...	...	...	...	...	...	...	...	15 12	16 12	...	...	16 8	15 4	96 0	96 0	9 0	9 0
Raipur	19 3	19 3	...	...	10 6	10 6	14 13	14 13	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 13	13 12	80 0	80 0	9 7	9 7
Sambalpur	12 4	12 4	...	...	14 0	14 0	16 8	20 2	...	...	...	...	...	...	...	...	9 3	9 12	...	...	8 0	8 0	200 0	160 0	10 4	10 1
Berar—																										
Buldána	16 0	16 0	...	...	7 0	7 0	9 0	9 0	23 0	23 0	18 0	18 0	...	...	...	...	13 0	13 0	...	...	10 0	10 0	§	§	10 0	9 0
Básim	17 0	17 6	...	...	7 10	7 10	9 10	9 6	23 5	24 13	24 0	24 0	...	...	...	...	18 0	18 7	...	...	13 5	13 4			9 13	9 13
Akola	16 0	15 0	...	...	6 0	6 0	8 0	8 0	21 0	18 0	15 0	13 0	...	...	...	...	16 0	16 0	...	...	17 0	17 0			10 8	10 8
Ellichpur	14 4	14 4	...	...	6 4	6 4	8 4	8 4	17 12	17 12	13 4	13 4	...	...	...	...	13 12	13 12	...	...	16 12	16 12			9 8	9 8
Amráoti	14 10	14 6	...	...	6 0	6 2	7 13	7 4	20 0	20 0	12 3	12 10	...	...	...	...	14 6	14 6	...	...	13 0	12 8			9 0	9 0
Wún	15 12	16 0	...	...	8 0	8 0	11 0	11 0	24 0	24 0	...	...	...	...	...	...	16 0	18 0	...	...	20 0	24 0			10 0	10 0
Nizam's Territories—																										
Secunderabad	12 11	12 11	...	...	7 2	7 8	10 0	10 0	18 13	17 12	18 13	18 4	20 11	20 11	...	...	12 15	14 2	...	...	17 4	17 12	125 0	120 0	9 2	9 2
Bolárum	13 2	13 2	...	...	7 5	7 5	9 0	9 0	21 3	21 3	...	...	...	...	...	...	15 13	15 15	...	...	...	...	116 14	116 14	9 0	9 0
Chadarghat	11 0	11 0	...	...	8 8	8 8	10 4	10 12	20 0	20 0	20 0	20 0	...	...	...	...	14 0‖	15 0	...	...	...	...	120 0	120 0	9 4	9 8

* Not sold. † Not produced. ‡ Not procurable. § Firewood is sold by head-loads, cart loads, and bullock-loads. ‖ Unhusked grain.

RETAIL PRICES FOR THE 2nd HALF OF OCTOBER 1889 concluded.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present.	Wheat. Past.	Barley. Present.	Barley. Past.	Rice, best sort. Present.	Rice, best sort. Past.	Rice, common. Present.	Rice, common. Past.	Jowar or cholum (Sorghum vulgare). Present.	Jowar or cholum (Sorghum vulgare). Past.	Bajra or cumbu (Pennisetum typhoideum). Present.	Bajra or cumbu (Pennisetum typhoideum). Past.	Marua or ragi (Eleusine coracane). Present.	Marua or ragi (Eleusine coracane). Past.	Kangni or kakun, Italian millet (Setaria italica). Present.	Kangni or kakun, Italian millet (Setaria italica). Past.	Gram, chenna, chola, kadalay or bunaga (Cicer arietinum). Present.	Gram, chenna, chola, kadalay or bunaga (Cicer arietinum). Past.	Maize (Zea Mays). Present.	Maize (Zea Mays). Past.	Arhar, or thur, cadjan pea (Cajanus indicus). Present.	Arhar, or thur, cadjan pea (Cajanus indicus). Past.	Firewood. Present.	Firewood. Past.	Salt. Present.	Salt. Past.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	10 14	11 5	11 13	12 3	*	*	*	*	20 6	26 3	...	...	10 0	10 0	...	...	10 8	11 0	136 2	136 2	11 11	11 11
S. Canara	8 2	8 2	...	...	9 14	10 10	11 5	11 5	*	*	*	*	19 5	20 14	...	...	10 8	10 8	...	...	12 8	12 11	128 13	128 13	12 5	12 5
South, central—																										
Coimbatore	11 2	11 2	...	...	12 3	12 3	13 2	13 2	23 3	23 3	25 6	25 6	26 3	26 3	...	...	10 0	10 0	...	...	12 0	12 0	133 10	133 10	11 11	11 11
Nilgiris	10 11	10 11	...	...	8 0	9 10	10 0	10 6	20 0	16 13	18 3	18 3	20 14	20 3	...	...	10 8	10 8	...	...	12 0	12 0	161 13	161 13	9 3	9 3
Salem	10 13	10 13	...	...	11 13	11 13	13 3	13 3	27 10	27 13	26 3	25 6	30 13	30 13	...	...	10 8	10 8	...	...	12 0	12 0	186 10	186 10	13 0	13 8
Central—																										
Bellary	13 6	13 6	...	...	11 13	11 3	13 3	13 0	28 5	28 13	22 2	22 10	34 6	34 6	...	...	11 0	11 0	...	...	11 0	11 0	85 2	85 2	11 14	11 14
Anantapur	11 8	11 8	...	...	12 13	12 13	14 0	14 0	33 0	31 6	30 2	25 6	34 0	34 0	...	...	11 0	11 0	...	...	12 0	12 0	194 6	194 6	11 5	11 5
Cuddapah	12 8	12 8	...	...	12 0	11 13	12 6	12 6	23 11	23 11	*	*	31 8	31 8	...	...	11 0	11 0	...	...	12 0	12 0	140 0	140 0	12 2	12 2
Kurnool	10 13	10 13	...	...	10 5	10 11	11 6	11 6	25 5	25 5	25 0	22 8	25 13	25 13	...	...	12 0	12 0	...	...	12 0	12 0	142 14	142 14	10 14	11 11
East Coast, north—																										
Ganjam	8 14	8 14	...	...	9 8	10 0	10 8	11 0	*	*	*	*	24 10	24 10	...	...	11 0	11 0	...	...	11 0	11 0	127 5	127 5	12 13	12 13
Vizagapatam	10 8	10 8	...	...	10 2	10 2	11 14	11 5	27 0	27 0	20 11	28 11	24 3	24 3	...	...	12 0	12 0	...	...	12 0	12 0	116 10	116 10	11 11	11 11
Godávari	9 0	8 2	...	...	15 13	15 6	16 8	16 8	32 10	27 13	*	28 3	36 6	25 8	...	...	14 0	14 0	...	...	14 0	14 0	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	13 11	13 11	14 5	14 5	19 0	19 0	*	*	23 13	23 13	...	...	12 0	12 0	...	...	12 0	12 0	170 2	170 2	13 3	13 3
Nellore	11 8	11 8	...	...	13 13	13 13	14 13	14 13	23 11	23 11	*	*	28 13	28 13	...	...	8 0	8 0	...	...	8 0	8 0	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	10 13	10 13	...	...	11 8	11 8	12 6	12 10	20 8	19 10	21 13	21 6	27 11	27 11	...	...	12 0	12 0	...	...	12 0	12 0	97 10	97 10	12 5	12 5
Chingleput	*	...	...	...	12 0	12 0	12 13	12 13	*	*	17 3	17 3	24 11	24 11	...	...	12 0	12 0	...	...	12 0	12 0	122 8	122 8	12 6	12 6
N. Arcot	10 2	9 11	...	...	11 10	11 10	13 3	13 3	32 13	32 13	28 0	23 14	36 13	36 13	...	...	13 3	13 3	...	...	13 3	13 3	194 6	194 6	11 5	11 5
S. Arcot	8 2	8 10	...	...	13 2	13 2	14 0	14 0	*	*	26 3	27 11	23 13	23 13	...	...	14 0	14 0	...	...	14 0	14 0	209 0	209 0	11 11	11 11
Tanjore	8 13	8 13	...	...	13 11	13 11	15 14	20 11	20 11	34 13	34 13	34 13	29 8	29 8	...	...	12 6	12 6	...	...	12 6	12 6	166 3	166 3	12 6	12 6
Trichinopoly	8 10	8 10	...	...	12 3	12 3	12 11	25 3	23 13	27 14	26 11	26 11	28 13	28 13	...	...	12 3	12 3	...	...	12 3	12 3	143 6	143 6	12 3	12 3
Southern—																										
Tinnevelly	8 8	8 8	...	...	11 2	11 2	13 3	13 3	*	*	*	*	*	*	...	...	10 0	10 0	...	...	10 0	10 0	53 5	53 5	14 13	14 13
Madura	9 11	9 11	...	...	11 13	11 13	12 8	12 8	25 14	25 14	23 8	23 8	27 14	27 14	...	...	10 8	10 8	...	...	10 8	10 8	136 2	131 3	13 10	13 10
Mysore—																										
Mysore	10 0	10 0	10 4	10 4	9 8	9 8	10 8	10 12	39 0	39 0	18 0	18 0	30 0	30 0	...	...	10 10	10 10	...	...	11 0	11 0	84 0	84 0	7 8	8 8
Bangalore	11 0	10 12	12 1	9 2	9 2	9 4	10 8	10 1	36 2	34 9	...	...	34 2	34 2	...	...	10 8	10 8	...	...	10 8	10 8	84 0	84 0	9 8	9 8
Kolar	...	11 14	9 8	10 0	11 0	11 0	12 8	12 8	30 0	...	...	...	40 0	40 0	...	...	12 0	12 0	...	...	12 0	12 0	144 0	132 0	9 0	9 0
Tumkur	10 8	11 0	11 0	11 0	11 0	11 0	12 0	12 0	...	...	...	...	48 0	48 0	...	...	14 0	14 0	...	...	14 0	14 0	340 0	340 0	9 8	9 8
Hassan	...	10 0	11 0	11 0	11 0	11 0	13 0	13 0	...	...	...	...	46 0	46 0	...	...	12 0	12 0	...	...	12 0	12 0	72 0	96 0	8 0	8 0
Kadur	10 0	10 0	11 0	12 0	12 0	12 0	16 0	16 0	...	...	...	...	40 0	40 0	...	...	8 0	8 0	...	...	8 0	8 0	240 0	240 0	8 0	8 0
Shimoga	10 8	10 8	11 9	11 9	11 9	11 9	15 12	14 11	33 10	33 10	...	...	47 4	47 4	...	...	16 13	16 13	...	...	16 13	16 13	480 0	480 0	8 6	8 6
Chikaldrug	12 0	12 0	15 0	15 0	11 0	11 0	13 0	13 0	48 0	48 0	32 0	32 0	60 0	60 0	...	...	16 0	16 0	...	...	16 0	16 0	320 0	320 0	8 0	8 0
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	15 0	11 0	13 0	13 0	...	...	...	...	35 0	34 0	...	...	19 8	19 8	...	...	...	...	110 0	110 0	8 8	8 8
Aden	8 0	8 0	...	...	6 3	6 3	8 0	10 3	10 3	9 4	9 4	9 4	...	...	...	...	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

E. J. SINKINSON,
Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch).

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXII of 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Week ending 10th November, 1888. Total length open.	Receipts. Total.	Receipts. Per mile open.	Week ending 9th November, 1889. Total length open.	Receipts. Total.	Receipts. Per mile open.	Total Receipts from 1st April to 10th November, 1888. Total.	Per mile open per week.	Total Receipt from 1st April to 9th November, 1889. Total.	Per mile open per week.	Total Increase in 1889-90.	Total Decrease in 1889-90.
			R	R		R	R	R	R	R	R	R	R
	State Lines worked by Companies												
16th Nov., 1889	East Indian	1,514	7,85,609	519	1,526	(a) 8,91,741	584	2,56,61,528	530	(a) 2,57,71,980	528	1,10,452	...
16th ditto	Patna-Gya	57	8,022	141	57	10,129	178	3,04,247	166	2,86,515	157	...	17,732
...	Dildárnagar-Gházipur	12	611	51	...	(b)	...	39,927	104	(b)	...	...	39,927
...	Sindia	75	7,125	95	...	(c)	...	2,18,237	91	(c)	...	...	2,18,237
16th Nov., 1889	Rajputana-Malwa	1,664	3,39,575	204	1,672	3,66,000	219	1,08,97,009	205	1,14,43,886	215	5,46,877	...
16th ditto	Bengal-Nágpur (d)	183	19,713	108	305	(e) 33,979	111	8,62,004	145	(e) 10,44,783	109	1,82,779	...
16th ditto	Southern Mahratta (f)	854	74,842	88	978	72,123	74	23,89,571	87	24,37,418	87	47,847	...
16th ditto	Ditto Mysore Section	140	10,112	72	296	25,360	86	3,61,302	81	5,67,157	71	2,05,855	...
16th ditto	Indian Midland	136	8,530	63	746	(g) 66,287	89	4,06,864	93	(g) 17,20,542	80	13,13,678	...
16th ditto	Villupuram-Guntakal, Nellore Branch	83	4,071	49	83	4,053	49	1,52,297	57	1,52,848	58	551	...
9th ditto	Bareilly-Pilibhit	36	1,715	48	36	2,080	58	48,536	43	60,190	54	11,654	...
	TOTAL	4,754	12,59,925	265	5,699	14,71,752	258	4,13,41,522	272	4,34,85,319	249	21,43,797	
	State Lines worked by Government.												
16th Nov., 1889	North-Western (h)	2,469	5,30,615	215	2,478	5,54,383	224	1,53,55,944	194	1,67,41,253	212	13,85,309	...
16th ditto	Oudh and Rohilkhand	992	1,25,240	181	692	1,57,027	227	40,75,881	184	45,34,713	206	4,58,832	...
16th ditto	Bengal Central	125	14,011	112	125	18,270	146	4,45,317	111	4,65,868	116	20,551	...
16th ditto	Wardha Coal	45	18,626	414	45	15,860	352	4,60,559	320	4,69,450	327	8,891	...
16th ditto	Eastern Bengal	673	2,40,983	358	747	2,93,950	393	64,02,308	297	65,80,500	288	1,78,192	...
16th ditto	Nalháti	27	1,840	68	27	1,420	53	60,864	70	57,973	67	...	2,891
16th ditto	Tirhoot	273	28,176	103	273	59,117	217	9,77,036	120	11,48,046	136	1,71,010	...
16th ditto	Lucknow-Sitapur-Sihramau	105	3,810	36	105	7,224	69	1,52,006	45	1,91,963	57	39,957	...
16th ditto	Jorhát	25	869	35	25	989	40	37,551	47	38,324	48	773	...
9th ditto	Cherra-Companyganj	7	303	43	7	400	57	4,606	21	[illegible]	26	[illegible]	...
16th ditto	Burma (i)	392	64,413	164	553	1,08,534	182	17,69,7[illegible]	149	[illegible]	162	[illegible]	...
	TOTAL	4,833	10,28,886	213	5,077	12,09,174	238	2,97,41,814	193	3,29,98,158	205	32,50,344	...
	Lines worked by Guaranteed Companies												
16th Nov., 1889	Madras	840	1,45,999	174	840	1,77,425	211	51,86,663	193	56,72,401	212	4,85,738	...
16th ditto	South Indian	654	93,946	144	654	1,03,488	158	34,08,162	163	35,69,822	171	1,61,668	...
9th ditto	Great Indian Peninsula	1,504	(j) 5,78,644	385	1,447	(k) 6,72,655	465	(j) 2,43,38,424	506	(k) 1,89,34,707	411	...	54,03,717
16th ditto	Bombay, Baroda and Central India (l)	461	1,91,978	416	461	2,31,000	501	73,58,047	499	75,26,225	512	1,68,178	...
	TOTAL	3,459	10,10,567	292	3,402	11,84,568	348	4,02,91,296	364	3,57,93,155	329	...	45,88,141
	GRAND TOTAL (GUARANTEED AND STATE)	13,046	32,99,378	253	14,178	38,65,494	273	11,13,74,632	267	11,21,86,632	253	8,12,000	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	5,80,98,366	139	5,86,15,499	132	5,17,133	...
	NET RECEIPTS	...	...	...	...	..	...	5,32,76,266	128	5,35,71,133	121	2,94,867	...
	Assisted Companies												
16th Nov., 1889	Tárakeshwar	22	4,986	227	22	6,054	275	1,72,141	245	1,68,698	241	...	3,443
9th ditto	Dibru-Sadiya	78	9,083	116	78	8,687	111	2,75,340	110	2,96,055	119	20,715	...
16th ditto	Bengal and North-Western	376	33,897	90	376	58,440	155	13,78,511	115	14,50,787	122	72,276	...
9th ditto	Rohilkhand-Kumaun	67	12,382	185	67	13,473	201	2,32,680	112	2,51,208	121	18,528	...
	TOTAL	543	60,348	111	543	86,654	160	20,58,672	118	21,66,748	125	1,08,076	..
	Native States.												
16th Nov., 1889	His Highness the Nizam's Guaranteed	310	30,470	98	354	51,967	147	10,13,051	109	13,80,391	122	3,67,340	...
16th ditto	His Highness the Gaekwar's	59	1,776	30	59	3,530	60	78,591	42	80,882	43	2,291	...
16th ditto	His Highness the Gaekwar's Viramgam Mehsána-Vadnagar	21	598	28	27	950	35	27,487	41	31,916	37	4,429	...
16th ditto	Bhávanagar-Gondal-Junágarh-Porbandár	209	14,653	70	329	24,406	74	6,01,237	95	7,76,736	89	1,75,499	...
9th ditto	Morvi	68	1,840	27	68	2,581	38	1,05,837	49	1,16,137	53	10,300	...
9th ditto	Jodhpore	124	5,270	43	124	7,800	63	2,11,929	53	2,08,308	53	...	3,621
	TOTAL	791	54,607	69	961	91,234	95	20,38,132	84	25,94,3[illegible]0	90	5,56,238	...

(a) Includes the Dildárnagar-Gházipur State Railway.
(b) Included with East Indian Railway.
(c) Included with Indian Midland Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itársi State Railways.
(h) Includes the Amritsar-Pathánkot and Rajpura-Bhatinda State Railways.
(i) Includes the Toungoo-Mandalay extension.
(j) Includes the Dhond-Manmád, Khámgaon, Amraoti and Bhopal-Itársi State Railways.
(k) Includes the Dhond-Manmád, Khámgaon and Amraoti State Railways.
(l) Includes the Patri Branch.

M. C. BRACKENBURY, *Major, R.E.*,
Under-Secretary.

CALCUTTA,
The 5th December, 1889.

C

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SUPPLEMENT TO

The Gazette of India.

No. 50.} CALCUTTA, SATURDAY, DECEMBER 14, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

REPORT ON THE OPERATIONS OF THE SAVINGS BANKS IN INDIA FOR THE YEAR 1888-89.

No. 6308, dated Calcutta, the 13th December 1889.

ORDER—By the Government of India, Department of Finance and Commerce.

Read—

Report by the Comptroller and Auditor General, on the operations of the Savings Banks in India for the year 1888-89, and annexed statements.

Ordered that the report and the statements be published in the *Gazette of India* for general information.

E. LAWRENCE,
Under-Secretary to the Government of India.

No. 117, dated Calcutta, the 4th December 1889.

From—E. GAY, Esq., Comptroller and Auditor General,
To—The Secretary to the Government of India, Department of Finance and Commerce.

I have the honour to submit my report on the working of the Savings Banks in India for the year 1888-89. With the exception of a few which have been established exclusively for the benefit of certain special classes of Government employés, such as Railway non-pensionable servants, Civil Engineers and non-commissioned officers and privates of British Regiments, these Banks are open to the public, and, judging from the yearly increase in the number of depositors, seem to be steadily gaining in popularity. As before Bombay shows a larger number of depositors and average deposit balance than any other province.

2. I annex the usual statements, marked I to VII, containing the accounts and statistics for the year. It will be seen that on the 31st March 1889 there were 6,237 Savings Banks in India maintained by Government, consisting of

383,471 accounts which earned interest from Government to the amount of ₹26,14,830, and owned balances at their credit aggregating ₹7,62,58,967 exclusive of Government securities of the value of ₹4,81,400 held in custody by Government on behalf of depositors. There has thus been an increase this year of 85 in the number of Banks and 51,295 in the number of depositors as compared with 1887-88. During the year under review the receipts and withdrawals and interest exceeded those of last year by ₹66,61,650, ₹59,61,570, and ₹3,76,221 respectively.

3. The tranactions of the several classes of Banks are shewn in the following table:—

Description of Banks.	Number of Banks.	Number of Depositors.	Interest earned.	Bank Balances.	Nominal value of Government Promissory Notes held for depositors.
			₹	₹	₹
Presidency, Calcutta	1	10,931	1,01,349	26,98,378	30,000
Ditto, Madras	1	3,295	25,525	7,21,167	9,500
Ditto, Bombay	1	25,230	2,97,176	81,86,940	19,400
Railway	12	14,372	95,491	32,94,805	18,000
Civil Engineers'	1	500	36,963	10,78,619	.....
Military	165	18,142	70,430	13,53,779	.....
Post Office	6,056	311,001	19,87,896	5,89,25,279	4,04,500
Total	6,237	383,471	26,14,830	7,62,58,967	4,81,400

4. The subjoined statement compares the figures for the year under report with those of last year for each class of Bank. The improvement in the Post Office Banks is greater even than last year, but as, since the 1st April, the yearly as well as the total limits of deposits have been ordered to be reduced, a check to this increase may in future be expected, and in the six months already elapsed has actually occurred. The increase in the Railway and Civil Engineers' Provident Institutions is normal as explained in the last report. The Presidency Banks, Calcutta and Madras, show a falling-off owing to depositors having shewn a preference for the Presidency Post Office Banks, but the Presidency Bank, Bombay, which shewed a considerable reduction in 1887-88, has greatly increased this year, notwithstanding that the balance in the Post Office Bank in Bombay has also increased by four lakhs. The fluctuations in the Military Banks are, as usual, dependent on the movement of troops.

Names of Banks.	Number of Banks.		Number of Accounts.		Bank Balances.		Government Promissory Notes.		Average of depositors' balances.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
					₹	₹	₹	₹	₹	₹
Presidency, Calcutta	...	...	50	...	...	60,149	13,400	...	...	7
Ditto Madras	...	...	...	166	...	65,150	8,500	...	9	...
Ditto Bombay	...	...	169	...	1,02,181	...	300	...	...	2
Railway	...	...	1,524	...	9,86,852	...	5,600	...	50	...
Civil Engineers'	...	...	35	...	2,82,556	...		...	446	...
Military	...	5	...	161	...	1,20,004	...	...	...	3
Post Office	90	...	49,844	...	83,69,366	...	...	2,200	...	4
Total	90	5	51,622	327	97,40,955	2,45,303	27,800	2,200	505	16

5. The investments by depositors in Government Promissory Notes continue to rise as indicated in Statement VI, and from Statement VII, which gives particulars by Provinces of Presidency and Post Office Savings Banks combined, it will be observed that the general growth of depositors' balances is spread over all the Provinces.

6. My ledgers relating to the Railway and Civil Engineers' Provident Institutions have been agreed with the accounts kept by the Accountant General, Public Works Department, and the Examiners of the Accounts of the several State Railways, but the Finance and Revenue Accounts are not finally closed and the figures supplied by those officers are subject to revision.

Statement I.

Number of Working Banks and of the Depositors therein on 31st March 1888-89.

Banks.	Number of Working Banks.		Number of Depositors.		Increased (+) or decreased (—) in number of Depositors.	Average Number of Depositors per Bank.	
	1888.	1889.	1888.	1889.		1888.	1889.
Banks open to the Public—							
Presidency Banks—							
Calcutta	1	1	10,881	10,931	+50	...	...
Madras	1	1	3,461	3,295	—166	...	...
Bombay	1	1	25,061	25,230	+169	...	...
Post Office Banks	5,966	6,056	261,157	311,001	+49,844	43	51
Total	5,969	6,059	300,560	350,457	+49,897	...	...
Service Institutions—							
State Railway Provident Institutions	12	12	12,848	14,372	+1,524	1,070	1,197
Civil Engineers' Provident Fund	1	1	465	500	+35	...	...
Military Banks	170	165	18,303	18,142	—161	107	109
Total	183	178	31,616	33,014	+1,398	...	...
GRAND TOTAL	6,152	6,237	332,176	383,471	51,295	...	...

Number of Depositors in the several classes of Banks from 1878-79 to 1888-89.

Banks.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
Banks open to the Public—											
Presidency Banks—											
Calcutta	12,320	9,926	10,283	11,063	11,850	11,912	12,016	11,546	11,155	10,881	10,931
Madras	11,740	12,344	13,737	15,187	10,997	10,826	11,120	10,126	3,713	3,461	3,295
Bombay	30,761	32,751	37,186	42,206	43,145	46,120	48,535	48,428	26,700	25,061	25,230
Post Office Banks	...	...	...	...	39,121	84,848	122,599	155,009	219,010	261,157	311,001
District Banks	13,040	14,982	18,977	21,880	21,972	22,661	23,695	10,618	168	...	...
Total	67,861	70,003	80,183	90,336	127,085	176,367	217,965	235,727	260,746	300,560	350,457
Service Institutions—											
State Railway Provident Institutions	...	568	4,720	6,331	6,956	6,625	8,972	11,638	12,168	12,848	14,372
Civil Engineers' Provident Fund	...	...	...	...	...	...	233	313	380	465	500
Military Banks	16,644	20,717	17,260	18,161	13,557	20,447	16,100	15,518	16,151	18,303	18,142
Total	84,505	91,288	102,163	114,828	147,598	203,439	243,270	263,196	289,445	332,176	383,471

Statement II.

Deposits (including Interest), Withdrawals, and Balances in the several classes of Savings Banks from 1857-58 to 1888-89 (in thousands of Rupees) as entered in the Finance and Revenue Accounts.

Years.	Deposits. Presidency Banks. Calcutta.	Madras.	Bombay.	District Banks.	Post Office Banks.	State Railway Provident Institutions.	Civil Engineers' Provident Fund.	Military Banks.	Total.
1857-58	12,01	5,45	5,38	...	...	...	...	...	22,84
1858-59	24,92	8,61	11,34	...	...	...	...	...	44,87
1859-60	8,15	8,75	11,05	...	...	...	...	11,04	38,99
1860-61	8,19	7,52	69	...	...	...	...	16,36	32,76
1861-62	7,00	7,01	5,73	...	...	...	...	13,71	33,45
1862-63	8,26	6,25	2,25	...	...	...	..	15,79	32,55
1863-64	7,27	4,34	...	...	...	...	...	13,14	24,75
1864-65	6,85	4,36	7,25	...	...	...	...	15,17	33,63
1865-66	8,21	5,02	9,02	...	...	...	...	15,79	38,04
1866-67	11,20	6,18	14,35	...	...	...	...	12,71	44,44
1867-68	15,58	7,40	13,21	...	...	...	...	18,72	54,91
1868-69	21,92	8,96	14,97	...	...	...	...	18,51	64,36
1869-70	22,95	9,58	16,89	...	...	...	...	17,08	66,50
1870-71	22,39	9,02	19,79	1,76	...	...	...	14,45	67,41
1871-72	24,01	10,41	21,74	4,22	...	...	...	14,66	75,04
1872-73	27,61	10,91	28,90	5,95	...	...	...	16,53	89,90
1873-74	25,97	13,07	54,20	7,99	...	...	...	16,50	1,17,73
1874-75	13,30	9,23	22,32	10,33	...	...	...	17,91	73,09
1875-76	12,45	8,69	23,23	10,95	...	...	...	18,43	73,75
1876-77	12,29	8,93	21,87	11,27	...	...	...	17,43	71,79
1877-78	11,48	9,04	19,02	14,98	...	...	...	18,04	72,56
1878-79	10,70	8,90	16,67	13,68	...	...	...	17,84	67,79
1879-80	15,99	10,73	29,38	21,78	...	8	...	21,66	99,62
1880-81	24,79	18,70	70,06	59,38	...	3,16	...	28,39	2,04,48
1881-82	20,48	14,62	62,04	39,71	...	4,83	...	22,71	1,64,39
1882-83	19,23	10,89	54,21	36 02	44,00	4,53	...	17,35	1,86,23
1883-84	17,16	11,66	55,16	34,00	1,05,45	5,72	...	16,39	2,45,54
1884-85	16,82	11,43	53,41	35,04	1,69,31	10,62	72	11,86	3,09,21
1885-86	15,73	10,22	49,04	28,13	2,49,86	9,36	2,22	11,76	3,77,22
1886-87	13,05	3,67	28,10	67	4,58,67	13,27	2,33	13,17	5,32,93
1887-88	13,77	3,06	26,52	56	3,93,82	9,85	3,43	14,47	4,65,48
1888-89(b)	13,79	3,16	27,94	...	4,53,25	15,30	3,40	15,26	5,32,10

Years.	Withdrawals. Presidency Banks. Calcutta.	Madras.	Bombay.	District Banks.	Post Office Banks.	State Railway Provident Institutions.	Civil Engineers' Provident Fund.	Military Banks.	Total.
1857-58	8,18	4,12	3,67	...	...	...	...	...	15,97
1858-59	17,23	5,68	4,92	...	...	...	...	...	27,83
1859-60	25,11	7,71	11,83	...	...	...	...	15,62	60,27
1860-61	6,40	8,69	3,64	...	...	...	...	12,46	31,19
1861-62	7,02	6,82	5,27	...	...	...	...	15,80	34,91
1862-63	6,74	5,97	..	...	...	...	...	15,11	27,82
1863-64	8,09	4,87	93	...	...	...	...	12,29	26,18
1864-65	7,19	4,91	6,59	...	...	...	...	17,54	36,23
1865-66	7,61	4,20	6,36	...	...	...	...	18,10	36,27
1866-67	8,83	4,76	5,84	...	...	...	...	14,35	33,78
1867-68	10,70	5,58	8,12	...	...	...	...	16,33	40,73
1868-69	14,65	6,82	11,51	...	...	...	...	18,47	51,45
1869-70	20,40	8,63	12,85	...	...	...	...	17,65	59,53
1870-71	19,82	8,94	13,96	28	...	...	...	17,51	60,51
1871-72	21,48	8,13	15,21	1,62	...	...	...	13,46	59,90
1872-73	23,28	9,20	16,44	2,60	...	...	...	14,24	65,76
1873-74	27,88	12,81	32,38	3,90	...	...	...	14,89	91,86
1874-75	17,43	9,62	22,79	5,51	...	...	...	16,75	72,10
1875-76	14,51	7,93	17,97	6,54	...	...	...	18,39	65,34
1876-77	13,56	8,80	19,70	7,85	...	...	...	17,81	67,72
1877-78	12,55	8,22	23,72	11,44	...	...	...	17,71	73,64
1878-79	11,61	10,39	19,40	9,28	...	...	...	18,41	69,09
1879-80	12,38	8,73	11,27	10,26	...	5	...	19,88	62,57
1880-81	17,74	11,46	21,66	32,66	...	67	...	27,21	1,11,40
1881-82	21,06	13,95	53,48	37,44	...	2,28	...	30,28	1,58,49
1882-83	20,72	14,34	44,12	35,34	16,03	2,42	...	18,89	1,51,86
1883-84	20,97	12,79	58,13	34,58	58,42	2,78	...	18,92	2,06,59
1884-85	17,50	12,10	49,92	32,45	1,10,07	7,55	...	11,50	2,41,09
1885-86	16,47	11,59	60,12	73,92	1,58,71	4,42	3	12,55	3,37,81
1886-87	14,31	21,77	1,10,73	30,20	2,58,66	12,56	34	12,96	4,61,53
1887-88	12,95	3,27	27,14	55	3,13,75	5,61	37	13,81	3,77,45
1888-89(b)	14,39	3,82	26,92	...	3,69,47	5,43	57	16,46	4,37,06

Years.	Balance. Presidency Banks. Calcutta.	Madras.	Bombay.	District Banks.	Post Office Banks.	State Railway Provident Institutions.	Civil Engineers' Proivdent Fund.	Military Banks.	Total.
1857-58	16,05	9,39	13,54	...	...	...	...	...	38,98
1858-59	23,74	12,32	19,96	...	...	...	...	...	56,02
1859-60	6,78	13,36	19,18	...	...	...	...	17,72a	57,04a
1860-61	8,57	12,19	16,23	...	...	...	...	25,38a	62,37a
1861-62	8,55	12,38	16,69	...	...	...	...	23,29	60,91
1862-63	10,07	12,66	18,94	...	..	...	...	23,97	65,64
1863-64	9,25	12,13	18,01	...	...	...	...	24,82	64,21
1864-65	8,91	11,58	18,67	...	...	...	...	22,45	61,61
1865-66	9,51	12,40	21,33	...	...	...	...	20,14	63,38
1866-67	11,88	13,82	29,84	..	...	...	...	18,50	74,04
1867-68	16,76	15,64	34,93	...	...	...	...	20,89	88,22
1868-69	24,03	17,78	38,39	...	...	...	...	20,93	1,01,13
1869-70	26,58	18,73	42,43	...	...	...	...	20,36	1,08,10
1870-71	29,15	18,81	48,26	1,48	...	...	...	17,30	1,15,00
1871-72	31,68	21,09	54,79	4,08	...	...	...	18,50	1,30,14
1872-73	36,01	22,80	67,25	7,43	...	...	...	20,79	1,54,28
1873-74	34,10	23,06	89,07	11,52	...	...	...	22,40	1,80,15
1874-75	29,97	22,67	88,60	16,34	...	...	...	23,56	1,81,14
1875-76	27,91	23,43	93,86	20,75	...	...	...	23,60	1,89,55
1876-77	26,64	23,56	96,03	24,17	...	...	...	23,22	1,93,62
1877-78	25,57	24,38	91,33	27,71	...	...	...	23,55	1,92,54
1878-79	24,66	22,89	88,60	32,11	...	...	...	22,98	1,91,24
1879-80	28,27	24,89	1,06,71	43,63	...	3	...	24,76	2,28,29
1880-81	35,32	32,13	1,55,11	70,35	...	2,52	...	25,94	3,21,37
1881-82	34,74	32,80	1,63,67	72,62	...	5,07	...	18,37	3,27,27
1882-83	33,25	29,35	1,73,76	73,30	27,97	7,18	...	16,83	3,61,64
1883-84	29,44	28,22	1,70,79	72,72	75,00	10,12	...	14,30	4,00,59
1884-85	28,76	27,55	1,74,28	75,31	1,34,24	13,19	72	14,66	4,68,71
1885-86	28,02	26,18	1,64,10	29,52	2,25,39	18,13	2,91	13,87	5,08,12
1886-87	26,76	8,08	81,47	—1	4,25,40	18,84	4,90	14,08	5,79,52
1887-88	27,58	7,87	80,85	...	5,05,47	23,08	7,96	14,74	6,67,55
1888-89(b)	26,98	7,21	81,87	...	5,89,25	32,95	10,79	13,54	7,62,59

(a) Includes balances transferred from War Office.

(b) The Finance and Revenue Accounts are not yet closed and these figures are subject to revision.

Statement III.

Classification of Depositors in the Presidency and Post Office Banks, State Railway Provident Institutions, and Civil Engineers' Provident Fund, according to their professions, on 31st March 1889.

	Class I, Professional. A Having fixed Incomes.	B Having variable Incomes.	Class II, Domestic.	Class III, Commercial.	Class IV, Agricultural.	Class V, Industrial.	Class VI, Indefinite or Non-productive.	Total.
Banks open to the Public.								
Presidency Banks	13,846	1,494	2,557	2,388	104	1,481	17,586	39,456
Post Office Banks	109,955	26,944	37,286	13,240	3,859	10,533	109,184	311,001
Service Institutions.								
State Railway Provident Institutions	10,104	...	4,268	...	...	...	...	14,372
Civil Engineers' Provident Fund	500	...	...	...	...	...	...	500
Military Banks	...	...	18,142	...	...	...	...	18,142
Total 1888-89	134,405	28,438	62,253	15,628	3,963	12,014	126,770	383,471
Total 1887-88	120 270	22,889	54,956	12,340	2,982	7,883	110,856	332,176
Increase in 1888-89	14,135	5,549	7,297	3,288	981	4,131	15,914	51,295
Percentage of each class in—								
Presidency Banks	35·1	3·8	6·5	6·1	·3	3·7	44·5	100
Post Office Banks	35·4	8·7	12·0	4 2	1·2	3·4	35·1	100
State Railway Provident Institutions	70·3	...	29·7	...	...	...	...	100
Civil Engineers' Provident Fund	100	...	...	...	...	...	...	100
Military Banks	...	...	100	...	...	...	...	100
Total	48·16	2·5	29·64	2·06	·3	1·42	15·92	100

Statement IV.

Interest earned during 1887-88 and 1888-89 and the Balances held at the close of each year.

	Interest earned in		Increase (+) or Decrease (−).	Balance held at close of		Increase (+) or Decrease (−).	Average Balance in each Bank.		Average Balance at credit of each Depositor.	
	1887-88.	1888-89.		1887-88.	1888-89.		1887-88.	1888-89.	1887-88.	1888-89.
	R	R	R	R	R	R	R	R	R	R
Banks open to the Public—										
Presidency Banks—										
Calcutta	97,732	1,01,349	+ 3,617	27,58,527	26,98,378	− 60,149	27,58,527	26,98,378	253	246
Madras	26,667	25,525	− 1,142	7,86,317	7,21,167	− 65,150	7,86,317	7,21,167	224	233
Bombay	2,85,295	2,97,176	+ 11,881	80,84,759	81,86,940	+ 1,02,181	80,84,759	81,86,940	322	320
Total	4,09,694	4,24,050	+ 14,356	1,16,29,603	1,16,06,485	− 23,118	...	...	...	...
Post Office Banks	16,73,504	19,87,896	+ 3,14,392	5,05,55,913	5,89,25,279	+ 83,69,366	8,474	9,730	193	189
Service Institutions—										
State Railway Provident Institutions	74,299	95,491	+ 21,192	23,07,953	32,94,805	+ 9,86,852	1,92,329	2,74,567	179	229
Civil Engineers' Provident Fund	25,032	36,963	+ 11,931	7,96,063	10,78,619	+ 2,82,556	7,96,063	10,78,619	1,711	2,157
Military Banks—										
Bengal	34,624	49,612	+ 14,988	9,62,849	8,81,861	− 80,988	9,258	8,398	65	61
Madras	11,590	10,764	− 826	2,77,254	2,28,089	− 49,165	7,701	8,146	134	123
Bombay	9,866	10,054	+ 188	2,33,680	2,43,829	+ 10,149	7,789	7,619	141	153
Total	56,080	70,430	+ 14,350	14,73,783	13,53,779	− 1,20,004	...	...	...	...
Grand Total	22,38,609	26,14,830	3,76,221	6,67,63,315	7,62,58,967	94,95,652	...	...	...	...

Statement V.

Interest earned and Balances held by Native and by European and Eurasian Depositors, respectively, as recorded in the Savings Banks' Ledgers.

	Native Depositors, including Accounts of Local Institution.						European and Eurasian Depositors, including Accounts of Local Institutions.					
	Number of Accounts.		Amount of Interest earned.		Balance. (a)		Number of Accounts.		Amount of Interest earned.		Balance. (a)	
	1887-88.	1888-89.	1887-88.	1888-89.	1887-88.	1888-89.	1887-88.	1888-89.	1887-88.	1888-89.	1887-88.	1888-89.
			R	R	R	R			R	R	R	R
Banks open to the Public—												
Presidency Banks—												
Calcutta	7,739	7,729	55,409	59,283	16,14,467	16,01,010	3,142	3,202	39,976	39,282	11,44,060	10,97,368
Madras	2,244	1,148	13,523	11,769	3,98,610	3,22,057	1,217	2,147	12,308	12,746	3,49,575	3,59,443
Bombay	19,027	19,088	2,00,976	2,10,124	56,45,999	57,11,790	6,034	6,142	84,319	87,052	23,66,023	24,09,430
Post Office Banks	227,865	273,696	13,91,239	16,86,351	4,22,32,521	5,00,82,032	33,292	37,305	2,82,265	3,01,545	82,55,836	87,82,649
Service Institutions—												
State Railway Provident Institutions	9,433	11,061	34,024	46,488	11,01,124	16,46,270	3,415	3,311	40,275	49,003	11,95,377	16,34,880
Civil Engineers' Provident Fund	36	40	1,656	2,559	51,989	76,207	429	460	23,376	34,404	7,44,073	10,02,412
Military Banks—												
Bengal	...	...	...	...	...	...	14,593	14,584	34,624	49,612	9,62,849	8,81,861
Madras	...	...	...	...	...	...	2,060	1,836	11,590	10,764	2,77,254	2,28,089
Bombay	...	...	...	...	...	...	1,650	1,722	9,866	10,054	2,33,680	2,43,829
Total	266,344	312,762	16,96,827	20,16,574	5,10,44,710	5,94,39,366	65,832	70,709	5,38,599	5,94,462	1,55,28,727	1,66,39,961

(a) Exclusive of Dead Accounts which cease to be shown in Savings Bank Ledgers.

Statement VI.

Government Promissory Notes purchased, received and sold or returned on account of Savings Banks' Depositors.

	Notes purchased for Depositors.						Notes received from Depositors.						Notes sold or returned.						Notes remaining in custody of Comptroller General and Accountant General, Bombay.						
	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.
Banks open to the Public—																									
Presidency Banks—																									
Calcutta	...	...	...	...	28,900	21,800	1,000	7,600	2,000	2,500	500	100	3,500	7,500	2,000	...	28,900	8,500	16,000	13,500	13,600	13,600	16,100	16,600	30,000
Madras	4,500	500	1,000	500	1,000	8,500	...	...	...	...	...	...	4,500	500	1,000	500	...	...	...	...	...	...	...	1,000	9,500(a)
Bombay	94,500	58,500	73,200	13,500	12,300	3,800	4,000	3,000	8,000	3,500	2,000	500	86,500	58,000	73,700	30,000	13,500	4,000	8,300	20,300	23,800	31,300	18,300	19,100	19,400(b)
Post Office Banks	1,78,800	2,94,600	3,59,400	4,40,600	3,33,300	3,55,000	16,500	46,500	1,34,200	88,900	14,400	14,300	1,57,000	2,48,900	3,42,600	4,33,000	3,19,800	3,71,500	800	39,100	1,31,300	2,82,300	3,78,800	4,06,700	4,04,500
Service Institutions—																									
State Railway Provident Institutions	23,800	6,200	1,000	5,500	19,200	9,000	...	...	...	...	...	...	20,300	5,500	3,000	4,000	11,000	3,400	500	4,000	4,700	2,700	4,200	12,400	18,000
Total	3,01,600	3,59,800	4,34,600	4,60,100	3,94,700	3,98,100	21,500	57,100	1,44,200	94,900	16,900	14,900	2,71,800	3,20,400	4,22,300	4,67,500	3,73,200	3,87,400	25,600	76,900	1,73,400	3,29,900	4,17,400	4,55,800	4,81,400

(a) In custody of the Secretary, Presidency Bank.
(b) R 16,900 do. do. do.

Statement VII.

Particulars by Provinces of Presidency and Post Office Savings Banks combined on 31st March 1889.

	Classification of Depositors.								Interest earned in		Balance held at close of	
	Class I, Professional.											
	A Having fixed Incomes.	B Having variable Incomes.	Class II, Domestic.	Class III, Commercial.	Class IV, Agricultural.	Class V, Industrial.	Class VI, Indefinite or Non-productive.	Total.	1887-88.	1888-89.	1887-88.	1888-89.
India	5,612	743	2,971	422	35	731	4,789	15,303	1,13,750	1,29,694	34,32,268	38,02,729
Central Provinces	3,994	346	890	240	36	109	2,367	7,982	42,848	51,610	13,09,916	15,38,450
Burma	2,598	401	5,923	432	58	505	1,296	11,213	37,247	50,746	14,35,603	17,99,100
Assam	2,547	406	1,686	163	86	160	2,326	7,374	32,527	38,594	10 24,485	11,87,792
Bengal	36,721	12,311	6,484	3,427	1,384	4,155	40,708	105,190	4,57,645	5,57,933	1,41,49,850	1,66,94,104
North-Western Provinces and Oudh	13,431	3,237	6,129	1,038	444	828	9,908	35,015	1,89,952	2,20,156	56,68,051	66,63,634
Punjab	8,767	1,686	2,493	651	133	443	5,868	20,041	1,44,808	1,67,818	43,19,490	50,40,598
Berar	1,489	105	391	140	45	47	1,169	3,386	20,271	23,256	6,12,424	6,98,262
Madras	17,822	3,820	5,871	3,392	1,189	1,661	15,946	49,701	1,99,062	2,22,746	59,41,370	65,53,007
Bombay	30,820	5,383	7,005	5,723	553	3,375	42,393	95,252	8,45,088	9,49,393	2,42,24,504	2,65,54,088
Post Office Dead Accounts	...	...	...	...	...	...	...	...	...	...	67,555	...
Total	123,801	28,438	39,843	15,628	3,963	12,014	126,770	350,457	20,83,198	24,11,946	6,21,85,516	(a) 7,05,31,764

(a) [illegible] account balance.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, December 2nd, 1889.

The weather of the past week has been remarkable for its exceeding quietness throughout the whole of the Indian region. The geographical positions of the areas of high and low pressure have been maintained unaltered throughout the week, so that, though, owing to variations in the intensity of the barometric changes in different parts of the country, the relations existing between the areas of high and low pressure have undergone modifications, the general weather, winds, &c., over India have remained comparatively unaffected.

The chart of the 26th showed an area of high pressure overlying Central India, the west of the Central Provinces, Berar and Khandesh. From this region pressure decreased in all directions, was relatively low in the Indus Valley and along the foot of the Himalayas and lowest over the Andaman Sea. Calm and variable winds prevailed over the Punjab, westerly winds down the Gangetic Plain, northerly and north-north-westerly winds over Bengal and the east of the Peninsula, north-easterly winds on the west coast, calms in the Central Provinces, and variable breezes in Burma. The force was generally light or moderate. On the following day the general distribution of pressure was the same except that the barometer had risen along the Himalaya range and the low-pressure area had disappeared from that region. Calms had extended over Northern India, but otherwise the winds showed little change. On the 28th the chart still showed the same distribution of pressure and the same circulation of the winds. On the 29th the chart showed that the high-pressure area had undergone considerable extension, and that it covered nearly the whole of North-Western and Central India as well as the greater part of the Peninsula. Owing to this extension of the high-pressure area gradients had increased somewhat over the Bay and the wind had shifted to the northward over Burma. Between the morning of the 29th and that of the 30th pressure increased over North-Western India and fell elsewhere, so that at 8 A.M. on the 30th a difference of over $\frac{3}{10}$ of an inch existed in the pressures of the Punjab and of Burma. With this increase in the barometric differences the calms which had previously prevailed over the Gangetic Plain disappeared and a steady westerly or west-north-westerly current set in. Elsewhere the wind circulation was generally unchanged. On the following day the barometer was falling almost everywhere, but the change was fairly uniform, and the general distribution of pressure and circulation of the winds were the same as those reported on the preceding day. On the 2nd the chart showed that the barometer had fallen over the western half of the Indian region and risen over

the eastern half: hence there had occurred a slight decrease in the barometric gradient. This, however, was the only important change.

Temperature.—The past week has on the whole been warm over Northern and Central India and Burma and cool over the Peninsula. The excess for the week ranged from only 0°·1 in Burma to 1°·8 in Guzerat and Central India, while the deficiency ranged from 0°·4 in Madras to 1°·5 in Bombay. The warmest day relatively to the average was the 26th when every Province in India recorded an excess of temperature.

The following table shows the excess or defect of the mean average temperatures of the different Provinces for the present and for the preceding week :—

Provinces.	Difference of mean temperature of last week from normal.	Difference of mean temperature of present week from normal.
	°	°
Burma	—0·3	+0·1
Bengal	+2·7	+1·0
North-Western Provinces	+2·3	+1·4
Punjab	—0·7	+0·4
Bombay	—1·2	—1·5
Central Provinces and Berar	+1·4	+1·1
Guzerat and Central India	—0·6	+1·8
Sind and Rajputana	—0·6	+1·2
Madras	+1·4	—0·4

This table shows that, except in Bengal, the North-West Provinces and the Peninsula, the weather of the past week has been relatively warmer than that of its predecessor.

Rain.—The rainfall, except in Tenasserim and Lower Burma, has been lighter than usual in all parts of the Indian region, and over a very large part of the country no rain whatever has fallen during week. The normal rainfall of the week is of course ordinarily very light, except in the Carnatic. This is shown by the rainfall of Tenasserim and Lower Burma, where, as noted above, there has been a slight excess, and where the average rainfall only equals $\frac{1}{4}$ of an inch. Still in ordinary years there are only three of the rainfall districts which do not receive any rain during the week, while in the present year there are no fewer than 37 districts which have not received a drop of rain.

The charts show that slight showers were reported from Travancore on the 26th and 27th November, from Burma on the 27th, 28th, 29th, 30th November and December 1st and 2nd, and from Assam on the 26th, 27th, 29th and 30th November. Showers also occurred in the North Canara and Belgaum districts on one day. On the East Coast the rainfall was confined to the Kistna, Tanjore, Madura, and Tinnevelly districts. The seasonal deficiency in the Carnatic ranges from 66 per cent. in Madras South, to 32 per cent. in the East coast central. To the north of the Kistna district there is an excess.

Province.	Division.	Rainfall data for week ending 2nd December 1889.			Rainfall data from 15th October to 2nd December 1889.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 15th October to 2nd December.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0·25	0·15	+0·10	16·66	5·02	+232
	Lower Burma	0·26	0·20	+0·06	7·38	5·87	+ 26
	Central do.	0	0·15	—0·15	6·06	4·05	+ 50
	Upper do.	0·05	?	?	3·62	?	?
	Arakan	0	0	0	7·39	5·35	+ 38
Bengal and Assam	Eastern Bengal	0	0·12	—0·12	7·33	3·63	+102
	Assam (Surma)	0·03	0·08	—0·05	4·56	3·56	+ 28
	Do. (Brahmaputra)	0·10	0·27	—0·17	1·36	2·52	— 46
	Deltaic Bengal	0	0·03	—0·03	9·52	2·85	+234
	Central do.	0	0·02	—0·02	4·02	2·35	+ 74
	North do.	0	0·02	—0·02	0·69	2·40	— 71
	Orissa	0	0·22	—0·22	15·44	5·29	+192
	Chutia Nagpur	0	0·11	—0·11	2·99	1·68	+ 78
	Behar (South)	0	0·10	—0·10	0·54	1·52	— 64
	Do. (North)	0	0·05	—0·05	0·42	1·31	— 68
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·01	—0·01	1·23	0·89	+ 38
	Oudh (South)	0	0·03	—0·03	0·05	0·35	— 86
	Do. (North)	0	0·02	—0·02	0·04	0·13	— 69
	North-Western Provinces (Central)	0	0·01	—0·01	0·01	0·39	— 97
	North-Western Provinces (West)	0	0·03	—0·03	0	0·08	—100
	North-Western Provinces (Submontane)	0	0·03	—0·03	0·14	0·34	— 59
Punjab	Punjab (South)	0	0·03	—0·03	0	0·13	—100
	Do. (Central)	0	0·03	—0·03	0	0·23	—100
	Do. (Submontane)	0	0·07	—0·07	0	0·16	—100
	Do. (Hill Districts)	0	0·16	—0·16	0	0·61	—100
	Do. (North-west)	0	0·25	—0·25	0·01	0·82	— 99
	Do. (West)	0	0·04	—0·04	0	0·19	—100
Bombay and Malabar Coast Districts (Madras).	Malabar	0·09	0·57	—0·49	10·60	10·17	+ 4
	Madras (South Central)	0·12	0·65	—0·53	4·86	10·14	— 52
	Coorg	0·22	0·24	—0·02	11·76	8·29	+ 42
	Mysore	0·03	0·17	—0·14	2·10	3·83	— 45
	Konkan	0·07	0·06	+0·01	4·90	1·97	+149
	Bombay Deccan	0·02	0·16	—0·14	5·10	3·27	+ 56
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0	0·19	—0·19	1·26	2·71	— 54
Central Provinces and Berar.	Berar	0	0·14	—0·14	3·14	2·07	+ 52
	Central Provinces (West)	0	0·09	—0·09	2·95	1·07	+176
	Do. (Central)	0	0·09	—0·09	1·72	0·94	+ 83
	Do. (East)	0	0	0	1·97	1·04	+ 89
Bombay (North)	Guzerat	0	0·04	—0·04	0·02	0·48	— 96
	Kattiawar	0	0	0	0	0·24	—100
	Sind	0	0·03	—0·03	0	0·10	—100
Rajputana and Central India.	Central India (East)	0	0·13	—0·13	0·13	0·65	— 80
	Rajputana (East), Central India (West)	0	0·01	—0·01	0	0·30	—100
	Rajputana (West)	0	0·01	—0·01	0	0·12	—100
Madras	East Coast (North)	0	0·50	—0·50	12·26	7·63	+ 61
	Do. (North)(a)	0	?	?	8·90	?	?
	Hyderabad (South)	0	0·10	—0·10	2·46	1·97	+ 25
	Madras (Central)	0	0·37	—0·37	4·56	4·25	+ 7
	East Coast (Central)	0·05	1·48	—1·43	8·75	12·81	— 32
	Do. (South)	0·01	1·33	—1·32	5·34	13·49	— 60
	Madras (South)	0·07	0·86	—0·79	3·58	10·63	— 66

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

SIMLA, *5th December, 1889.*

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 7th December.*—Rainfall very slight in Vizagapatam and Tinnevelly; none elsewhere. Dry crops perishing from failure of north-east monsoon over considerable areas in Chingleput, North Arcot and South Arcot, and over limited areas in Tanjore, Madras, Tinnevelly, Coimbatore and Salem; wet crops under rain-fed tanks also perishing in some tracts; crops elsewhere good. Prices risen largely in Tanjore, Trichinopoly, Madura and Tinnevelly, slightly in other districts. Prospects in all districts named largely dependent on early fall of rain.

Bombay.—*For week ending 11th December.*—Late crops in parts of the Deccan and Karnatak require rain. Cotton and other standing crops good. Harvesting and sowing operations progressing. Opium sowing continues in Baroda. Fodder generally sufficient and agricultural stock good.

Bengal.—*For week ending 10th December.*—No rain during the week. General agricultural prospects are favourable. Rice harvest is progressing. In many districts the outturn is estimated to be 16 annas or nearly 16 annas. In Hooghly it is about 10 annas for the whole district, and in parts of Burdwan it is poor. *Rabi* crops are doing well, and are generally satisfactory, except in Orissa where the loss by the recent storm and heavy rain has been considerable. Sugarcane is reported on well except in Pubna and Furreedpore where it will be a short crop. Poppy promises to be an excellent crop in Behar and Hazareebagh. Tobacco prospects are good, and *ganja* is a promising crop in the Rajshaye district. Prices of common rice continue to fall in almost all the Behar districts. In some districts of Bengal Proper and in Balasore a rise in the price has been reported. In Chota Nagpore prices have been stationary.

North-Western Provinces and Oudh.—*For week ending 11th December.*—Clear cold weather prevails, and the *rabi* crops generally are doing well. Rain much wanted in unirrigated tracts. Poppy sowings in Partabgarh are reported to have failed in many villages and the fields are being resown. Locusts have appeared in one pargana of the Rae Bareli district and in the sadr tahsil of Fatehgarh. Food stocks are ample and prices steady.

Punjab.—*For week ending 11th December.*—Slight rain has fallen in Rawalpindi and Peshawar. Prices stationary in all districts except Delhi and Rawalpindi where they are rising. Harvesting of *kharif* crops nearly over. Sowings of *rabi* still in progress. Prospects of standing crops on well-irrigated lands good; but they are generally unfavourable on other soils for want of rain which is urgently needed. Fodder sufficient throughout the province.

Central Provinces.—*For week ending 11th December.*—Weather clear and cold. Young *rabi* crops in excellent condition. Cotton, *jowari* and rice being harvested and are yielding good outturn. Prices generally steady.

Burma.—*For week ending 9th December.*—Slight rain fell in the following districts of Lower Burma:—Pegu, Moulmein, Amherst, Tavoy and Mergui; in Upper Burma there was no rain. The rainfall has been a little short in Meiktila. The crop prospects in both Upper and Lower Burma are good, and the food supply is sufficient throughout the province. In Lower Burma the price of paddy has fallen in Thayetmyo and risen slightly in Tharrawaddy and Bassein, in other districts prices show no fluctuations. In Upper Burma a fall is notice-

able in the Ruby Mines and Sagaing districts, and a slight rise in Katha Pakoku and Magwe.

Assam.—*For week ending 11th December.*—Weather cold. Reaping of cold weather rice continues. Tea and other crops doing well.

Mysore and Coorg.—*For week ending 11th December.*—Crops generally good. Prospects favourable, but more rain is required for lately sown crops in the Kolar district. Outturn of harvests fair. Prices slightly risen in the Bangalore and Mysore districts.

Picking of coffee crops commenced in Coorg. Rice harvest begun.

Berar and Hyderabad.—*For week ending 11th December.*—In Berar the weather is clear and cold. Cutting of *jowari* commenced in some places. Picking of cotton continues. *Rabi* in good condition. Prices almost stationary. Fodder sufficient.

No rain during week at Hyderabad. Harvesting of *abi* crops continues. *Rabi* crops thriving. Prices stationary.

Central India.—*For week ending 11th December.*—The following changes have occurred since last report. Condition of agricultural stock indifferent in Bhopal and prices steady. Condition of standing crops in Bhopawar Agency very good and outturn expected equal to average. Prices have fallen in Manpur and are steady in other parts of the Agency.

Rajputana.—*For week ending 11th December.*—Agricultural operations satisfactory. Standing crops generally good, but slightly damaged by locusts in Marwar. Agricultural stock good. Pasturage or fodder dear in Marwar, sufficient elsewhere. Prices rising in Jhallawar, steady elsewhere.

Nepal.—*For week ending 5th December.*—No rain, weather cold; mornings foggy. Agricultural operations satisfactory.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF OCTOBER, 1889.

No. 1.—As to Age and Sex.

	Demerara.				Trinidad.				Fiji.				Mauritius.				Natal.				Surinam.				Total.		Grand Total.
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men	Male.	Female.	Total.	Proportion of women to men	Male.	Female.	
Under 2 years	17	18	35	54·48 women to every 100 men.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
From 2 to 10 years	66	43	109		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
„ 10 „ 20 „	34	17	51		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
„ 20 „ 30 „	219	128	347		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
„ 30 „ 40 „	44	18	62		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
„ 40 „ 50 „	4	1	5		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Above 50 „	...	...	...		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand Total	384	225	609		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

No. 2.—As to places whence Emigrants came to Calcutta for Embarkation.

	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men	Male.	Female.	Total.	Proportion of women to men	Male.	Female.	Grand Total.
Orissa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Western Bengal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Central „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Eastern „	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Behar	76	52	128		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
North-Western Provinces	200	126	326	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oudh	100	46	146	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Central India	4	1	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Punjab	4	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nepal and Native States	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mixed, Bombay & Madras	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand Total	384	225	609	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

No. 3.—As to Caste and Religion.

	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men	Male.	Female.	Total.	Proportion of women to men	Male.	Female.	Grand Total.
Brahmins and high castes	14	22	36	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Agriculturists	150	62	212	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Artisans	52	18	70	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Low castes	127	84	211	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Musulmans	41	39	80	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Christians	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grand Total	384	225	609	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

MEMORANDUM.	Male.	Female.	Total.
1. Hindus	343	186	529
2. Musulmans	41	39	80
3. Christians	...	...	...
Total	384	225	609

J. W. P. MUIR-MACKENZIE,
Under-Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXIII OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Week ending 17th November, 1888. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Week ending 16th November, 1889. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Total Receipts from 1st April to 17th November, 1888. Total.	Per mile open per week.	Total Receipts from 1st April to 16th November, 1889. Total.	Per mile open per week.	Total Increase in 1889-90.	Total Decrease in 1889-90.
	State Lines worked by Companies		R	R		R	R	R	R	R	R	R	R
23rd Nov., 1889	East Indian	1,514	9,46,097	625	1,526	(a) 9,01,324	591	2,65,96,778	532	(a)2,66,67,029	530	70,251	...
23rd ditto	Patna-Gya	57	10,483	184	57	10,220	179	3,15,122	167	3,09,480	164	...	5,642
...	Dildárnagar-Gházipur	12	760	63	...	(b)	...	40,687	103	(b)	...	...	40,687
...	Sindia	75	6,414	86	...	(c)	...	2,24,651	91	(c)	...	...	2,24,651
23rd Nov., 1889	Rajputana-Malwa	1,664	3,36,850	202	1,672	3,58,000	214	1,12,33,859	205	1,18,03,090	216	5,69,231	...
23rd ditto	Bengal-Nágpur (d)	183	24,967	136	305	(e)37,263	122	8,86,971	144	(e)10,73,287	109	1,86,316	...
23rd ditto	Southern Mahratta (f)	854	79,596	93	978	79,374	81	24,69,167	88	25,24,570	87	55,403	...
23rd ditto	Ditto Mysore Section	140	12,120	87	296	22,071	75	3,73,422	81	5,89,734	71	2,16,312	...
23rd ditto	Indian Midland	146	11,448	84	746	(g) 81,096	109	4,18,312	93	(g)18,04,921	81	13,86,609	...
23rd ditto	Villupuram-Guntakal, Nellore Branch	83	4,700	57	83	4,357	52	1,56,997	57	1,57,674	58	677	...
	Bareilly-Pilibhit	36	2,394	67	36	2,003	56	50,930	44	62,160	54	11,230	...
	TOTAL	4,754	14,35,829	302	5,699	14,95,708	262	4,27,66,896	272	4,49,91,945	250	22,25,049	...
	State Lines worked by Government.												
23rd Nov., 1889	North-Western (h)	2,469	5,44,159	220	2,478	5,53,679	223	1,59,00,103	195	1,72,94,932	212	13,94,829	...
23rd ditto	Oudh and Rohilkhand	692	1,60,885	232	692	1,55,424	225	42,36,766	186	46,90,137	205	4,53,371	...
23rd ditto	Bengal Central	125	15,040	120	125	14,380	115	4,60,357	112	4,83,512	117	23,155	...
23rd ditto	Wardha Coal	45	22,589	502	45	16,761	372	4,83,148	325	4,86,931	329	3,783	...
23rd ditto	Eastern Bengal	673	2,33,937	348	747	2,62,660	352	66,36,245	299	68,63,619	290	2,27,374	...
23rd ditto	Nalháti	27	1,848	68	27	1,990	74	62,712	92	60,705	70	...	2,007
23rd ditto	Tirhoot	273	44,569	163	273	50,862	186	10,21,605	122	11,93,179	137	1,71,574	...
23rd ditto	Lucknow-Sitapur-Sihramáu	105	6,236	59	105	6,277	60	1,58,242	46	1,98,240	57	39,998	...
23rd ditto	Jorhát	31	815	26	25	895	36	38,366	38	39,219	48	853	...
23rd ditto	Cherra-Companyganj	7	280	40	7	409	58	4,886	21	6,177	27	1,291	...
16th ditto	Burma (i)	441	65,376	148	553	89,160	161	18,35,118	149	28,62,123	162	10,27,005	...
	TOTAL	4,888	10,95,734	224	5,077	11,52,497	227	3,08,37,548	194	3,41,78,774	206	33,41,226	...
	Lines worked by Guaranteed Companies												
23rd Nov., 1889	Madras	840	1,77,290	211	840	1,93,543	230	53,63,953	194	58,59,632	212	4,95,679	...
23rd ditto	South Indian	654	1,06,863	163	654	1,08,830	166	35,15,025	163	36,80,823	171	1,65,798	...
16th ditto	Great Indian Peninsula	1,504	(j) 7,21,412	480	1,447	(k)7,61,454	526	(j)2,50,59,836	500	(k)1,97,01,154	416	...	53,58,682
23rd ditto	Bombay, Baroda and Central India (l)	461	2,41,337	524	461	2,47,000	536	75,99,384	500	77,80,736	514	1,81,352	...
	TOTAL	3,459	12,46,902	360	3,402	13,10,827	385	4,15,38,198	364	3,70,22,345	331	...	45,15,853
	GRAND TOTAL (GUARANTEED AND STATE)	13,101	37,78,465	288	14,178	39,59,032	279	11,51,42,642	268	11,61,93,064	254	10,50,422	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	6,00,84,107	140	6,07,38,908	133	6,54,801	...
	NET RECEIPTS	...	...	...	...	...	...	5,50,58,535	128	5,54,54,156	121	3,95,621	...
	Assisted Companies												
23rd Nov., 1889	Tárakeshwar	22	5,259	239	22	5,383	245	1,77,400	244	1,73,157	240	...	4,243
16th ditto	Dibru-Sadiya	78	7,512	96	78	8,359	107	2,82,852	110	3,04,415	118	21,563	...
23rd ditto	Bengal and North-Western	376	48,031	128	376	41,810	111	14,26,542	115	14,92,993	121	66,451	...
23rd ditto	Rohilkhand-Kumaun	67	8,787	131	67	12,370	185	2,41,467	113	2,63,785	123	22,318	...
	TOTAL	543	69,589	128	543	67,922	125	21,28,261	119	22,34,350	125	1,06,089	..
	Native States.												
23rd Nov., 1889	His Highness the Nizam's Guaranteed	310	33,552	108	354	55,257	156	10,46,603	109	14,43,262	124	3,96,659	...
23rd ditto	His Highness the Gaekwar's	59	3,511	59	59	2,480	42	82,101	42	84,001	43	1,900	...
23rd ditto	His Highness the Gaekwar's Viramgam Mehsana-Vadnagar	21	974	46	27	850	31	28,461	41	32,764	37	4,303	...
23rd ditto	Bhávanagar-Gondal-Junágarh-Porbandar	209	23,854	114	329	26,972	82	6,25,090	95	8,04,311	89	1,79,221	...
23rd ditto	Morvi	68	3,042	45	68	2,751	40	1,08,879	49	1,19,332	53	10,453	...
23rd ditto	Jodhpore	124	5,703	46	124	6,209	50	2,17,633	53	2,14,096	53	...	3,537
	TOTAL	791	70,636	89	961	94,510	98	21,08,767	84	26,97,766	91	5,88,999	...

(a) Includes the Dildárnagar-Gházipur State Railway.
(b) Included with East Indian Railway.
(c) Included with Indian Midland Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itársi State Railways.
(h) Includes the Amritsar-Pathánkot and Rajpura-Bhatinda State Railways.
(i) Includes the Toungoo-Mandalay extension.
(j) Includes the Dhond-Manmád, Khámgaon, Amraoti and Bhopal-Itársi State Railways.
(k) Includes the Dhond-Manmád, Khámgaon and Amraoti State Railways.
(l) Includes the Patri Branch.

CALCUTTA,
The 12th December, 1889.

M. C. BRACKENBURY, *Major, R.E.*,
Under-Secretary.

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SUPPLEMENT TO

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No. 51.} CALCUTTA, SATURDAY, DECEMBER 21, 1889.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

HOME DEPARTMENT.

RULES FOR THE GUIDANCE OF INDIAN GOVERNMENT SCHOLARS IN ENGLAND.

No. 122 (Public), dated India Office, London, the 7th November 1889.

From—The Right Honourable VISCOUNT CROSS, G.C.B., Her Majesty's Secretary of State for India,

To—His Excellency the Most Honourable the Governor General of India in Council.

IN continuation of my Despatch No. 45, dated the 24th of March 1887, I enclose, for the information of Your Excellency in Council, a copy of the Rules for the guidance of Indian Scholars while in this country, as recently revised by me.

2. I request that these revised Rules may be substituted for the Rules forwarded with the Despatch above mentioned.

Rules for Indian Government Scholars in England.

1. Every scholar shall, on reaching England, at once present himself at the India Office, and report his arrival in writing.

2. Every scholar shall, without any unnecessary delay, inform the Secretary of State to which University he intends to proceed, and shall at once take steps to enter himself at the College he has selected.

3. Every scholar shall, within four weeks of reaching England, submit for the approval of the Secretary of State a statement showing the general course of study he proposes to follow; and the course approved shall not be changed without the sanction of the Secretary of State.

A

4. Every scholar shall, at the end of each University term, submit to the Secretary of State a certificate from the proper College or University authority, showing that his residence, conduct, and progress in study have been satisfactory during the term.

5. Every scholar shall at all times obey such instructions as he may receive from the Secretary of State.

6. Subject to a due compliance with the above conditions, the allowance, at the rate of 200*l.* a year for three years, will be paid quarterly, in advance, by the India Office, commencing from the date of the scholar's reporting his arrival in England.

7. Every scholar will forfeit his scholarship who, not being disabled by illness or prevented by any other cause which the Secretary of State may consider sufficient, fails to complete a residence of three years in England, or who is guilty of misconduct or disregard of the orders of the Secretary of State. If a scholarship be forfeited, the scholar will lose his claim to a free return passage to India, and will further become liable to refund the cost of his free passage to England.

8. The scholars will be under the special supervision and charge of the Political Aide-de-Camp to the Secretary of State, through whom the necessary orders will be given, and to whom all reports and other communications respecting them should be sent.

C. J. LYALL,
Offg Secy. to the Govt. of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending 8 a.m. on Monday, December 9th, 1889.

Exceptionally fine settled weather has prevailed throughout the Indian region during the week under review. With the single exception of the 5th, when a slight and temporary modification occurred, the distribution of pressure and the general direction of the various wind currents have continued uninterruptedly the same throughout the week. In consequence the weather has also been settled, and with one or two local exceptions there has been no rain throughout the whole country.

The chart of the 3rd showed a large high pressure area overlying North-Western India and a low pressure area over the Andaman Sea. The difference of pressure was not large, readings ranging from 30·077″ at Jeypore to 29·868″ at Diamond Island. The winds were feebly cyclonic over Sind and Guzerat and the neighbouring portions of the Arabian Sea. Elsewhere the directions were generally normal, except over the Bay, where they were unusually northerly and north-westerly. Many calms were reported from North-Eastern India. The only changes of importance on the 4th were the brisk barometric fall at Jacobabad and Dera Ismail Khan and the shift of wind south-east at some stations in the Punjab. These changes pointed to the existence of a low pressure area over the Indus Valley.

In other respects the distribution of pressure, the winds, and the weather were unchanged. The observations of the 5th showed that a shallow depression had crossed the Punjab, and that the centre lay between Lahore and Sirsa. Slight cyclonic movements were shown by the winds in the Punjab, but the influence of the depression was restricted to that Province, and conditions elsewhere were unaltered. By the morning of the 6th the depression had disappeared and pressure decreased steadily from a maximum in the Indus Valley to a minimum over the Andaman Sea. The wind directions remained fairly normal except for the unusual amount of westing in the winds over the west of the Bay. On the 7th the low pressure area, which has previously been located over the Andaman Sea, commenced a movement in a south-westerly direction. This was accompanied by a fall of the barometer at Colombo and a rise elsewhere. This was the only important change on this day. On the 8th pressure began to give way over the whole of the Indian region; but as the fall was fairly uniform the relative distribution remained unaltered, and the wind circulation was unchanged. On the 9th pressure was still falling, but the decrease continued general and fairly uniform, and hence there was no alteration in the relative distribution.

Temperature.—During the past week a steady rise of the general temperature over India occurred till the 5th when it reached its maximum. From that date a steady fall set in and lasted till the close of the week. The mean temperature was above the normal average during the whole week in the Central Provinces and Madras, and for five out of the seven days in all other provinces except Bombay, Sind, and Rajputana, where the majority of days were cooler than the average. A sudden fall of temperature occurred over Baluchistan on the 5th, and this fall subsequently spread into Sind and Rajputana. The following table shows the variations of the mean temperature of the present and of the past weeks from the normal average:—

Provinces.	Difference of mean temperature of last week from normal.	Difference of mean temperature of present week from normal.
	°	°
Burma	+0·1	+0·7
Bengal	+1·0	+0·6
North-Western Provinces	+1·4	+1·5
Punjab	+0·4	+0·8
Bombay	—1·5	—0·3
Central Provinces	+1·1	+2·9
Guzerat and Central India	+1·8	+1·6
Sind and Rajputana	+1·2	—1·3
Madras	—0·4	+1·2

This table shows that the general temperature exceeded the average in all regions except Bombay, Sind, and Rajputana, and that in all provinces except Sind and Rajputana and Bengal the mean temperature relatively to the average was higher than in the previous week.

Rain.—The past week has been practically rainless throughout the whole of the Indian region. The highest average fall was in Tenasserim, where it slightly exceeded one-tenth of an inch. In forty-two divisions no rain whatever fell during the week, and in three others the average fall of the division was only 0·01 inch. As will be seen from the second column of the accompanying table, the average rainfall over the greater part of India during the week under review is exceedingly slight, but in Malabar, the East Coast, North, Central and South, and Madras South, the average is between half an inch and an inch, and in some of these divisions, where the deficient fall of the present week exceeds deficient falls in several preceding weeks the want of rain is very serious.

What little rain fell during this week, occurred on the following dates:—

In Tenasserim	on the	3rd	and	4th.
„ Lower Burma	„	5th	„	6th.
„ Assam	„	6th	„	7th.
„ North-West Punjab	„	5th	„	6th.
„ Malabar	„	6th	„	8th.
„ Sind	„	3rd.		
„ South Madras	„	9th.		

The heaviest falls during the week were 1 inch at Quilon, 0·5 inch at Tinnevelly, and 0·4 inch at Murree. The rainfall in the North-West Punjab was very slight and confined to the montane and submontane districts close to the North-West frontier.

The concluding column of the table shows that practically no rain whatever has fallen over the whole of the Punjab and Rajputana, and the greater part of the North-Western Provinces, Sind, Guzerat, and Kattiawar, since the 15th of October up to the present date, and that over the south of the Peninsula, the seasonal rainfall is from 35 to 65 per cent. short of the normal average.

Province.	Division.	Rainfall data for week ending 9th December 1889.			Rainfall data from October 15th to December 9th 1889.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, October 15th to 9th December.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0·11	0	+0·11	16·77	5·02	+234
	Lower Burma	0·04	0·06	—0·02	7·42	5·93	+ 25
	Central do.	0	0·02	—0·02	6·06	4·07	+ 49
	Upper do.	0	?	?	3·62	?	?
	Arakan	0	0·07	—0·07	7·39	5·41	+ 37
Bengal and Assam	Eastern Bengal	0	0·39	—0·39	7·33	4·02	+ 82
	Assam (Surma)	0·02	0·03	—0·01	4·58	3·59	+ 28
	Do. (Brahmaputra)	0·06	0·13	—0·07	1·41	2·65	— 47
	Deltaic Bengal	0	0·14	—0·14	9·52	2·99	+218
	Central do.	0	0·08	—0·08	3·57	2·43	+ 47
	North do.	0	0·03	—0·03	0·69	2·43	— 72
	Orissa	0	0·20	—0·20	15·44	5·49	+181
	Chutia Nagpur	0	0·05	—0·05	2·99	1·73	+ 73
	Behar (South)	0	0	0	0·54	1·52	— 64
	Do. (North)	0	0	0	0·42	1·31	— 68
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0	0	1·23	0·89	+ 38
	Oudh (South)	0	0·03	—0·03	0·05	0·38	— 87
	Do. (North)	0	0·08	—0·08	0·04	0·21	— 81
	North-Western Provinces (Central)	0	0	0	0·01	0·39	— 97
	North-Western Provinces (West)	0	0·05	—0·05	0	0·12	—100
	North-Western Provinces (Sub-montane)	0	0·05	—0·05	0·14	0·39	— 64
Punjab	Punjab (South)	0	0·07	—0·07	0	0·20	—100
	Do. (Central)	0	0·05	—0·05	0	0·28	—100
	Do. (Sub-montane)	0	0·21	—0·21	0	0·37	—100
	Do. (Hill Districts)	0	0·26	—0·26	0	0·87	—100
	Do. (North-West)	0·01	0·16	—0·15	0·02	0·98	— 98
	Do. (West)	0	0·03	—0·03	0	0·23	—100
Bombay and Malabar Coast Districts (Madras).	Malabar	0·06	0·52	—0·46	10·66	10·68	0
	Madras (South Central)	0	0·61	—0·61	4·86	10·76	— 55
	Coorg	0	0·07	—0·07	11·76	8·36	+ 41
	Mysore	0	0·11	—0·11	2·10	3·94	— 52
	Konkan	0	0·02	—0·02	4·90	1·99	+146
	Bombay—Deccan	0	0·17	—0·17	5·10	3·44	+ 48
	Hyderabad (North) Khandeish	0	0·01	—0·01	1·26	2·72	— 54
Central Provinces and Berar.	Berar	0	0·16	—0·16	3·14	2·23	+ 41
	Central Provinces (West)	0	0·09	—0·09	2·95	1·16	+154
	Do. (Central)	0	0·16	—0·16	1·72	1·10	+ 56
	Do. (East)	0	0·09	—0·09	1·97	1·14	+ 73
Bombay (North)	Guzerat	0	0·02	—0·02	0·02	0·50	— 96
	Kattiawar	0	0·02	—0·02	0	0·26	—100
	Sind	0·01	0·01	0	0·01	0·10	— 90
Rajputana and Central India.	Central India (East)	0	0·06	—0·06	0·13	0·71	— 82
	Rajputana (East), Central India (West)	0	0·03	—0·03	0	0·32	—100
	Rajputana (West)	0	0·01	—0·01	0	0·13	—100
Madras	East Coast (North)	0	0·83	—0·83	12·26	8·45	+ 45
	Do. (North) (a)	0	?	?	8·90	?	?
	Hyderabad (South)	0	0·05	—0·05	2·46	2·02	+ 22
	Madras (Central)	0	0·05	—0·05	4·56	4·31	+ 6
	East Coast (Central)	0	0·81	—0·81	8·75	[illegible]	— 36
	Do. (South)	0·01	1·04	—1·03	5·35	14·34	— 63
	Madras (South)	0·07	0·98	—0·91	3·65	11·60	— 68

SIMLA, *13th December, 1889.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 14th December.*—Rainfall very slight in Tanjore, Madura and Tinnevelly, and none elsewhere. Crops perishing from continued failure of rains in Chingleput, North Arcot, South Arcot, Tanjore, and parts of Madura, Tinnevelly, Salem, and Trichinopoly; elsewhere generally good. Prospects in all districts named not improved: rain urgently wanted. Prices continue to rise, especially in the Southern Districts and Nellore. Since receipt of above reports, good rain has been falling from 17th at Madras and adjacent districts, over 2 inches reported from Trichinopoly, and 2 to 4 inches at four stations in South Arcot.

Bombay.—*For week ending 18th December.*—Rain generally wanted in the Deccan and Karnatak. Standing crops in parts diseased or suffering for want of moisture, otherwise good. Cotton prospects generally favourable. Opium sowing in Baroda, and harvesting and sowing operations generally progressing. Fodder sufficient, and agricultural stock healthy.

Bengal.—*For week ending 17th December.*—Weather has been cold and dry. No rain. Rice harvest is in full progress, and is expected to yield a good crop in most districts. In some quarters, however, the outturn is reported to be somewhat below the average, and in Burdwan it is only 8 annas, in Hooghly 10 annas, and in Bankoora 11 annas. *Rabi* crops are generally in good condition and promising, except in Orissa where they have suffered considerable loss from the late storm and heavy rain. Poppy prospects are favourable except in the Hajipore sub-division of Mozufferpore, where the later sowings are more or less a failure for want of moisture. Tobacco is a promising crop. Sugarcane is reported to be a good crop in many districts, but in Pubna it is deficient. Price of rice is said to have fallen in many districts owing to the appearance of the new crop in the market.

North-West Provinces and Oudh.—*For week ending 18th December.*—The weather continues seasonable, and the *rabi* crops generally are thriving, but rain is wanted. Markets are well supplied and prices stationary.

Punjab.—*For week ending 18th December.*—No rain. Prices stationary in all districts, except Rawalpindi, where they are rising. Havesting of *kharif* crops over; sowings of *rabi* going on slowly for want of rain. Prospects of standing crops good, but rain is badly wanted throughout the Province. Fodder sufficient, except in Sialkot. Poppy sowings commenced in Jullundur.

Central Provinces.—*For week ending 18th December.*—Weather cold and slightly cloudy at times. Harvesting of *kharif* crops continues. Outturn good. Young *rabi* crops in good condition, but some rain is now required for wheat and gram. Prices steady or falling.

Burma.—*For week ending 14th December.*—No rain fell anywhere in the Province. The price of paddy has fallen in Prome, Shwegyin, and Toungoo, and risen in the Lower Chindwin owing to exhaustion of local supplies; elsewhere the price remains stationary. The crop prospect remains unchanged.

Assam.—*For week ending 18th December.*—Weather seasonable. No rain. Harvesting of winter rice continues. Tea season closing. Outturn of winter potatoes in Khasi Hills reported bad.

Mysore and Coorg.—*For week ending 18th December.*—Crops in good condition in Mysore, except in parts of Bangalore district, where more rain want-

ed. Prospects generally favourable. Prices risen in Bangalore and Kolar districts slightly.

Rice harvest in progress in Coorg.

Berar and Hyderabad.—*For week ending 18th December.*—In Berar the weather is clear and cold. Picking of cotton continues; cutting and in some places threshing of *jowari* commenced. *Rabi* in good condition. Fodder sufficient. Prices stationary.

No rain during week at Hyderabad. Harvesting of *abi* crops continues; *rabi* crops thriving. Prices stationary.

Central India.—*For week ending 18th December.*—Condition of agricultural stock in Bundelkhand improved. Crops damaged by locusts in Sirsi, in Goona Agency. With these exceptions conditions remain unchanged.

Rajputana.—*For week ending 18th December.*—Agricultural operations satisfactory. Standing crops generally good, but somewhat damaged by locusts in parts of Marwar. Agricultural stock good. Pasturage or fodder sufficient, except in Marwar. Prices steady generally.

Nepal.—*For week ending 12th December.*—No rain. Weather very cold and partly cloudy. Sowing of wheat still in progress.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first eight months of the official year 1889-90, and of the eighteen preceding years.

(IN THOUSANDS OF RUPEES.)

YEAR.	FOR THE EIGHT MONTHS, APRIL TO NOVEMBER.																																			
	Bengal.				Bombay.				Sindh.				Madras.				Burma.				Total British India.															
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Imports Revenue.	Export Revenue.	Total Revenue.	YEAR.
1871-72	6,71	49,00	13,13	68,84	4,79	29,86	2,58	37,23	86	86	1,17	2,59	2,29	8,15	9,00	19,44	1,06	2,79	12,17	16,02	15,71	90,66	1,06,37	38,05	1,44,42	1871-72
1872-73	8,38	48,46	14,63	71,47	3,52	28,03	2,21	33,76	73	81	1,49	3,03	2,59	7,85	7,18	17,62	1,98	3,15	21,34	26,47	17,20	88,30	1,05,50	46,85	1,52,35	1872-73
1873-74	6,78	46,47	10,59	63,84	4,18	29,42	2,19	35,79	78	67	77	2,22	2,37	8,96	8,74	20,07	2,16	3,04	15,87	21,07	16,27	88,56	1,04,83	38,16	1,42,99	1873-74
1874-75	7,61	52,61	8,00	68,22	4,21	30,06	2,43	36,70	75	48	87	2,10	2,20	9,16	8,66	20,02	2,66	4,42	10,80	17,88	17,43	96,73	1,14,16	30,76	1,44,92	1874-75
1875-76	8,18	50,73	9,06	67,97	4,41	35,82	3,56	33,79	83	67	95	2,45	2,79	9,55	8,18	20,52	2,49	3,23	18,80	24,52	18,70	90,00	1,08,70	40,55	1,49,25	1875-76
1876-77	8,39	44,31	8,51	61,21	5,42	26,64	68	32,74	1,01	50	16	1,67	3,54	8,21	5,48	17,23	2,87	4,49	13,45	19,81*	21,23	83,15	1,04,38	28,28	1,32,66	1876-77
1877-78	9,55	54,56	10,34	74,45	5,64	31,43	62	37,69	1,34	60	27	2,21	3,56	5,60	1,38	10,54	3,21	4,00	9,93	17,14	23,30	96,19	1,19,49	22,54	1,42,03	1877-78
1878-79	8,67	45,10	9,11	62,88	5,62	29,17	1,37	36,16	1,26	39	16	1,81	3,72	6,20	2,95	12,87	4,60	4,98	15,09	24,17	23,87	85,34	1,09,21	28,68	1,37,89	1878-79
1879-80	7,83	42,20	5,93	55,96	6,15	24,13	1,17	31,45	2,06	49	14	2,69	3,39	6,18	4,53	14,10	4,42	4,14	17,75	26,31	23,85	77,14	1,00,99	29,52	1,30,51	1879-80
1880-81	8,54	40,52	7,27	56,33	5,61	35,12	1,26	41,99	3,09	75	15	3,99	3,31	7,17	5,52	16,00	3,12	5,24	21,19	29,55	23,67	88,80	1,12,47	35,39	1,47,86	1880-81
1881-82	8,55	37,49	9,88	55,92	6,65	30,82	1,01	38,48	2,56	91	22	3,69	3,21	6,61	3,49	13,31	4,54	5,14	24,53	34,21	25,51	80,97	1,06,48	39,13	1,45,61	1881-82
1882-83	9,28	5	10,02	19,35	6,57	—1,03*	92	6,44	2,27	3	38	2,58	3,59	2	2,65	6,26	5,23	5	29,32	34,60	26,94	—90*	26,04	43,29	69,33	1882-83
1883-84	9,28	17	11,48	20,93	7,10	30	89	8,29	2,42	2	33	2,77	3,35	8	3,48	6,91	5,18	11	21,42	26,71	27,33	68	28,01	37,60	65,61	1883-84
1884-85	7,88	22	6,54	14,64	6,81	28	1,16	8,25	2,56	4	34	2,94	3,19	3	3,66	6,78	5,12	6	15,57	20,75	25,46	63	26,09	27,27	53,36	1884-85
1885-86	8,51	16	8,62	17,29	7,75	35	72	8,82	2,94	3	49	3,46	3,17	8	2,44	5,69	4,15	*5	24,42	28,62	26,52	67	27,19	36,69	63,88	1885-86
1886-87	8,52	31	6,82	15,65	7,92	36	79	9,07	3,20	8	63	3,91	3,97	12	3,59	7,68	5,77	10	21,09	26,96	29,38	97	30,35	32,92	63,27	1886-87
1887-88	8,12	34	8,87	17,33	9,57	34	1,07	10,98	3,32	5	50	3,87	6,52	6	3,07	9,65	6,05	1	21,85	27,91	33,58	80	34,38	35,36	69,74	1887-88
1888-89	9,67	4,29	9,68	23,64	9,51	2,64	90	13,05	3,44	62	27	4,33	6,85	69	3,52	11,06	5,67	63	14,25	20,55	35,14	8,87	44,01	28,62	72,63	1888-89
1889-90	9,48	6,25	7,23	22,96	10,30	2,00	1,13	13,43	3,63	47	37	4,47	6,77	51	4,75	12,03	5,60	1,77	24,11	31,48	35,78	11,00	46,78	37,59	84,37	1889-90

* The amount refunded is greater than the duty collected.

J. F. FINLAY,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
STATISTICAL BRANCH;
Calcutta, 16th December, 1889.

GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS.
Irrigation.

STATEMENT OF IRRIGATION AND RAINFALL IN THE MADRAS PRESIDENCY FOR 1888-89.

Comparative Statement of Irrigation and Rainfall for the years 1887-88 and 1888-89 in the Madras Presidency.

Works.	Items.	Area of the district in acres.	Cultivable area in acres.	Cultivated area in acres.	AREAS IRRIGATED. Sown from April to November 1888, *i.e.*, first crop. Total acres.	In comparison with 1887-88. Increase	Decrease	Sown from December 1888 to March 1889, *i.e.*, second crop. Total acres.	In comparison with 1887-88. Increase	Decrease	Whole year, 1888-89. Total acres.	In comparison with 1887-88. Increase	Decrease	Percentage of increase or decrease in 1888-89.	RAINFALL IN INCHES. Months.	1887-88.	1888-89.	Percentage of increase or decrease in 1888-89.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
																Inches.	Inches.	
	Ganjam.														.....	...	...	...
	Government land	2,690,264	438,529	341,924	144,806	...	10,667	9,305	2,490	...	154,111	...	8,177	— 5·04	S.-W. monsoon .	31·55	18·13	— 41·79
	Inam land . .	157,136	136,908	116,194	36,972	...	1,057	2,503	1,548	...	39,475	491	...	+ 1·26	N.-E. do. .	10·07	7·96	— 20·95
	Zemindari land .	2,472,888	846,968	60,714	10,042	...	28	475	475	...	10,517	447	...	+ 4·44				
	TOTAL .	5,320 288	1,422,405	518,832	191,820	...	11,752	12,283	4,513	...	204,103	...	7,239	— 3·43	TOTAL .	41·62	26·09	— 37·31
	Vizagapatam.														.....	...	...	...
	Government land	1,193,406	129,690	105,201	19,244	...	8,303	3,494	...	236	22,738	...	8,539	— 27·30	S.-W. monsoon .	40·69	25·23	— 37·99
	Inam land . .	50,819	50,479	21,368	7,391	...	7,009	1,819	721	...	9,210	...	6,288	— 40·57	N.-E. do. .	8·11	9·67	+ 19·23
	Zemindari land .	9,630,655	8,926	8,926	8,926	...	1,924	...	...	...	8,926	...	1,924	— 17 13				
	TOTAL .	10,874,880	189,095	135,495	35,561	...	17,236	5,313	485	...	40,874	...	16,751	— 29·07	TOTAL .	48·80	34·90	— 28·48
	Godavari.																	
Godavari anicut	Government land	...	...	...	290,057	7,869	...	17,290	7,626	...	307,347	15,495	...	+ 5·31	.....	...	...	...
	Inam land . .	...	...	...	16,881	8,567	...	11,335	4,639	...	180,216	13,206	...	+ 7·91	.....	...	...	...
	Zemindari land .	...	...	...	126,245	...	583	6,786	2,033	...	133,031	1,450	...	+ 1·10	.....	...	...	...
	TOTAL .	...	...	...	585,183	15,853	...	35,411	14,298	...	620,594	30,151	...	+ 5·11	.....	...	...	...
All other works	Government land	...	...	...	38,263	...	11,495	3,445	349	...	41,768	...	16,947	— 20·79	.....	...	...	...
	Inam land . .	...	...	...	15,701	...	7,043	2,193	391	...	17,894	...	6,652	— 27·16	.....	...	...	...
	Zemindari land .	...	...	...	526	...	6	30	...	...	556	...	6	— 1·07	.....	...	...	...
	TOTAL .	...	...	...	54,490	...	18,544	5,668	939	...	60,158	...	17,605	— 22·64	.....	...	...	...
TOTAL .	Government land	2,443,763	1,086,621	678,980	328,320	...	3,626	20,735	8,174	...	349,055	4,548	...	+ 1·32	.....	...	...	...
	Inam land . .	548,073	471,977	375 468	184,582	1,524	...	11,328	5,090	...	198,110	6,554	...	+ 3·42	S.-W. monsoon .	26·78	21·69	— 19·00
	Zemindari land .	2,037,576	797,039	479,698	126,771	...	589	6,816	2,033	...	133,587	1,444	...	+ 1·09	N.-E. do. .	10·60	9·55	— 9·91
	TOTAL .	5,029,409	2,355,637	1,534,146	639,673	...	2,691	41,079	15,297	...	680,752	12,546	...	+ 1·88	TOTAL .	37·38	31·24	— 16·43
	Kistna.																	
Kistna anicut .	Government land	...	...	...	233,876	4,109	...	4,255	2,384	...	238,131	6,493	...	+ 2·80	.....	...	...	...
	Inam land . .	...	...	...	77,733	19,918	...	182	...	2,924	77,915	16,994	...	+ 27·89	.....	...	...	...
	Zemindari land .		...	...	75,509	872	...	12	...	42	75,521	830	...	+ 1·11	.....	...	...	...
	TOTAL .	...	...	...	387,118	24,899	...	4,449	...	582	391,567	24,317	...	+ 6·62	.....	...	...	...
All other works	Government land	...	...	...	112,819	83,513	...	16,953	15,843	...	129,772	99,356	...	+ 326·66	.....	...	...	...
	Inam land . .	...	...	...	26,386	22,179	...	19,011	18,952	...	45,397	41,131	...	+ 964·16	.....	...	...	...
	Zemindari land .	...	...	...	3,545	393	...	1,030	...	746	4,575	...	353	— 7·16	.....	...	...	...
	TOTAL .	...	...	...	142,750	106,085	...	36,994	34,049	...	179,744	140,134	...	+ 353·78	.....	...	...	...
TOTAL .	Government land	3,508,092	2,314,936	21,436,995	346,695	87,622	...	21,208	18,227	...	367,903	105,849	...	+ 40·39	.....	...	...	...
	Inam land . .	682,628	645,596	426,765	104,119	42,097	...	19,193	16,096	...	123,312	58,125	...	+ 18·17	S.-W. monsoon .	23·53	18·39	— 21·84
	Zemindari land .	1,183,360	327,569	253,005	79,054	1,265	...	1,041	...	788	80,096	477	...	+ 0·60	N.-E. do. .	9·18	8·37	— 8·82
	TOTAL .	5,374,080	3,288,101	2,116,765	529,868	130,984	...	41,442	34,467	...	571,311	164,451	...	+ 40·42	TOTAL .	32·71	26·76	— 18·19
	Nellore.																	
Penner anicut .	Government land	...	...	...	34,299	...	666	9,611	...	4,835	43,910	...	5,691	— 11·47	.....	...	...	...
	Inam land . .	...	...	...	9,617	...	971	3,780	61	...	13,403	...	910	— 6·36	.....	...	...	...
	Zemindari land .	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	...
	TOTAL .	...	...	...	43,916	...	1,637	13,392	...	4,764	57,313	...	6,601	— 10·33	.....	...	...	...
Sangam anicut	Government land	...	...	...	41,084	14,555	...	3,38[illegible]	...	13,324	44,465	1,231	...	+ 2·85	.....	...	...	...
	Inam land . .	...	...	...	9,017	2,782	...	28[illegible]	...	2,168	9,304	614	...	+ 7·06	.....	...	...	...
	Zemindari land .	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	...
	TOTAL .	...	...	...	50,101	17,337	...	3,668	...	15,492	53,769	1,845	...	+ 3·55	.....	...	...	...

Comparative Statement of Irrigation and Rainfall for th

Works.	Items.	Area of the district in acres.	Cultivable area in acres.	Cultivated area in acres.	AREA: Sown from April to November 1888, *i.e.*, first crop. Total acres.	In comparison with 1887-88 Increase.	In comparison with 1887-88 De-crease.	Sow 1888 T SECON Total acres.
1	2	3	4	5	6	7	8	9
	Nellore—contd.							
All other works	Government land	...	...	...	84,947	...	13,289	23,996
	Inam land	...	...	...	16,873	...	2,531	4,724
	Zemindari land	...	...	...	21	...	5	616
	TOTAL	...	...	...	101,841	...	15,825	29,336
TOTAL	Government land	2,589,369	1,617,931	824,772	160,330	400	..	36,988
	Inam land	645,191	560,352	320,013	35,507	...	720	8,797
	Zemindari land	2,375,040	46	46	21	...	5	616
	TOTAL	5,609,600	2,178,329	1,144,831	195,858	...	325	46,401
	Cuddapah.							
	Government land	4,795,123	1,788,405	1,195,735	72,937	...	7,659	63,605
	Inam laud	791,786	693,541	492,677	40,613	...	10,753	41,323
	Zemindari land	...	...	...	...	...	...	...
	TOTAL	5,586,909	2,481,946	1,688,412	113,550	...	18,412	104,928
	Anantapur.							
	Government land	2,757,912	2,023,504	949,821	45,692	...	14,656	57,820
	Inam land	617,448	607,198	382,942	15,143	...	2,403	13,750
	Zemindari land	...	...	...	...	...	...	...
	TOTAL	3,375,360	2,630,702	1,332,763	60,835	...	17,059	71,570
	Bellary.							
	Government land	2,765,124	2,267,245	1,383,110	29,222	143	...	3,279
	Inam land	822,076	817,800	621,038	11,555	...	463	1,454
	Zemindari land	...	...	...	...	...	...	...
	TOTAL	3,587,200	3,085,045	2,004,148	40,777	...	320	4,733
	Kurnool.							
Kurnool-Cuddapah canal.	Government land	...	...	...	18,607	9,107	...	4,190
	Inam land	...	...	...	9,619	5,146	...	1,470
	Zemindari land	...	...	...	...	...	...	...
	TOTAL	...	...	...	28,226	14,253	...	5,660
All other works	Government land	...	...	...	22,686	...	4,670	6,872
	Inam land	...	...	...	15,084	...	4,913	6,084
	Zemindari land	...	...	...	...	...	...	...
	TOTAL	...	...	...	37,770	...	9,583	12,956
TOTAL	Government land	3,955,087	1,583,696	1,099,598	41,293	4,437	...	11,062
	Inam land	1,017,073	1,006,662	736,245	24,703	233	...	7,564
	Zemindari land	...	...	...	...	...	...	...
	TOTAL	4,972,160	2,590,358	1,835,843	65,996	4,670	...	18,616
	Chingleput.							
Chembrambakam tank.	Government land	...	...	...	8,005	7	...	4,246
	Inam land	...	...	...	2,056	113	...	575
	Zemindari land	...	...	...	...	...	...	...
	TOTAL	...	...	...	10,061	120	...	4,821
Madras water-supply and irrigation extension project.	Government land	...	...	...	4,538	...	235	[illegible]
	Inam land	...	...	...	841	...	142	308
	Zemindari land	...	...	...	98	...	46	66
	TOTAL	...	...	...	5,477	...	443	5,143
All other works	Government land	...	...	...	253,118	3,699	...	99,511
	Inam land	...	...	...	48,510	...	9,088	16,332
	Zemindari land	...	...	...	2,041	...	366	490
	TOTAL	...	...	...	313,669	...	3,755	107,333

years 1887-88 and 1888-89 in the Madras Presidency—continued.

IRRIGATED. From December March 1889, *i.e.*, crop. In comparison with 1887-88. Increase.	Decrease	Whole year, 1888-89. Total acres.	In comparison with 1887-88. Increase.	Decrease.	Percentage of increase or decrease in 1888-89.	RAINFALL IN INCHES. Months.	1887-88.	1888-89.	Percentage of increase or decrease in 1888-89.
10	11	12	13	14	15	16	17	18	19
							Inches.	Inches.	
555	...	108,943	...	12,734	— 10·46	.....	...	...	...
...	877	21,597	...	3,408	— 13·63	.....	...	...	...
565	...	637	560	...	+ 727·27	.....	...	...	...
243	...	131,177	...	15,582	— 10·62	.....	...	...	...
...	17,594	197,318	...	17,194	— 8·02	.....	...	...	...
...	2,984	44,304	...	3,704	— 7·72	S.-W. monsoon	11·62	11·32	— 3·44
565	...	637	560	...	+ 727·27	N.-E. do.	35·65	17·89	— 49·81
...	20,013	242,259	...	20,338	— 7·74	TOTAL	47·27	29·21	— 38·21
...	23,044	136,542	...	30,703	— 18·36	.....	...	...	...
...	11,848	81,936	...	22,601	— 21·62	S.-W. monsoon	17·45	15·06	— 13·70
...	...	...	...	...	...	N.-E. do.	17·51	12·46	— 28·84
...	34,892	218,478	...	53,304	— 19·61	TOTAL	34·96	27·52	— 21·28
12,403	...	103,512	...	2,253	— 2·13	.....	...	...	...
826	...	28,893	...	1,597	— 5·24	S.-W. monsoon	19·80	13·66	— 31·01
...	...	...	...	..	...	N.-E. do.	6·31	6·59	+ 4·43
13,209	...	132,405	...	3,850	— 2·83	TOTAL	26·11	20·25	— 22·44
1,295	...	34,501	1,438	...	+ 4·35	.....	...	...	...
246	...	13,009	...	217	— 1·64	S.W. monsoon	16·84	18·16	— 9·98
...	...	...	...	...	...	N.-E. do.	5·59	4·83	— 13·59
1,541	...	47,510	1,221	...	+ 2·64	TOTAL	22·43	19·99	— 10·88
687	...	22,797	9,794	...	+ 75·32	.....	...	...	...
...	1,047	11,089	4,099	...	+ 58·64	.....	...	...	...
...	...	...	...	...	...	.....	...	...	...
...	360	33,886	13,893	...	+ 69·49	.....	...	...	...
...	5,854	29,558	...	10,524	— 26·5	.....	...	...	...
452	...	22,168	...	4,451	— 17·37	.....	...	...	...
...	...	...	...	...	...	.....	...	...	...
...	5,392	50,726	...	14,975	— 22·79	.....	...	...	...
...	5,167	52,355	...	730	— 1·37	.....	...	...	...
...	585	38,257	...	352	— 1·08	S.-W. monsoon	27·09	15·14	— 44·11
...	...	...	...	...	...	N.-E. do.	4·59	5·58	+ 21·51
...	5,752	84,612	...	1,082	— 1·26	TOTAL	31·68	20·72	— 34·60
719	...	12,351	726	...	+ 6·25	.....	...	...	...
39	...	2,581	152	...	+ 6·26	.....	...	...	...
...	...	...	...	...	...	.....	...	...	...
758	...	14,932	878	...	+ 6·25	.....	...	...	...
1,250	...	9,307	1,695	...	+ 22·27	.....	...	...	...
61	...	1,149	...	81	— 6·58	.....	...	...	...
56	...	164	10	...	+ 6·49	.....	...	...	...
1,367	...	10,620	1,624	...	+ 18·05	.....	...	...	...
16,104	...	353,629	21,803	...	+ 6·57	.....	...	...	...
...	3,175	64,842	...	12,263	— 15·90	.....	...	...	...
212	...	2,531	...	154	— 5·74	.....	...	...	...
13,141	...	421,002	9,386	...	+ 2·28	.....	...	...	...

Comparative Statement of Irrigation and Rainfall for the years 1887-88 and 1888-89 in the Madras Presidency—continued.

Works.	Items.	Area of the district in acres.	Cultivable area in acres.	Cultivated area in acres.	AREAS IRRIGATED. Sown from April to November 1888, *i.e.*, first crop. Total acres.	In comparison with 1887-88. Increase.	Decrease	Sown 1888 to second crop from December 1889 March 1889, *i.e.*, Total acres.	In comparison with 1887-88. Increase.	Decrease	Whole year, 1888-89. Total acres.	In comparison with 1887-88. Increase.	Decrease.	Percentage of Increase or Decrease in 1888-89.	RAINFALL IN INCHES. Months.	1887-88.	1888-89.	Percentage of Increase or Decrease in 1888-89.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
	Chingleput—contd															Inches.	Inches.	
Total	Government land	1,312,617	721,865	613,973	275,661	5,451	...	99,626	18,773	...	375,287	24,224	...	+ 6·90	.....	...	...	...
	Inam land	265,344	258 248	147,546	51,407	...	9,117	17,165	...	3,075	68,572	...	12,192	— 15·09	S.-W. monsoon	17 80	21·52	+ 20·90
	Zemindari land	239,876	229,437	63,223	2,139	...	412	556	268	...	2,695	...	144	— 5·07	N.-E. do.	42 72	33·21	+ 22·26
	Total	1,817,837	1,209,550	824,737	329,207	...	4,078	117,347	15,966	...	446,554	11,888	..	+ 2·73	Total	60·52	54·72	— 9·57
	North Arcot.																	
Palar anicut	Government land	...	...	...	58,578	8,796	...	22,928	...	3,451	81,506	5,345	...	+ 7·02	.....	...	...	...
	Inam land	...	...	...	7,274	...	288	3,963	533	...	11,237	245	...	+ 2·23	.....	...	...	...
	Zemindari land	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	...
	Total	..	...	...	65,852	8,508	...	26,891	...	2,918	92,743	5,590	...	+ 6·41	.....	...	...	...
All other works	Government land	...	...	...	231,995	48,764	...	111,952	5,974	...	343,948	54,738	...	+ 18·94	.....	...	...	...
	Inam land	...	...	...	30,219	2,356	...	16,818	...	6,625	47,037	...	4,269	— 8·32	.....	...	...	...
	Zemindari land	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	...
	Total	...	...	...	262,214	51,120	...	128,771	...	651	390,985	50,469	...	+ 14·82	.....	...	...	...
Total	Government land	2,411,716	1,154,507	884,664	290,573	57,560	...	134,88[illegible]	2,593	...	425,454	60,083	...	+ 16·44	.....	...	...	...
	Inam land	206,524	158,485	125,531	37,493	2,068	...	20,78[illegible]	...	6,092	58,274	...	4,024	— 6·46	S.-W. monsoon	17·17	20·12	+ 17·18
	Zemindari land	2,179,840	...	...	...	...	...	...	...	...	...	...	...	...	N.-E. do.	29·72	18·32	— 38·36
	Total	4,798,080	1,312,992	1,010,195	328,066	59,628	...	155,66[illegible]	...	3,569	483,728	56,059	...	+ 13·11	Total	46·89	38·44	— 18·02
	South Arcot.																	
Pelandorai anicut.	Government land	...	...	...	2,454	112	...	3[illegible]	46	...	2,977	158	...	+ 5·60	.....	...	...	...
	Inam land	...	...	...	407	16	...	... 9[illegible]	...	11	497	5	...	+ 1·02	.....	...	...	...
	Zemindari land	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	...
	Total	...	...	...	2,861	128	...	[illegible]	35	...	3,474	163	...	+ 4·92	.....	...	...	...
All other works	Government land	...	...	...	255,123	24,863	...	137,[illegible]	18,627	...	392,812	43,490	...	+ 12·45	.....	...	...	...
	Inam land	...	...	...	18,596	832	...	11,89[illegible]	1,291	...	30,487	2,123	...	+ 7·48	.....	...	...	...
	Zemindari land	...	...	...	151	5	...	47	...	...	198	5	...	+ 2·59	.....	...	...	...
	Total	...	...	...	273,870	25,700	...	149,[illegible]	19,918	...	423,497	45,618	...	+ 12·07	.....	..	...	...
Total	Government land	3,110,357	2,320,985	1,236,949	257,577	24,975	...	178,21[illegible]	18,673	...	395,789	43,648	...	+ 12·39	.....	...	...	...
	Inam land	156,843	142,403	89,955	19,003	848	...	11,98[illegible]	1,280	...	30,984	2,128	...	+ 7·37	S.-W. monsoon	20·20	20·92	+ 3·56
	Zemindari land	22,400	14,080	6,585	151	5	...	47	...	...	198	5	...	+ 2·59	N.-E. do.	41·44	27·23	— 34·29
	Total	3,289,600	2,477,468	1,333,489	276,731	25,828	...	190,24[illegible]	19,953	...	426,971	45,781	...	+ 12·01	Total	61·64	48·15	— 21·88
	Tanjore.																	
Upper anicut	Government land	...	...	...	740,300	19,994	...	74,785	...	10,752	815,086	9,242	...	+ 1·15	.....	...	...	...
	Inam land	...	...	...	102,606	2,153	...	14,500	989	...	117,106	3,142	...	+ 2·76	.....	...	...	...
	Zemindari land	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	...
	Total	...	...	...	842,906	22,147	...	89,285	...	9,763	932,192	12,184	...	+ 1·35	.....	...	...	...
All other works	Government land	...	...	...	61,136	2,385	...	7,656	...	2,721	68,792	...	336	— 0·48	.....	...	...	...
	Inam land	...	...	...	7,150	24	...	889	...	134	8,039	...	110	— 1·35	.....	...	...	...
	Zemindari land	...	...	...	...	..	...	...	...	...	...	...	...	...	.....	...	...	...
	Total	...	...	...	68,286	2,409	...	8,545	...	2,855	76,831	...	446	— 0·58	.....	...	...	...
Total	Government land	1,590,693	1,163,085	967,429	201,436	22,379	...	82,442	...	13,473	883,878	8,906	...	+ 1·02	.....	...	...	...
	Inam land	611,662	461,982	237,349	109,756	2,177	...	13,369	855	...	125,145	3,032	...	+ 2·48	S.-W. monsoon	15·10	15·39	+ 1·92
	Zemindari land	191,633	147,466	60,771	...	...	...	...	...	...	...	...	...	...	N. E. do.	42·06	31·66	— 24·73
	Total	2,393,988	1,772,533	1,285,549	311,192	24,556	...	97,831	...	12,618	1,009,023	11,938	...	+ 1·20	Total	57·16	47·05	— 17·69
	Trichinopoly.																	
	Government land	2,422,565	1,289,666	817,168	100,348	...	3,236	31,529	3,632	...	151,877	396	...	+ 0·26	.....	...	...	...
	Inam land	614,235	174,398	114,584	3,961	...	1,722	6,286	1,003	...	10,247	...	719	— 6·56	S.-W. monsoon	15·05	14·28	— 5·12
	Zemindari land	391,680	321,071	...	22	9	...	5	...	19	27	...	10	— 27·03	N.-E. do.	23·34	14·40	— 38·30
	Total	3,028,480	1,785,135	931,752	104,331	...	4,949	37,820	4,616	...	162,151	...	333	— 0·20	Total	38·39	28·68	— 25·29

Comparative Statement of Irrigation and Rainfall for the years 1887-88 and 1888-89 in the Madras Presidency—concluded.

Works.	Items.	Area of the district in acres.	Cultivable area in acres.	Cultivated area in acres.	AREAS IRRIGATED: Sown from April to November 1888, *i.e.*, first crop. Total acres.	In comparison with 1887-88. Increase.	In comparison with 1887-88. Decrease.	Sown from December 1888 to March 1889, *i.e.*, second crop. Total acres.	In comparison with 1887-88. Increase.	In comparison with 1887-88. Decrease.	Whole year, 1888-89. Total acres.	In comparison with 1887-88. Increase.	In comparison with 1887-88. Decrease.	Percentage of Increase or Decrease in 1888-89.	RAINFALL IN INCHES. Months.	1887-88.	1888-89.	Percentage of Increase or Decrease in 1888-89.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
	Madura.															Inches.	Inches.	
	Government land	2,041,432	1,240,936	890,328	119,143	15,594	...	74,739	10,840	...	193,882	26,434	...	+15·79	.....	...	...	..
	Inam land	219,888	204,763	81,355	10,026	...	275	7,871	1,643	...	17,897	1,368	...	+ 8·28	S.-W. monsoon	10·72	9·08	−15·30
	Zemindari land	3,370,240	1,342,720	...	79	...	16	...	...	...	79	...	16	−16·84	N.-E. do.	21·79	21·87	+ 0·37
	TOTAL	5,631,560	2,788,419	971,683	129,248	15,303	...	82,610	12,483	...	211,858	27,786	...	+15·09	TOTAL	32·51	30·95	− 4·79
	Tinnevelly.																	
Srivaikuntham anicut.	Government land	...	...	...	11,017	5,611	...	19,327	...	1,477	30,344	4,134	...	+15·77	.....	...	...	...
	Inam land	...	...	...	582	292	...	1,139	67	...	1,721	359	...	+26·36	.....	...	...	...
	Zemindari land	...	...	...	608	608	...	789	...	28	1,397	580	...	+70·99	.....	...	...	...
	TOTAL	...	...	...	12,207	6,511	...	21,255	...	1,438	33,462	5,073	...	+17·87	.....	...	...	...
All other works	Government land	...	...	...	78,108	1,041	...	190,321	4,849	...	268,429	5,283	...	+ 2·01	.....	...	...	...
	Inam land	...	...	...	6,484	...	186	14,370	...	310	20,854	...	496	− 2·32	.....	...	...	...
	Zemindari land	...	...	...	12,255	...	46	9,325	608	...	21,580	652	...	+ 3·12	.....	...	...	...
	TOTAL	...	...	...	96,847	809	...	214,016	4,630	...	310,863	5,439	...	+ 1·78	...	...	...	...
TOTAL	Government land	62,251,177	1,528,959	1,222,402	89,125	6,652	...	209,648	8,785	...	298,773	9,417	...	+ 3·25	.....	...	...	...
	Inam land	269,955	237,633	191,187	7,066	106	...	15,369	...	243	22,575	...	137	− 0·60	S.-W. monsoon	6·86	7·09	+ 3·35
	Zemindari land	928,950	749,105	627,072	12,863	562	...	10,114	670	...	22,977	1,232	...	+ 5·67	N.-E. do.	27·09	30·16	+11·33
	TOTAL	3,450,082	2,515,697	2,040,661	109,054	7,320	...	235,271	9,192	...	344,325	10,512	...	+ 3·15	TOTAL	33·95	37·25	+ 9·72
	Coimbatore.																	
	Government land	4,587,285	2,810,492	2,159,127	85,464	461	...	29,120	8,056	...	114,584	8,517	...	+ 8·03	.....	...	...	...
	Inam land	336,235	322,842	258,892	8,357	569	...	3,432	...	119	11,789	459	...	+ 4·05	S.-W. monsoon	11·39	11·07	− 2·81
	Zemindari land	106,880	86,329	78,303	...	...	...	...	...	...	...	...	...	...	N.-E. do.	14·78	9·93	−36·74
	TOTAL	5,030,400	3,219,663	2,496,322	93,821	1,030	...	32,552	7,945	...	126,373	8,976	...	+ 7·65	TOTAL	26·14	20·40	−21·95
	Salem.																	
Barur tank project.	Government land	...	...	...	413	...	216	138	...	92	551	...	308	−35·85	.....	...	...	...
	Inam land	...	...	...	34	...	56	20	6	...	54	...	50	−48·08	.....	...	...	...
	Zemindari land	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	...
	TOTAL	...	...	...	447	...	272	158	...	86	605	..	358	−37·17	.....	...	...	...
All other works	Government land	...	...	...	86,261	...	6,611	30,995	4,620	...	117,256	...	2,311	− 1·93	.....	...	...	...
	Inam land	...	...	...	6,694	...	73	2,363	...	1,958	9,057	...	1,131	−11·10	.....	...	...	...
	Zemindari land	...	...	...	274	...	2	...	...	4	274	...	6	− 2·14	.....	...	...	...
	TOTAL	..	...	...	93,229	...	6,686	33,358	4,620	...	126,587	...	3,448	− 2·65	.....	...	...	...
TOTAL	Government land	3,571,914	1,825,275	1,289,673	86,674	...	6,827	31,133	4,228	...	117,807	...	2,619	− 2·17	.....	...	...	...
	Inam land	259,606	156,781	80,579	6,728	...	129	2,383	...	1,952	9,111	...	1,181	−11·47	S.-W. monsoon	18·65	18·36	− 1·55
	Zemindari land	1,111,628	...	...	274	...	2	...	...	4	274	...	6	− 2·14	N.-E. do.	17·18	11·62	−32·36
	TOTAL	4,943,148	1,982,056	1,370,252	93,676	...	6,958	33,516	4,182	...	127,192	...	3,806	− 2·90	TOTAL	35·83	29·98	−16·33
TOTAL ANICUT	Government land	...	...	...	1,443,228	68,823	...	165,544	...	20,509	1,608,772	48,314	...	+ 3·21	.....	...	...	...
	Inam land	...	...	...	388,667	37,530	...	37,695	845	...	426,272	37,775	...	+ 9·78	.....	...	...	...
	Zemindari land	...	...	...	202,460	851	...	7,653	2,019	...	210,113	2,870	...	+ 1·38	.....	...	...	...
	TOTAL	...	...	...	2,034,355	107,204	...	210,892	...	18,245	2,245,157	88,959	...	+ 4·94	.....	...	...	...
TOTAL OF ALL OTHER WORKS	Government land	...	...	...	1,851,312	102,877	...	913,282	...	...	2,766,594	174,931	...	+ 6·60	.....	...	...	...
	Inam land	...	...	...	525,725	...	21,356	125,713	...	...	498,828	...	18,630	− 3·59	.....	...	...	...
	Zemindari land	...	...	...	37,882	...	1,986	11,028	...	...	49,900	...	805	− 1·59	.....	...	...	...
	TOTAL	...	...	...	2,414,909	78,335	...	2,100,413	...	...	3,315,322	155,496	...	+ 4·83	.....	...	...	...
GRAND TOTAL INCLUDING ANICUT AND OTHER WORKS	Government land	49,997,893	27,306,327	18,097,849	3,294,520	170,700	...	1,680,826	...	...	4,375,366	223,245	...	+ 5·38	.....	...	...	...
	Inam land	7,872,522	7,148,048	4,839,683	712,388	15,974	...	210,718	28,848	...	925,100	19,145	...	+ 2·11	S.-W. monsoon	19·33	16·20	−16·19
	Zemindari land	26,242,646	4,870,756	1,638,343	240,342	...	1,135	19,671	3,171	...	260,013	2,065	...	− 0·80	N.-E. do.	20·43	15·59	−23·69
	TOTAL	84,113,061	39,285,131	24,575,875	4,249,264	185,539	...	1,911,215	3,200	...	5,560,479	244,455	...	− 4·59	TOTAL	39·76	31·79	−20·04

P. RAJARATNA MUDALIAR,
Secretary.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

RETAIL PRICES FOR THE 1st HALF OF NOVEMBER 1889.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu. (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	9 14	9 14	10 14	10 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	9 11	9 11
Tavoy	...	...	...	...	13 0	12 6	14 13	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 0	17 14½	7 14½
Moulmein and Amherst	7 14	7 14	...	...	9 11	9 11	12 2	12 2	...	...	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	20 8	20 8
Pegu (deltaic)—																										
Pegu	...	...	...	...	8 14	8 14	10 14	10 14	...	...	...	...	...	...	...	...	11 2	11 2	...	...	...	...	143 0	145 0	14 3	14 3
Rangoon	11 2	11 2	...	...	10 6	10 6	11 2	11 2	...	...	...	...	...	...	...	...	13 0	15 2	...	...	...	...	250 0	250 0	14 9	14 9
Thongwa	...	...	...	...	9 9	9 9	10 8	10 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	13 6	13 1	18 4	16 7	...	...	...	...	...	...	...	...	9 14	10 6	...	...	...	...	230 11	230 11	14 14	14 0
Pegu (inland)—																										
Shwaygyin	...	...	...	...	8 8	9 1	8 14	9 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharawadi	...	...	...	...	11 7	11 7	13 5	13 5	...	...	...	...	...	...	...	...	11 7	11 7	...	...	8 2	8 2	450 0	450 0	14 0	9 5
Henzada	...	...	...	...	11 0	11 0	13 0	13 0	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	183 8	183 8	18 10	17 11
Prome	12 2	12 2	...	...	11 8	12 8	15 0	14 4	...	...	...	...	...	...	...	...	10 6	10 6	...	...	9 6	9 6	139 11	167 9	14 3	14 3
Toungoo	...	...	...	...	8 0	8 0	10 10	10 10	...	...	...	...	...	...	...	...	9 7	9 7	...	...	...	...	200 0	200 0	14 1	14 1
Thayetmyo	10 5	10 5	...	...	12 11	10 12	13 13	11 8	...	...	...	...	...	...	...	...	11 10	11 10	22 8	22 8	...	...	490 0	490 0	11 3	11 3
Upper Burma—																										
Mandalay	12 15	13 9	...	...	16 12	10 12	12 5	11 15	...	...	...	...	...	...	...	...	9 2	9 6	18 5	18 6	8 0	8 0	65 0	63 0	17 12	17 12
Arakan—																										
Sandoway	...	...	...	...	21 0	19 10	25 6	22 11	...	...	...	...	...	...	...	...	...	...	...	21 5	...	...	469 11	469 11	24 0	24 0
Kyouk-pyu	...	...	...	...	15 8	14 11	16 8	16 1	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	24 0	30 0
Akyab	...	...	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	8 8	8 8	180 0	180 0	16 0	28 6½
Assam—																										
Surma—																										
Sylhet	...	...	...	...	10 8	10 8	14 0	12 4	...	...	...	...	...	...	...	...	13 0	13 4	...	...	...	...	108 0	108 0	9 8	8 0
Cachar	8 0	8 0	...	...	10 0	9 0	13 0	12 8	...	...	...	...	...	...	...	...	12 4	12 12	...	...	...	...	80 0	80 0	9 0	9 12
Khási and Jaintiá Hills	...	...	...	...	5 8	5 8	8 0	7 0	...	...	...	...	...	...	...	...	8 0	7 8	15 0	14 0	...	...	90 0	90 0	7 0	6 8
Garo Hills	...	...	...	...	6 0	6 0	13 0	10 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	160 0	160 0	6 7	6 7
Brahmáputra—																										
Goálpára	16 0	16 0	...	...	6 8	6 8	12 0	11 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	18 0	16 0	80 0	80 0	9 8	9 0
Kámrup	10 0	10 0	...	...	8 0	8 0	15 0	14 8	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	160 0	160 0	9 0	9 0
Darrang	7 0	6 12	...	...	13 0	10 0	18 0	16 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	150 0	150 0	9 0	9 0
Nowgong	8 0	8 0	...	...	8 8	8 8	16 0	16 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	6 0	6 0	18 0	18 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	120 0	120 0	8 0	8 0
Lakhimpur	8 0	8 0	...	...	6 0	6 0	12 0	11 0	...	...	...	...	...	...	...	...	13 0	13 0	11 0	11 0	...	...	160 0	160 0	8 0	8 0
Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	9 6	8 14	10 0	9 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	320 0	320 0	8 0	8 0
Hill Tipperah	6 0	6 0	...	...	8 0	8 0	12 0	10 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	...	...	8 0	8 0
Nágá Hills	...	...	...	...	4 0	4 0	8 0	8 0	...	...	...	...	...	...	...	...	4 0	4 0	...	...	...	...	60 0	60 0	4 0	4 0
Eastern—																										
Backergunge	...	...	...	...	10 4	10 4	15 0	14 0	...	...	...	...	...	...	...	...	16 0	13 12	...	...	...	...	120 0	120 0	10 0	9 12
Noakholly	...	...	...	...	11 0	11 0	13 0	13 0	...	...	...	...	...	...	...	...	10 0	12 0	...	...	8 0	8 9	...	...	9 0	9 0
Chittagong	10 0	10 0	...	...	8 0	8 0	15 0	14 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	100 0	100 0	9 0	8 0
Tipperah	12 5	11 7	...	...	10 10½	10 0	17 12½	14 9½	...	...	...	...	...	...	...	...	13 14½	13 5	...	...	8 0	8 0	...	...	8 14	8 14
Dacca	13 0	13 0	20 0	26 0	10 0	9 12	12 0	11 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	14 0	14 0	160 0	160 0	10 0	10 0
Mymensingh	10 0	10 0	...	...	9 0	8 12	10 0	9 8	...	...	...	...	...	...	...	...	13 0	13 0	...	...	...	...	...	...	8 8	9 0
Deltaic—																										
Khoolna	...	...	...	...	11 0	11 0	14 0	13 5	...	...	...	...	...	...	...	...	13 5	14 0	...	...	...	...	140 0	120 0	8 0	9 0
24-Pergunnahs	14 0	14 0	16 0	17 0	7 8	7 8	15 0	14 0	...	...	...	...	...	...	11 0	10 0	16 0	16 0	...	...	18 0	18 4	100 0	100 0	10 0	10 0
Midnapore	13 8	13 8	...	...	12 8	12 8	15 8	14 4	...	...	...	...	...	...	...	...	14 8 to 15 8	14 8	...	...	12 0	12 0	160 0	160 0	10 3	10 3
Howrah	...	...	...	...	9 8	9 8	13 8	12 8	...	...	...	...	...	...	...	...	16 12	16 12	...	...	12 8	12 8	100 0	100 0	9 2	9 2
Calcutta	13 4	13 3	16 13	16 10	8 2	7 15	12 12	12 11	16 10	15 10	11 1	11 5	...	...	15 1	16 2	15 3	14 15	19 0	18 0	17 9	17 12	100 0	100 0	9 12	9 12
Hooghly	13 0	13 0	...	...	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	11 0	13 0	120 0	120 0	9 0	9 0
Nuddea (Kishnaghur)	14 14	14 14	16 0	16 0	10 8	10 5½	12 6	12 6	...	...	...	...	...	...	...	...	17 12	17 12	...	...	17 12	17 12	...	...	9 2	9 0
Jessore	13 5	13 5	...	...	9 0	9 0	12 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	16 0	16 0	160 0	160 0	9 2	9 2
Furreedpore	13 0	13 0	...	...	8 0	9 0	12 0	13 0	...	...	...	...	...	...	...	...	13 0	12 0	18 0	18 0	10 0	10 0	120 0	120 0	9 0	9 0
Central—																										
Bankoora	13 12	13 8	14 8	14 8	15 0	15 0	19 0	18 0	...	...	...	...	...	...	...	...	15 0	15 0	28 0	28 0	16 0	16 0	280 0	280 0	10 0	10 0
Burdwan	13 4	13 4	*	*	12 0	11 10	16 13	14 10	...	...	...	...	...	...	...	...	16 12	16 0	*	*	18 0	18 0	100 0	100 0	10 5	10 5
Beerbhoom	15 0	15 0	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	16 8	16 8	...	...	10 8	10 8	160 0	160 0	10 8	10 8
Moorshedabad	16 0	16 0	...	...	10 8	10 8	15 0	15 0	...	...	...	...	...	...	...	...	17 12	17 12	...	...	16 0	16 0	220 0	220 0	11 0	11 0
Sonthal Pergunnahs	15 0	13 0	...	...	13 0	13 0	16 0	16 0	...	...	...	...	...	...	...	...	16 12	16 12	27 0	27 0	17 0	17 0	200 0	200 0	9 4	9 4
Pubna	16 14	16 8	...	...	7 8	7 8	15 0	14 4	...	...	...	...	...	...	...	...	15 0	15 12	...	...	17 4	17 4	200 0	200 0	8 11½	8 11½
Bogra	13 8	13 8	...	...	12 0	10 8	14 4	12 12	...	...	...	...	...	...	...	...	15 0	13 8	...	...	...	...	90 0	90 0	9 0	9 0
Rajshahye	15 0	15 0	20 10	19 8	9 12	9 12	12 12	12 12	...	...	...	...	...	...	...	...	18 0	18 0	...	...	17 4	16 8	240 0	240 0	9 9	9 9
Maldah	14 0	17 0	...	...	12 0	11 0	14 0	14 0	...	...	...	...	...	...	...	...	13 0	16 0	...	...	...	...	120 0	140 0	8 0	9 0
Northern—																										
Rungpore	13 5	13 5	...	...	9 6	10 0	12 4	12 12	...	...	...	...	...	...	...	...	10 5	13 10	...	...	12 4	12 10	100 0	100 0	8 14	8 14
Dinagepore	16 0	14 8	23 0	19 0	13 4	12 0	17 12	16 12	...	...	...	...	...	...	...	...	14 8	14 8	...	...	19 4	16 12	160 0	160 0	8 12	9 8
Jalpaiguri	12 0	...	16 0	...	8 0	7 0	14 0	11 8	...	...	...	...	...	...	...	...	13 0	8 0	...	...	12 0	8 0	128 0	128 0	9 0	8 0
Darjeeling	10 0	9 0	9 0	10 0	5 0	5 0	12 0	12 0	...	...	...	...	13 0	15 0	...	...	10 0	10 0	22 0	18 0	8 0	8 0	120 0	120 0	7 0	7 0
Orissa—																										
Pooree	13 2	11 13	...	...	13 2	15 12	17 1	19 5	...	...	...	...	...	...	...	...	17 1	17 1	...	...	15 12	14 7	80 0	80 0	11 13	11 2
Cuttack	13 2	13 2	...	...	10 8	10 8	17 0	15 12	...	...	...	...	...	...	...	...	20 5	20 5	...	...	18 6	18 6	80 0	80 0	11 0	11 0
Balasore	15 0	15 0	13 0	13 0	13 0	13 0	22 0	21 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	...	...	160 0	160 0	9 0	9 0
Chota-Nagpur—																										
Singbhoom	10 0	10 0	12 0	12 0	16 0	16 0	20 0	20 0	...	...	...	...	...	...	...	...	10 0	10 0	32 0	32 0	12 0	12 0	200 0	200 0	7 0	7 0
Manbhoom	12 0	12 0	...	...	14 0	13 8	24 8	20 0	...	...	...	...	...	...	...	...	16 0	15 0	32 0	36 0	15 0	15 0	200 0	200 0	9 0	9 0
Lohardugga	11 8	11 0	13 0	12 0	13 0	12 0	22 0	20 0	...	...	...	...	50 0	32 0	...	...	14 0	13 0	40 0	32 0	15 0	15 0	140 0	140 0	8 8	8 8
Hazáribágh	13 0	11 12	15 0	14 0	10 0	10 0	17 0	17 0	...	...	...	...	35 0	34 0	...	...	15 0	15 6	30 0	27 0	16 0	16 0	320 0	320 0	8 0	8 0

* Not sold.

RETAIL PRICES FOR THE 1st HALF OF NOVEMBER 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Maruua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Behar, south—																										
Monghyr	18 14	16 13	18 14	16 13	11 9	11 9	13 10	13 2	...	...	...	...	...	...	...	...	22 5	21 10	23 1	23 1	18 14	19 15	147 0	147 0	9 8	9 7
Gya	14 12	14 12	18 0	18 0	10 0	10 0	16 8	15 8	...	...	...	...	26 8	29 0	15 0	15 0	18 0	18 0	...	...	19 0	19 0	200 0	200 0	9 2	9 2
Patna	16 2	16 2	21 0	21 8	10 0	10 8	16 8	15 11	24 0	21 0	...	29 0	...	...	22 0	20 0	23 0	20 0	23 0	22 0	22 0	22 0	130 0	130 0	9 8	9 8
Shahabad	14 0	14 0	20 0	17 0	9 0	9 0	12 0	12 8	20 0	20 0	...	...	...	...	...	...	20 0	20 0	...	...	20 0	20 0	140 0	140 0	10 0	10 0
Behar, north—																										
Purneah	17 0	15 0	...	...	13 0	10 0	20 0	12 0	...	...	...	...	...	...	...	...	15 0	15 0	24 0	22 11	16 0	15 0	200 0	200 0	9 0	9 0
Bhagalpur	17 10	17 0	18 15	16 6	12 0	11 6	16 6	15 2	...	...	...	...	29 8	27 4	...	...	19 9	18 15	26 0	24 8	17 10	17 10	164 0	170 4	10 1	10 1
Durbhunga	16 0	15 8	14 13	14 13	14 4	10 4	20 9	19 0	...	...	...	...	...	...	...	...	20 9	19 6	22 0	20 0	20 4	21 8	200 0	200 0	11 4	10 0
Mozufferpore	12 8	13 8	18 8	15 0	9 8	8 8	11 12	13 0	...	...	...	...	21 0	21 0	12 0	12 0	18 0	18 8	22 0	20 8	17 8	17 8	160 0	160 0	10 0	9 8
Sarun	15 8	14 12	19 0	20 0	8 0	8 0	18 0	18 0	...	...	...	...	24 8	25 8	...	...	19 8	16 0	22 0	22 0	21 8	20 0	160 0	160 0	9 8	9 8
Chumparun	12 0	14 8	12 0	16 0													16 0	18 0	22 8	22 0	17 8	17 8	160 0	160 0	10 0	9 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	13 0	13 0	18 0	18 0	14 0	7 0	8 0	13 0	18 0	16 0	18 0	18 0	21 0	20 0	13 0	13 0	18 0	18 0	22 0	20 0	21 0	21 0	90 0	90 0	10 0	10 0
Benares	14 6	14 12	20 1	19 4	10 0	9 3	14 10	14 11	22 12	20 10	20 10	18 7	16 7	15 11½	19 0	19 0	22 12	22 0	25 0	25 0	20 10	20 10	120 0	120 0	10 6	10 6½
Ghazipur	14 6	14 6	17 6	17 6	7 2	7 2	11 0	11 0	16 12	16 12	19 5	19 5	28 4	28 4	20 10	20 10	16 12	16 12	16 12	16 12	19 5	19 5	194 6	194 6	8 8	8 8
Jaunpur	14 8	14 6	21 0	21 0	7 0	7 0	12 0	12 0	...	...	21 0	21 0	28 0	28 0	...	...	23 0	23 0	20 0	20 0	21 0	21 0	140 0	140 0	8 8	8 8
Allahabad	13 8	13 8	19 8	19 0	7 0	7 0	11 0	11 0	20 0	20 0	20 0	20 0	23 0	23 0	24 0	24 0	19 0	19 0	20 0	20 0	20 0	20 0	120 0	120 0	10 0	10 0
Central—																										
Banda	16 4	15 4	20 8	20 8	7 8	7 8	10 12	10 12	28 0	...	...	...	23 0	23 0	28 0	28 0	22 8	22 8	...	...	14 0	15 4	160 0	160 0	10 4	10 4
Futtehpur	14 4	14 4	21 0	21 0	14 0	14 0	16 0	16 0	25 0	25 0	25 0	25 0	23 0	23 0	23 0	23 0	22 0	22 0	23 0	23 0	25 0	25 0	160 0	160 0	10 8	10 8
Hamirpur	17 8	16 0	...	22 0	9 0	9 0	13 0	13 12	...	...	...	...	18 0	18 0	26 0	26 0	16 12	16 12	18 0	18 0	24 0	24 0	140 0	140 0	10 4	10 11
Jalaun	17 0	17 0	...	22 0	8 8	8 8	10 0	10 0	18 0	18 0	24 0	24 0	24 0	24 0	29 0	29 0	16 12	16 12	24 0	24 0	24 0	24 0	140 0	140 0	10 0	10 0
Cawnpore	16 8	16 4	21 8	20 8	6 0	6 0	12 8	12 8	25 0	25 0	25 0	25 0	23 0	23 0	28 0	28 0	23 0	23 0	31 0	30 0	30 0	30 0	120 0	120 0	11 0	11 0
Etawah	16 12	16 12	24 0	24 0	6 8	6 12	9 0	9 8	...	...	...	...	24 0	24 0	28 0	28 0	23 0	23 0	28 0	28 0	26 8	26 8	120 0	120 0	10 8	10 8
Farukhabad	16 4	16 0	22 8	24 4	8 8	9 0	12 0	...	...	...	...	...	25 0	25 0	28 0	28 0	23 0	23 0	28 8	28 8	28 8	28 8	160 0	160 0	10 8	11 4
Mainpuri	16 12	17 2	23 6	23 6	4 8	4 8	9 0	9 0	...	...	...	...	23 0	23 0	28 0	28 0	23 0	23 0	28 0	28 0	21 0	21 0	160 0	160 0	11 0	11 0
Etah	17 4	16 12	24 0	22 8	7 8	7 8	11 8	11 10½	26 0	26 0	27 0	28 0	23 0	24 0	25 0	25 0	28 8	28 8	26 0	26 0	26 0	20 8	160 0	160 0	11 0	11 0
Western—																										
Lalitpur	19 0	16 0	24 0	20 8	9 0	9 0	11 0	10 0	28 0	28 0	34 0	34 0	23 0	23 0	18 0	18 0	19 0	19 0	28 0	28 0	14 0	13 0	200 0	200 0	10 4	10 4
Jhansi	17 14½	17 0	23 15	22 0	8 0	7 14	9 0	8 0	27 8	26 0	27 8	27 8	23 0	22 0	18 0	18 0	22 15	22 15	22 0	22 0	26 9	27 8	180 0	180 0	10 8	10 8
Agra	15 0	15 0	21 0	21 0	7 0	7 8	12 0	12 0	23 0	23 0	23 0	23 0	23 0	23 0	18 0	18 0	25 0	25 0	23 0	22 0	27 0	27 8	100 0	100 0	11 8	11 8
Muttra	15 0	15 0	22 8	22 8	6 0	6 0	10 0	10 8	27 0	27 0	27 0	27 0	25 0	25 0	16 0	16 0	22 8	22 8	27 0	27 0	29 0	29 0	120 0	120 0	11 12	11 12
Aligarh	16 8	16 8	22 8	22 8	7 0	7 0	11 0	11 0	25 0	25 0	25 0	25 0	25 12	25 12	16 0	16 0	24 0	24 0	28 0	28 0	28 8	28 8	140 0	140 0	11 4	11 4
Bulandshahr	17 12	18 0	25 0	25 0	7 0	7 0	11 0	10 8	27 0	27 0	27 0	27 0	25 0	25 0	16 0	16 0	25 8	25 8	29 0	28 8	20 0	20 0	120 0	120 0	11 4	11 4
Meerut	17 8	17 8	26 12	24 0	5 8	5 8	13 0	12 0	28 0	27 0	27 0	27 0	23 0	23 0	16 0	16 0	23 0	23 0	25 0	25 0	26 0	26 0	100 0	100 0	11 4	11 4
Sub-montane—																										
Ballia	15 0	15 7	18 0	16 12	9 8	10 4	15 8	14 4	18 0	18 0	28 0	28 0	18 0	18 0	13 4	13 4	19 5	19 5	28 0	28 0	19 4	19 4	155 0	155 0	10 8	10 6
Azamgarh	12 8	12 8	17 11	17 11	8 14	8 14	14 0	14 0	19 3	19 3	19 3	19 3	11 13	11 13	18 1	18 1	18 1	18 1	19 3	19 3	13 10	13 10	177 8	177 8	9 13	9 13
Goruckhpur	12 9	12 9	18 3	18 3	8 14	8 14	14 6	14 6	18 0	18 0	18 0	18 0	13 8	13 8	18 0	18 0	20 0	20 0	18 0	18 0	18 0	18 0	140 0	140 0	10 5	10 5
Basti	16 0	16 8	19 6	19 6	8 8	8 8	14 0	32 0	19 0	19 0	19 0	19 0	8 0	8 0	20 0	20 0	20 0	20 0	21 0	21 0	21 0	21 0	140 0	140 0	9 8	9 8
Shahjahanpur	18 0	17 8	25 0	25 0	8 4	8 8	16 0	16 0	27 0	27 0	27 0	27 0	28 0	28 0	28 0	28 0	27 8	27 8	27 0	27 0	27 8	27 8	140 0	140 0	10 8	10 8
Bareilly	17 8	17 8	25 0	25 0	7 0	7 0	15 0	15 0	30 0	30 0	30 0	30 0	30 0	30 0	...	...	28 0	28 0	30 0	30 0	31 0	31 0	160 0	160 0	10 8	10 14
Budaun	16 9	16 4	25 0	25 0	7 0	7 0	16 4	16 4	28 0	28 0	28 0	28 0	25 0	25 0	...	...	25 0	23 12	25 0	25 0	26 0	26 0	150 0	150 0	10 14	10 14

* Not sold.

* Not procurable.

‖ Six pies per bundle.

RETAIL PRICES FOR THE 1st HALF OF NOVEMBER 1889—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	18 0	18 0	26 0	29 0	...	...	10 0	10 0	25 0	24 0	22 0	23 0	†	†	†	†	26 0	27 0	17 0	17 0	†	†	90 0	110 0	10 0	11 0
Ferozepore	20 0	21 0	38 0	36 0	...	...	9 0	9 0	30 0	28 0	28 0	26 0	†	†	16 0	16 0	32 0	32 0	30 0	30 0	11 0	11 0	160 0	100 0	13 4	13 4
Montgomery	20 0	18 0	28 0	28 0	...	...	10 0	10 0	28 0	21 0	20 0	20 0	26 0	26 0	28 0	28 0	26 0	26 0	25 0	24 0	12 0	12 0	160 0	200 0	11 0	11 0
Central—																										
Gurgaon	16 0	16 0	35 0	26 0	...	...	9 0	10 0	35 0	26 0	21 0	21 0	†	†	14 0	14 0	23 0	23 0	24 0	24 0	20 0	20 0	130 0	130 0	11 0	11 0
Delhi	17 0	17 0	24 0	24 0	...	...	12 0	10 0	24 0	24 0	18 0	18 0	†	†	16 0	16 0	24 0	24 0	22 0	22 0	24 0	24 0	80 0	80 0	11 0	11 0
Rohtak	18 0	17 0	22 0	23 0	...	...	10 0	12 0	25 0	18 0	20 0	20 0	†	†	18 0	18 0	24 0	24 0	18 0	18 0	20 0	20 0	120 0	120 0	10 0	10 0
Karnál	17 0	17 0	26 0	25 0	...	...	11 0	11 0	25 0	23 0	20 0	20 0	†	†	22 0	22 0	24 0	24 0	27 0	27 0	20 0	20 0	120 0	120 0	10 0	10 0
Lahore	20 0	19 0	35 0	35 0	...	...	11 0	11 0	30 0	29 0	22 0	22 0	†	†	22 0	22 0	30 0	30 0	28 0	28 0	12 0	12 0	85 0	85 0	12 0	12 0
Sub-montane—																										
Umballa	20 0	20 0	24 0	24 0	...	...	12 0	11 0	30 0	20 0	16 0	17 0	20 0	†	20 0	20 0	29 0	29 0	26 0	28 0	20 0	20 0	120 0	120 0	13 0	13 0
Ludhiána	20 0	21 0	32 0	36 0	...	...	12 0	12 0	28 0	28 0	20 0	20 0	†	†	18 0	18 0	30 0	30 0	27 0	27 0	14 0	14 0	110 0	110 0	13 0	13 0
Jullundur	21 0	21 0	32 0	32 0	...	...	8 0	8 0	25 0	26 0	20 0	20 0	13 0	13 0	22 0	22 0	30 0	30 0	28 0	28 0	16 0	16 0	100 0	100 0	12 8	12 8
Hoshiárpur	22 0	22 0	32 0	32 0	...	...	10 0	10 0	27 0	28 0	20 0	20 0	†	†	24 0	24 0	28 0	28 0	25 0	25 0	10 0	10 0	90 0	100 0	12 4	13 0
Gurdáspur	23 0	23 0	28 0	28 0	...	...	11 0	11 0	30 0	27 0	20 0	20 0	†	†	24 0	24 0	27 0	27 0	28 0	28 0	12 0	12 0	120 0	120 0	13 0	12 0
Amritsar	21 0	21 0	31 0	31 0	...	...	11 0	11 0	27 0	25 0	16 0	14 0	†	†	24 0	24 0	29 0	29 0	24 0	24 0	12 0	12 0	90 0	85 0	13 0	12 0
Hills—																										
Simla	15 0	15 0	20 0	20 0	...	...	9 0	8 0	15 0	15 0	11 0	11 0	22 0	22 0	18 0	18 0	18 0	18 0	16 0	16 0	10 0	10 0	65 0	65 0	8 8	8 8
Kángra	20 0	20 0	28 0	28 0	...	...	14 0	12 0	16 0	16 0	10 0	10 0	26 0	26 0	18 0	18 0	25 0	25 0	22 0	22 0	12 0	12 0	100 0	100 0	11 0	11 0
North-western—																										
Siálkot	22 0	22 0	40 0	40 0	...	...	15 0	14 0	32 0	30 0	25 0	26 0	24 0	24 0	28 0	28 0	28 0	28 0	28 0	28 0	12 0	12 0	180 0	160 0	13 0	13 0
Gujránwala	20 0	21 0	40 0	40 0	...	...	12 0	12 0	30 0	30 0	25 0	25 0	26 0	26 0	30 0	30 0	25 0	25 0	25 0	25 0	++	++	85 0	85 0	13 0	13 0
Gujrát	22 0	22 0	35 0	35 0	...	...	11 0	11 0	30 0	28 0	28 0	28 0	28 0	28 0	28 0	28 0	28 0	28 0	28 0	28 0	++	++	120 0	120 0	14 0	14 0
Jhelum	23 0	23 0	34 0	34 0	...	...	14 0	14 0	30 0	27 0	26 0	26 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	25 0	*	*	100 0	100 0	14 0	14 0
Ráwalpindi	21 0	22 0	47 0	50 0	...	...	13 0	13 0	28 0	28 0	23 0	23 0	28 0	28 0	28 0	28 0	28 0	28 0	30 0	30 0	20 0	19 0	60 0	60 0	13 8	13 7
Hazára	23 0	23 0	44 0	42 0	...	...	10 0	10 0	28 0	26 0	20 0	20 0	26 0	26 0	26 0	26 0	26 0	26 0	35 0	36 0	†	†	80 0	90 0	11 0	11 0
Peshawar	22 0	22 0	49 0	48 0	...	...	11 0	11 0	28 0	28 0	20 0	21 0	28 0	28 0	28 0	28 0	28 0	28 0	34 0	37 0	20 0	20 0	90 0	75 0	36 0	36 0
Kohát	24 0	22 0	53 0	48 0	...	...	15 0	16 0	35 0	35 0	25 0	25 0	35 0	35 0	35 0	35 0	35 0	35 0	35 0	35 0	†	†	125 0	125 0	55 0	55 0
Western—																										
Shahpur	24 0	23 0	35 0	36 0	...	...	10 0	10 0	30 0	28 0	20 0	20 0	26 0	26 0	27 0	27 0	31 0	31 0	26 0	26 0	*	*	240 0	240 0	13 0	13 0
Jhang	20 0	20 0	31 0	32 0	...	...	8 0	9 0	28 0	27 0	20 0	20 0	27 0	27 0	24 0	24 0	27 0	27 0	25 0	25 0	14 0	10 0	200 0	200 0	12 0	12 0
Mooltan	16 0	16 0	24 0	25 0	...	...	10 0	10 0	28 0	30 0	22 0	22 0	30 0	30 0	22 0	22 0	22 0	22 0	20 0	20 0	†	†	100 0	100 0	12 0	12 0
Bannu	30 0	29 0	55 0	44 0	...	...	16 0	15 0	30 0	28 0	23 0	23 0	28 0	28 0	28 0	28 0	35 0	35 0	44 0	48 0	13 0	13 0	60 0	70 0	40 0	40 0
D. I. Khán	21 0	22 0	39 0	39 0	...	...	9 0	8 0	27 0	27 0	26 0	26 0	26 0	26 0	26 0	26 0	27 0	27 0	22 0	22 0	15 0	15 0	106 0	112 0	45 0	44 0
Muzaffargarh	18 0	18 0	26 0	27 0	...	...	13 0	13 0	28 0	28 0	20 0	20 0	30 0	30 0	28 0	28 0	30 0	30 0	30 0	30 0	11 0	11 0	110 0	110 0	11 0	12 0
D. G. Khán	16 0	16 0	24 0	24 0	...	...	8 0	8 0	25 0	23 0	18 0	18 0	29 0	29 0	25 0	25 0	29 0	29 0	25 0	25 0	11 0	11 0	125 0	125 0	27 0	27 0
Sind and Baluchistan—																										
Karáchi	12 0	12 0	18 0	16 0	8 0	8 0	10 0	11 0	16 0	16 0	11 0	11 0	16 0	16 0	18 0	18 0	18 0	18 0	16 0	16 0	6 0	6 0	90 0	90 0	13 0	13 0
Hyderabad (Gidu Bandar)	12 8	12 0	14 8	16 8	7 8	7 8	12 8	11 8	21 8	22 8	19 0	19 0	...	...	15 8	16 8	...	...	...	...	...	...	160 0	160 0	11 8	11 8
Thar and Párkar (Umarkot)	13 0	13 0	...	...	13 0	13 0	15 0	...	...	...	...	...	...	...	...	...	19 0	19 0	...	...	...	...	160 0	160 0	12 0	12 0
Sukkur	15 0	15 0	20 0	20 0	12 0	12 0	15 0	15 0	18 0	19 0	11 0	11 0	18 0	18 0	19 0	19 0	19 0	19 0	17 0	17 0	11 8	11 8	160 0	160 0	12 0	12 0
Shikárpur	12 10	12 15	19 8	19 8	8 6	8 6	12 0	12 0	19 8	19 8	19 8	19 8	19 8	19 8	19 8	19 8	19 8	19 8	19 8	19 8	10 10	10 10	150 0	160 0	12 0	12 0
Upper Sind Frontier	13 0	13 0	19 0	19 0	10 0	10 0	12 0	12 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	10 0	10 0	155 0	160 0	11 7	11 4
Quetta	12 0	12 8	15 0	14 12	4 8	7 0	7 5	16 0	25 0	23 0	19 0	18 0	13 8	13 8	13 8	13 8	13 8	13 8	20 0	20 0	...	...	45 0	50 0	8 0	8 0

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bombay—																										
Konkan—																										
Karwar	18 8	18 8	26 0	29 0	...	...	8 8	8 0	16 0	16 0	11 0	11 0	24 0	24 0	13 0	13 0	12 4	12 4	...	...	18 8	18 8	213 5	213 5	12 0	11 0
Ratnágiri	9 14	9 14	38 0	36 0	...	...	8 9	8 9	20 0	20 0	18 0	18 0	18 13	18 13	12 10	12 10	11 12	11 14	...	...	10 3	9 9	120 0	135 0	11 10	11 10
Colába (Alibág)	9 13	10 0	28 0	28 0	...	...	7 2	7 0	16 6	15 0	14 3	13 12	...	...	13 11	13 11	15 14	16 9	17 6	17 5	7 3	7 12	102 0	102 0	12 0	12 0
Bombay	10 8	10 6	16 6	16 6	...	...	7 4	7 4	8 3	8 3	...	...	15 10	15 2	...	...	11 7	11 7	...	...	9 4	9 4	67 1	67 1	11 3	11 3
Tanna (Salsette)	8 14	8 14	...	...	...	...	8 3	8 3	...	...	...	...	...	...	11 8	11 8	11 8	11 8	...	...	14 6	14 6	60 0	80 0	12 4	12 4
Deccan—																										
Dharwar (Hubli)	15 0	15 0	...	...	11 0	11 0	12 0	12 0	25 0	21 0	17 0	17 0	24 0	24 0	19 0	19 0	11 0	11 0	...	...	20 0	20 0	80 0	80 0	9 0	9 0
Belgaum	15 0	15 0	15 0	16 0	11 8	11 8	12 8	12 8	21 0	21 0	21 0	21 0	25 0	26 0	12 0	12 0	10 8	10 8	...	15 5	10 0	10 0	65 0	64 0	13 0	12 8
Satara	9 6	10 11	16 0	16 0	8 14	8 14	8 9	8 9	15 15	14 10	14 14	14 14	18 13	18 13	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	116 0	98 0	11 10	11 11
Sholapur	15 6	14 8	...	...	9 6	9 8	10 6	10 6	22 14	20 11	21 9	21 9	...	...	14 3	14 3	14 3	14 3	14 3	14 3	7 12	7 12	77 0	71 0	11 4	11 4
Bijápur	14 3	13 8	...	...	7 3	7 3	9 2	9 2	20 4	17 4	21 15	21 15	...	...	10 10	10 10	10 10	10 10	...	...	9 2	9 2	80 0	80 0	10 8	10 8
Poona (City)	11 8	11 8	13 10	13 10	8 9	8 9	9 3	9 3	17 6	17 6	16 2	16 2	...	...	16 0	16 0	14 6	14 6	14 6	14 6	9 4	9 4	60 13	60 13	10 2	10 2
Khandesh—																										
Ahmednagar	14 0	13 5	...	...	7 7	7 7	9 0	8 8	20 0	17 7	17 7	17 0	14 0	14 0	...	...	11 0	11 0	...	...	20 0	16 3	91 7	91 7	11 5	11 5
Násik	16 8	15 7	...	...	9 0	7 8	10 8	10 8	18 12	18 12	17 4	17 4	14 0	14 0	...	...	12 0	12 0	...	...	11 8	11 8	106 8	106 8	13 2	12 12
Khandesh (Dhulia)	...	13 12	...	...	...	...	9 6	...	20 10	...	...	...	16 0	16 0	11 0	11 0	11 0	11 0	16 0	16 0	...	...	106 0	106 0	...	10 6
Guzerat—																										
Surat	12 0	12 0	13 0	13 0	6 0	6 0	8 0	8 0	16 0	15 0	15 0	15 0	24 0	24 0	13 0	13 0	13 0	13 0	...	...	13 0	13 0	95 0	95 0	13 0	13 0
Broach	10 8	10 8	...	...	12 0	12 0	10 0	10 0	18 0	18 0	13 4	13 4	25 0	26 0	13 4	13 4	13 4	13 4	13 4	13 4	13 4	13 4	90 0	90 0	12 12	12 12
Kaira	13 14	13 14	20 0	20 0	10 8	10 8	10 8	10 8	...	...	...	...	16 0	16 0	10 11	10 11	10 11	10 11	10 11	10 11	9 2	9 2	90 0	90 0	13 5	13 5
Baroda Camp (Sadar Bazar)	9 2	9 2	13 2	12 9	13 5	12 5	12 5	12 5	14 2	14 2	12 4	12 4	12 12	12 12	12 4	12 4	12 4	12 4	12 4	12 4	9 2	9 2	80 0	80 0	10 13½	10 13½
Ahmedabad (Daskrohi)	12 0	9 0	20 0	20 0	6 0	6 0	8 0	8 0	18 0	18 0	13 0	13 0	13 0	13 0	13 0	13 0	13 0	13 0	13 0	13 0	9 8	9 8	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	12 2	12 2	...	...	9 2	9 2	10 4	10 4	16 0	16 0	10 15	10 15	10 15	10 15	10 15	10 15	10 15	10 15	10 15	10 15	9 4	9 4	160 0	160 0	13 0	13 0
Deesa Cantonment	14 13	15 8	17 8	17 8	6 8	6 8	8 6	8 6	12 8	12 8	12 8	12 8	12 8	12 8	12 8	12 8	12 8	12 8	12 8	12 8	11 0	11 0	145 0	145 0	11 8	11 8
Kathiawar—																										
Rájkot	14 4	14 2	...	...	6 0	6 0	8 0	8 0	16 8	16 4	14 0	14 0	40 0	40 0	13 0	13 0	13 0	13 0	13 0	13 0	7 0	7 0	80 0	80 0	40 0	40 0
Central Provinces—																										
Western—																										
Nimár	15 1	14 4	...	...	7 8	7 8	11 7	11 7	24 13	24 13	...	...	10 13	10 13	9 14	9 14	9 14	9 14	...	...	9 14	9 14	120 0	120 0	9 0	9 0
Khandwa-Asirgarh Cant.	12 8	12 8	...	...	8 12	8 12	10 0	10 0	23 9	23 0	16 0	16 0	8 0	8 0	10 0	10 0	10 0	10 0	...	...	10 0	10 0	160 0	160 0	12 8	12 8
Hoshangabad	15 0	14 8	...	...	8 0	7 0	10 8	10 8	21 9	20 9	8 8	8 8	9 0	9 0	12 0	12 0	12 0	12 0	...	...	12 0	12 0	120 0	120 0	11 10	11 10
Betúl	15 9	14 7	...	...	...	...	13 1	13 1	14 12	14 12	9 0	9 0	7 9	7 9	9 11	9 12	12 0	12 0	11 0	11 0	11 4	11 4	320 0	320 0	11 4	11 4
Chhindwára	16 14	16 14	...	...	8 14	8 14	12 5	12 5	19 15	19 15	8 12	8 12	8 0	8 0	9 0	9 0	16 0	16 0	10 0	10 0	10 8	10 8	160 0	160 0	10 8	10 8
Nágpur	16 4	16 4	...	...	8 2	8 7	11 4	11 4	12 3	19 11	9 0	9 0	9 0	9 0	13 2	13 2	13 2	13 2	13 2	13 2	9 0	9 0	110 0	110 0	9 13	9 13
Wardha	17 2	17 2	...	...	8 0	8 0	10 0	10 0	20 0	20 0	16 0	16 0	10 11	10 11	16 0	16 0	16 0	16 0	16 0	16 0	17 2	17 2	124 0	124 0	10 2	10 2
Central—																										
Narsinghpur	14 10	18 0	...	...	9 3	9 3	...	12 11	...	...	...	...	...	...	12 10	12 10	12 10	12 10	12 10	12 10	...	...	164 0	164 0	9 2	9 2
Saugor	16 12	15 5	...	...	9 7	9 7	10 10	10 10	...	...	...	...	...	...	12 9	12 9	16 0	16 0	16 0	16 0	14 0	14 0	140 0	140 0	9 10	9 10
Damoh	16 0	15 0	...	...	12 5	13 5	14 2	14 2	...	...	...	...	...	...	10 11	10 11	10 11	10 11	10 11	10 11	9 2	9 2	200 0	200 0	9 2	9 2
Jubbulpore	15 8	15 0	...	...	9 0	9 0	10 0	10 0	16 4	17 0	16 0	...	...	...	12 4	12 4	12 12	12 12	12 12	12 12	9 0	9 0	120 0	120 0	9 0	9 0
Mandla	15 8	18 0	...	...	10 0	10 0	16 0	14 6	...	...	...	...	...	...	13 0	13 0	13 0	13 0	13 0	13 0	9 2	9 2	180 0	200 0	9 2	9 2
Seoni	16 9	...	...	...	10 3	10 3	13 9	13 9	...	...	...	...	...	...	10 15	10 15	10 15	10 15	10 15	10 15	8 0	8 0	200 0	200 0	8 0	8 0
Bilaspur	17 1	17 4	...	...	11 13	16 9	15 5	15 5	...	...	...	...	...	...	12 8	12 8	12 8	12 8	12 8	12 8	9 2	9 2	192 0	180 0	8 12	8 12
Bhandára	17 8	16 4	...	...	...	11 12	12 8	12 8	...	...	...	...	...	...	13 12	13 12	12 8	12 8	12 8	12 8	9 5	9 5	180 0	615 0	9 5	9 5
Chánda	15 7	15 7	...	...	...	12 13	12 13	23 10	...	...	...	...	...	...	14 6	14 6	14 6	14 6	14 6	14 6	...	...	615 0	615 0	9 5	9 5
Eastern—																										
Bilaspur	18 15	18 15	...	...	13 8	12 5	15 13	13 8	...	...	...	...	...	...	16 8	16 8	16 8	16 8	16 8	16 8	9 0	9 0	96 0	96 0	9 0	9 0
Raipur	19 3	19 3	...	...	10 6	10 6	14 13	14 13	...	...	...	...	...	...	13 13	13 13	13 13	13 13	13 13	13 13	9 7	9 7	80 0	80 0	9 7	9 7
Sambalpur	12 4	12 4	...	...	14 0	14 0	18 6	16 8	...	...	...	...	...	...	8 0	8 0	8 0	8 0	8 0	8 0	10 0	10 0	200 0	200 0	10 0	10 0
Berar—																										
Buldána	17 0	16 0	...	...	7 0	7 0	9 0	9 0	21 0	23 0	18 0	18 0	23 0	23 0	14 2	14 2	14 2	14 2	14 2	14 2	10 0	10 0	§	§	10 0	10 0
Básim	18 6	17 0	...	...	8 5	7 10	19 5	9 10	23 10	23 5	24 0	24 0	9 10	9 13	13 5	13 5	13 5	13 5	13 5	13 5	9 10	9 13				
Akola	16 0	16 0	...	...	6 0	6 0	8 0	8 0	21 0	21 0	16 0	16 0	10 8	10 8	17 0	17 0	17 0	17 0	17 0	17 0	10 8	10 8				
Ellichpur	14 0	14 4	...	...	6 0	6 4	7 4	8 4	17 8	17 12	13 4	13 4	9 0	9 0	16 12	16 12	16 12	16 12	16 12	16 12	9 0	9 0				
Amráoti	15 0	14 10	...	...	7 0	6 0	8 4	7 13	21 4	20 0	14 6	14 6	13 0	13 0	13 0	13 0	13 0	13 0	13 0	13 0	10 0	10 0				
Wún	15 0	15 12	...	...	8 0	8 0	11 0	9 0	26 0	24 0	...	...	...	...	16 0	16 0	16 0	16 0	16 0	16 0	...	...				
Nizam's Territories—																										
Secunderabad	12 11	12 11	...	...	7 2	7 2	10 3	10 0	18 13	18 13	18 0	18 0	20 11	20 11	...	...	...	...	...	...	...	...	125 0	125 0	9 2	9 2
Bolárum	13 2	13 2	...	...	7 5	7 5	9 0	9 0	21 3	21 3	20 0	20 0	...	...	...	...	...	...	...	...	...	...	116 14	116 14	9 0	9 0
Chádarghát	11 0	11 0	...	...	8 8	8 8	10 8	10 4	20 0	20 0	20 0	20 0	...	...	...	...	...	...	...	...	...	...	120 0	120 0	9 0	9 4

§ Firewood is sold by bead-loads, cart-loads, and bullock-loads.

* Not sold. † Not procurable. ‡ Not published.

RETAIL PRICES FOR THE 1st HALF OF NOVEMBER 1889—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present. S. Ch.	Wheat. Past. S. Ch.	Barley. Present. S. Ch.	Barley. Past. S. Ch.	Rice, best sort. Present. S. Ch.	Rice, best sort. Past. S. Ch.	Rice, common. Present. S. Ch.	Rice, common. Past. S. Ch.	Jowar or cholum (*Sorghum vulgare*). Present. S. Ch.	Jowar or cholum (*Sorghum vulgare*). Past. S. Ch.	Bajra or cumbu (*Penicillaria typhoideum*). Present. S. Ch.	Bajra or cumbu (*Penicillaria typhoideum*). Past. S. Ch.	Marua or ragi (*Eleusine coracana*). Present. S. Ch.	Marua or ragi (*Eleusine coracana*). Past. S. Ch.	Kangni or kakum, Italian millet (*Setaria italica*). Present. S. Ch.	Kangni or kakum, Italian millet (*Setaria italica*). Past. S. Ch.	Gram, chenna, cholai, kadalay or sunaga (*Cicer arietinum*). Present. S. Ch.	Gram, chenna, cholai, kadalay or sunaga (*Cicer arietinum*). Past. S. Ch.	Maize (*Zea Mays*). Present. S. Ch.	Maize (*Zea Mays*). Past. S. Ch.	Arhar, or thur, cajan pea (*Cajanus indicus*). Present. S. Ch.	Arhar, or thur, cajan pea (*Cajanus indicus*). Past. S. Ch.	Firewood. Present. S. Ch.	Firewood. Past. S. Ch.	Salt. Present. S. Ch.	Salt. Past. S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	10 8	10 8	11 0	11 0	*	*	*	*	20 6	20 6	...	...	20 6	20 6	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	8 8	8 8	...	...	9 6	9 14	12 8	12 8	*	*	*	*	21 13	19 5	...	...	21 13	19 5	...	...	...	...	128 13	128 13	13 5	13 5
South, central—																										
Coimbatore	11 2	11 2	...	...	12 3	12 3	13 2	13 2	23 3	23 3	23 14	23 14	26 3	26 3	...	...	26 3	26 3	...	...	...	...	133 10	133 10	11 11	11 11
Nilgiris	10 11	10 11	...	...	8 13	8 0	10 6	10 6	20 0	20 0	16 13	16 13	20 14	20 14	...	...	20 14	20 14	...	...	...	...	161 13	161 13	10 2	9 3
Salem	10 11	10 13	...	...	12 11	11 13	13 11	13 3	27 10	27 10	26 3	26 3	30 13	30 13	...	...	31 10	31 10	...	...	...	...	186 10	186 10	13 2	13 0
Central—																										
Bellary	11 6	13 6	...	...	11 13	11 13	13 3	13 3	28 2	28 2	22 2	22 2	33 0	34 6	...	...	33 0	34 6	...	...	...	...	85 2	85 2	11 14	11 14
Anantapur	10 10	11 10	...	...	12 13	12 13	14 0	14 0	31 0	33 0	30 2	30 2	34 0	34 0	...	...	34 0	34 0	...	...	...	...	97 3	97 3	11 5	11 5
Cuddapah	12 10	12 10	...	...	12 0	12 0	12 8	12 8	23 11	23 11	31 14	31 14	31 8	33 0	...	...	31 8	33 0	...	...	...	...	140 0	140 0	12 3	12 2
Kurnool	10 8	10 13	...	...	9 14	10 5	11 2	11 6	25 5	25 5	25 0	25 0	25 13	*	...	...	25 13	*	...	...	...	...	142 14	142 14	10 14	10 14
East Coast, north—																										
Ganjam	8 14	8 14	...	...	11 0	9 8	11 8	11 8	*	*	*	*	24 10	24 10	...	...	24 10	24 10	...	...	...	...	127 5	127 5	12 13	12 13
Vizagapatam	11 0	10 8	...	...	10 2	10 2	11 14	11 14	...	...	29 11	29 11	25 5	25 5	...	...	25 5	25 5	...	...	...	...	116 10	116 10	11 11	11 11
Godavari	9 8	9 0	...	...	14 14	15 13	16 0	16 0	...	...	29 14	29 14	33 13	33 13	...	...	33 13	33 13	...	...	...	...	243 0	243 0	12 0	12 0
East Coast, central—																										
Kistna	10 6	10 6	...	...	13 2	13 11	14 5	14 5	*	*	*	*	25 5	23 13	...	...	25 5	23 13	...	...	...	...	170 2	170 2	13 3	13 3
Nellore	12 8	11 8	...	...	13 13	13 13	14 13	14 13	...	...	*	*	28 13	28 13	...	...	28 13	28 13	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	10 13	10 13	...	...	11 8	11 8	12 0	12 0	21 3	21 3	21 13	21 13	27 0	27 11	...	...	27 0	27 11	...	...	...	...	97 10	97 11	12 5	12 5
Chingleput	*	*	...	...	12 0	12 0	12 2	12 2	17 3	17 3	17 2	17 2	23 5	24 11	...	...	23 5	24 11	...	...	...	...	122 8	122 8	12 6	12 6
N. Arcot	10 2	10 2	...	...	11 10	11 10	13 3	13 3	28 0	28 0	26 3	26 3	34 3	36 13	...	...	34 3	36 13	...	...	...	...	194 6	194 6	11 5	11 5
S. Arcot	8 2	8 2	...	...	12 3	12 3	13 2	13 2	22 5	22 5	22 5	22 5	23 2	23 13	...	...	23 2	23 13	...	...	...	...	209 0	209 0	11 11	11 11
Tanjore	10 13	8 13	...	...	13 5	13 11	14 0	15 14	30 8	30 8	30 3	29 8	29 8	29 8	...	...	29 8	29 8	...	...	...	...	166 3	166 3	12 14	12 6
Trichinopoly	8 10	8 10	...	...	11 14	12 3	12 5	16 5	27 14	27 14	28 13	28 13	28 13	28 13	...	...	28 13	28 13	...	...	...	...	143 6	143 6	13 0	12 3
Southern—																										
Tinnevelly	8 8	8 8	...	...	11 2	11 2	12 6	12 6	*	*	*	*	*	*	...	...	*	*	...	...	...	...	58 5	53 5	14 13	14 13
Madura	9 13	9 11	...	...	11 13	11 13	12 5	12 5	23 8	23 8	23 8	23 8	27 14	27 14	...	...	27 14	27 14	...	...	...	...	131 3	136 2	13 10	13 10
Mysore—																										
Mysore	10 6	10 6	10 4	10 4	9 8	9 8	11 6	11 6	19 0	19 0	18 0	18 0	31 0	30 0	...	...	31 0	30 0	...	...	...	...	87 0	84 0	8 0	8 0
Bangalore	11 6	11 6	11 14	11 14	9 2	9 2	10 8	10 8	...	...	...	...	34 0	34 2	...	...	34 0	34 2	...	...	...	...	84 0	84 0	9 8	9 8
Kolar	10 8	10 8	10 0	10 0	10 0	10 0	12 0	12 0	...	...	...	...	40 0	40 0	...	...	40 0	40 0	...	...	...	...	144 0	144 0	10 0	9 0
Tumkur	10 8	10 8	11 0	11 0	11 0	11 0	12 0	12 0	...	...	...	...	48 0	48 0	...	...	48 0	48 0	...	...	...	...	340 0	340 0	9 8	9 8
Hassan	10 10	10 10	10 0	10 0	11 0	11 0	13 0	13 0	...	...	...	...	46 0	46 0	...	...	46 0	46 0	...	...	...	...	72 0	72 0	8 0	8 0
Kadur	10 8	10 8	11 0	11 0	12 0	12 0	16 0	16 0	...	...	...	...	40 0	40 0	...	...	40 0	40 0	...	...	...	...	240 0	240 0	8 0	8 0
Shimoga	10 8	10 8	11 9	11 9	10 8	10 8	14 11	15 12	...	...	...	...	47 4	43 1	...	...	47 4	43 1	...	...	...	...	480 0	480 0	8 6	8 6
Chitaldrug	12 0	12 0	15 0	15 0	11 0	11 0	13 0	13 0	32 0	32 0	18 13	32 0	60 0	60 0	70 0	70 0	60 0	60 0	12 0	12 0	16 0	16 0	320 0	320 0	8 0	8 0
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	12 8	12 8	15 0	15 0	...	...	...	...	35 0	...	...	...	35 0	...	...	...	...	...	110 0	110 0	8 8	8 8
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	9 4	9 4	9 4	9 4	37 0	...	22 0	22 0	37 0	...	5 9	5 9	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

J. F. FINLAY,
Offg. Secretary to the Government of India.

DEPARTMENT OF FINANCE AND COMMERCE,
(*Statistical Branch*).

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXIV OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Week ending 24th November, 1888. Total length open.	Receipts. Total.	Receipts. Per mile open.	Week ending 23rd November, 1889. Total length open.	Receipts. Total.	Receipts. Per mile open.	Total Receipts from 1st April to 24th November, 1888. Total.	Per mile open per week.	Total Receipts from 1st April to 23rd November, 1889. Total.	Per mile open per week.	Total Increase in 1889-90.	Total Decrease in 1889-90.
			R	R		R	R	R	R	R	R	R	R
	State Lines worked by Companies												
30th Nov., 1889	East Indian	1,514	9,79,468	647	1,526	(a) 9,26,089	607	2,75,76,246	536	(a)2,75,93,118	532	16,872	...
30th ditto	Patna-Gya	57	10,171	178	57	9,247	162	3,25,293	167	3,18,727	164	...	6,566
...	Dildárnagar-Gházipur	12	927	77	...	(b)	...	41,614	102	(b)	...	...	41,614
...	Sindia	75	5,901	79	...	(c)	...	2,30,552	90	(c)	...	...	2,30,552
30th Nov., 1889	Rajputana-Malwa	1,664	3,77,133	227	1,672	3,85,000	230	1,16,10,992	205	1,22,03,429	216	5,92,437	...
30th ditto	Bengal-Nágpur (d)	183	28,298	155	305	(e)36,336	119	9,15,269	145	(e)11,10,348	108	1,95,079	...
30th ditto	Southern Mahratta (f)	854	83,058	97	978	75,695	77	25,52,225	88	26,05,565	87	53,340	...
30th ditto	Ditto Mysore Section	140	12,048	86	296	20,586	70	3,85,470	81	6,12,071	71	2,26,601	...
30th ditto	Indian Midland	136	8,987	66	746	(g) 83,170	111	4,27,299	92	(g)18,92,163	82	14,64,864	...
30th ditto	Villupuram-Guntakal, Nellore Branch	83	4,920	59	83	4,059	49	1,61,917	59	1,61,690	59	...	227
23rd ditto	Bareilly-Pilibhit	36	2,706	75	36	3,621	101	53,636	45	65,924	55	12,288	...
	TOTAL	4,754	15,13,617	318	5,699	15,43,803	271	4,42,80,513	274	4,65,63,035	251	22,82,522	...
	State Lines worked by Government.												
30th Nov., 1889	North-Western (h)	2,411	5,85,865	243	2,477	6,47,645	261	1,64,85,968	201	1,79,42,577	214	14,56,609	...
23rd ditto	Oudh and Rohilkhand	692	1,40,812	203	692	1,46,006	211	43,77,378	186	48,36,143	206	4,58,765	...
30th ditto	Bengal Central	125	16,973	136	125	11,250	90	4,77,330	112	4,95,352	117	18,022	...
30th ditto	Wardha Coal	45	24,102	536	45	16,431	365	5,07,250	341	5,03,559	330	...	3,691
30th ditto	Eastern Bengal	673	2,63,327	391	747	2,71,060	363	68,99,572	282	71,27,642	292	2,28,070	...
30th ditto	Nalháti	27	2,234	83	27	1,700	63	64,946	72	62,445	69	...	2,501
30th ditto	Tirhoot	273	45,512	167	273	43,530	159	10,67,117	123	12,37,269	137	1,70,152	...
23rd ditto	Lucknow-Sitapur-Sihramau	105	4,701	45	105	5,313	51	1,62,942	46	2,03,553	57	40,611	...
23rd ditto	Jorhát	31	1,556	50	25	948	38	39,922	38	40,167	47	245	...
30th ditto	Cherra-Companyganj	7	267	38	7	395	56	5,153	22	6,572	28	1,419	...
23rd ditto	Burma (i)	441	63,146	143	553	74,851	135	18,98,264	149	29,38,080	162	10,39,816	...
	TOTAL	[illegible]	[illegible]	[illegible]	5,076	[illegible]	[illegible]	[illegible]	198	3,53,[illegible],359	207	[illegible]	[illegible]
	Lines worked by Guaranteed Companies.												
30th Nov., 1889	Madras	840	1,64,204	195	840	1,77,292	211	55,28,157	194	60,29,405	212	5,01,248	...
30th ditto	South Indian	654	98,699	151	654	95,633	146	36,13,724	163	37,77,767	171	1,64,043	...
23rd ditto	Great Indian Peninsula	1,504	(j) 7,79,437	518	1,447	(k)8,48,472	586	(j)2,58,39,273	507	(k)2,05,52,540	421	...	52,86,733
30th ditto	Bombay, Baroda and Central India (l)	461	2,45,837	533	461	2,48,000	538	78,45,221	501	80,29,729	514	1,84,508	...
	TOTAL	3,459	12,88,177	372	3,402	13,69,397	403	4,28,26,375	364	3,83,89,441	338	...	44,36,933
GRAND TOTAL (GUARANTEED AND STATE)		13,043	39,50,289	303	14,177	41,32,329	291	(1,90,92,730	270	12,03,45,835	255	12,53,105	...
GROSS ESTIMATED EXPENSES		...	..	...	...	...	...	6,21,65,803	141	6,29,39,877	133	7,74,074	...
	NET RECEIPTS	...	...	...	...	..	...	5,69,26,927	129	5,74,05,958	122	4,79,031	...
	Assisted Companies												
30th Nov., 1889	Tárakeshwar	22	5,978	272	22	4,384	199	1,83,378	245	1,77,541	238	...	5,837
16th ditto	Dibru-Sadiya	...	...	...	...	(m)	...	(n)2,82,852	110	(o)3,04,415	118	21,563	...
30th ditto	Bengal and North-Western	376	52,821	140	376	39,840	106	14,79,363	116	15,30,176	120	50,813	...
23rd ditto	Rohilkhand-Kumaun	67	4,558	68	67	6,723	100	2,46,025	111	2,71,226	123	25,201	...
	TOTAL	465	63,357	136	465	50,947	110	21,91,618	119	22,83,358	124	91,740	..
	Native States.												
30th Nov., 1889	His Highness the Nizam's Guaranteed	310	40,563	131	354	49,980	141	10,87,166	109	14,93,242	125	4,06,076	...
30th ditto	His Highness the Gaekwar's	59	4,587	78	59	2,370	38	86,688	43	86,226	43	...	462
30th ditto	His Highness the Gaekwar's Viramgam Mehsána-Vadnagar	21	748	36	27	950	35	29,209	41	33,801	37	4,592	...
30th ditto	Bhávanagar-Gondal-Junágarh-Porbandar	209	24,177	116	329	24,094	73	6,49,267	96	8,28,814	89	1,79,547	...
30th ditto	Morvi	68	2,903	43	68	2,866	42	1,11,782	48	1,22,052	53	10,270	...
30th ditto	Jodhpore	124	6,400	52	124	6,800	55	2,24,033	53	2,20,427	53	...	3,606
	TOTAL	791	79,378	100	961	86,960	90	21,88,145	84	27,84,562	91	5,96,417	...

(a) Includes the Dildárnagar-Gházipur State Railway.
(b) Included with East Indian Railway.
(c) Included with Indian Midland Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itársi State Railways.
(h) Includes the Amritsar-Pathánkot and Rajpura-Bhatinda State Railways.
(i) Includes the Toungoo-Mandalay extension.
(j) Includes the Dhond-Manmád, Khámgaon, Amraoti and Bhopal-Itársi State Railways.
(k) Includes the Dhond-Manmád, Khámgaon and Amraoti State Railways.
(l) Includes the Patri Branch.
(m) Return not received.
(n) Total receipts from 1st April to 17th November 1888.
(o) Total receipts from 1st April to 16th November 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Under-Secretary.

CALCUTTA,
The 19th December, 1889.

Printed and published for the GOVERNMENT OF INDIA, *at the Office of the* SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA, *No. 8, Hastings Street, Calcutta.*

SUPPLEMENT TO

The Gazette of India.

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OFFICIAL PAPERS.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Telegraph.

ADMINISTRATION REPORT OF THE INDO-EUROPEAN TELEGRAPH DEPARTMENT FOR THE YEAR 1888-89.

No. 808 T., dated Calcutta, the 19th December, 1889.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Letter from the Director-General of Telegraphs, No. 164 I. E., dated the 19th November 1889, and its enclosure, the Report for 1888-89.

OBSERVATIONS.—The Capital Account of the Indo-European Telegraph Department was decreased by sales of stores, &c., by Rs. 40,230 during the year 1888-89. The Capital Account stood at Rs. 1,12,41,365 at the end of the year.

2. The receipts for the last four years have been—

	Rs.
1885-86	10,19,284
1886-87	10,03,795
1887-88	10,35,235
1888-89	11,44,600

The figures now given for 1887-88 differ slightly from those given in the previous year's report; the difference is due to the fact that the figures have been revised on the basis of the Administrative Accounts.

The increase in revenue is mainly due to the fact that traffic was diverted to the Indo-European route in consequence of a break in the Eastern Company's cables, which occurred for 32 days from 11th August to the 11th September 1888. This prolonged break threw a severe strain on the staff of both the Persian and Persian Gulf Sections of the Indo-European Department.

3. The working expenses of the year were Rs. 9,53,223, and the net revenue was Rs. 1,91,377. In the previous year, the Department worked at a profit of Rs. 1,98,381.

4. The working expenses of the last four years have been as follows :—

Year.	Repairs.		Cable Steamer.	Miscellaneous.	Establishment.	Tools and Plant.	Administrative charges.	Total.
	Ordinary.	Extraordinary.						
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1885-86 . . .	1,28,024	7,63,693	1,32,686	19,765	5,29,243	46,663	...	16,20,074
1886-87 . . .	1,75,888	778	1,09,944	14 487	5,30,488	33,944	...	8,65,529
1887-88 . . .	1,21,538	...	1,13,660	36,299	5.18,8' 5	44,944	1,550	8,36,856
1888-89 . . .	2,29,925	...	1,08,487	13,859	5,28,818	33,560	38,574	9,53,223

The increase in the expenditure of the year under review was mainly due to extensive repairs and renewals of the cables which had been laid in 1864. These had been previously repaired, here and there, in short lengths, so that the cables consisted of many short lengths of new cables connected by old pieces. This rendered repairs difficult and expensive, as the pieces of new cable had to be raised when old lengths required repair, and this strained and otherwise injured the new pieces. It was therefore decided to lift and thoroughly repair the 1864 cables throughout, at a cost of Rs. 7,03,000, to be distributed over three or four years. During last year, 201 knots of cable were expended in renewals and repairs.

5. The traffic transmitted during the year was considerably in excess of that of 1887-88. State messages were practically the same, but commercial and private messages increased by about 30 per cent., and press messages were more by 50 per cent. than those of the previous year. The average length of messages was about the same as last year—12·5 words per message.

6. There was no total interruption on the Persian Gulf Section, *i.e.*, no simultaneous break of cables and of land line at the same time, during the year, and although there was a long interruption on the Gwadar-Kalmati cable in August and September 1888, the traffic was passed by the other lines, so that throughout the year there was no break on the Persian Gulf Section between Karachi and Bushire which affected communication with Europe. On the Persian Section the interruptions, owing to the severity of the winter, were rather in excess of those of the previous year, and the period of total interruption, mainly due to a great snowstorm at Shiraz, amounted to 50 hours 46 minutes.

7. The average speed of transmission of the three routes between England and Calcutta has been—

	Vid. Teheran.		*Vid.* Turkey.		*Vid.* Suez.	
	H.	M.	H.	M.	H.	M.
1888-89	2	24	19	28	3	2
1887-88	1	11	16	11	2	42
1886-87	1	31	13	23	2	81

The decrease in speed in the Teheran route was due to the break on the Eastern Company's cable in August and September 1888, and to the fact that, for part of that time, only one circuit was available on the Indo-European route.

8. The Indo-European Telegraph Department has been under the charge of the Director General of Telegraphs, Colonel Mallock, during, practically, the whole year. During the cold weather of 1888-89 he visited Persia and personally inspected the lines and stations, with the object of proposing measures for consolidating the amalgamation of the Indo-European and the Indian Telegraph Departments. The thanks of Government are due to him for his administration of this branch of his Department.

Order.—Ordered, that a copy of this Resolution be forwarded to the Director General of Telegraphs for information and guidance.

Also that copies of the Report and Resolution be forwarded to the Department of Finance and Commerce and the Home Department for information.

Also to the Government of Bombay for information.

Ordered further, that the Report and the Resolution be forwarded to the Secretary of State for the information of Her Majesty's Government, and published in the *Gazette of India*.

R. C. B. PEMBERTON, *Colonel, R.E.,*
Secretary to the Govt. of India.

ADMINISTRATION REPORT

OF

THE INDO-EUROPEAN TELEGRAPH DEPARTMENT

FOR

1888-89.

Capital and Revenue Account.*

Capital.—The Capital of the Department was reduced by ₹40,230 and stood, on the 31st March 1889, at ₹1,12,41,365 compared with ₹1,12,81,595 at the end of the previous year. The decrease is made up with the debits and credits under the following heads :—

Works.
Tools and Plant.
Stores.
Suspense Heads.
Public Works Department Charges.

Further particulars are shown in Appendix A.

2. *Revenue. Working Expenses.*—A summary of the receipts and expenditure of the year 1888-89 is given in Appendix B. The expenditure in 1888-89 was ₹9,53,223 against ₹8,36,856 in the previous year, showing an increase of ₹1,16,367. Of this increase, ₹97,275 is accounted for by the following figures, extracted from the Finance Accounts, as explanatory of the chief differences :—

	1887-88.	1888-89.	Increase.	Decrease.
	₹	₹	₹	₹
Repairs and renewals of cables	40,852	1,49,829	1,08,977	...
Repairs and renewals of Land lines . . .	29,275	40,787	11,512	...
Advertising charges in England	13,012	11,854	...	1,158
Director-in-Chief and London Office . . .	43,048	16,042	...	27,006
Director General's Tour in Persia and Turkish Arabia.	...	2,280	2,280	...
Clerks in Director General's Office . . .	...	643	643	...
Special appointment of Deputy Examiner to revise accounts.	...	2,109	2,109	...
Travelling and house allowances of special accounts establishment.	...	1,595	1,595	...
Subsidies to Beluch Chiefs	16,134	19,904	3,770	...
Signalling clerks	94,533	97,162	2,629	...
Repairs of *Patrick Stewart*	6,883	12,521	5,638	...
Coals	34,555	23,882	...	10,673
Line repairs in Persia	27 276	24 235	...	3,041
Total .	...	...	1,39,153	41,878

3. *Receipts.*—The Receipts amounted to ₹11,44,600, of which ₹11,30,310 were derived from message revenue. Compared with the receipts of the previous year, these items show increases of ₹1,09,363 and ₹1,50,548 respectively. The increase under the head of message revenue is due to two causes. The receipts of 1887-88 were unusually low owing to the break-down of the cables rented by the Indo-European Company from the German Union Company and the British Post Office, between Emden and Lowestoft, which was noticed in last

* A summary of the Capital and Revenue Account for the last five years is given in Appendix CC.

year's report; while they were greatly increased in 1888-89 by extra traffic passing over the Indo-European route, owing to the break in the Eastern Company's cable in August and September 1888. On the other hand, the receipts from Local and Terminal messages were less than the receipts from the same source in 1887-88, on account of the termination of the work of the Afghan Boundary Commission, which raised the receipts of 1887-88 to an abnormally high level. These local receipts have now become normal.

4. *Net Revenue.*—If the payment of ₹1,80,270 on account of the deferred annuity to the shareholders of the late Red Sea Telegraph Company be taken into account, the net revenue was only ₹11,107, but if this sum be excluded, and charges appertaining to the Indo-European Telegraph Department alone be considered, there was a credit balance of ₹1,91,377 representing a profit of 1·72 per cent. on the capital of the Department. In considering the interest earned on the total capital sunk, it should be borne in mind that the capital of the Indo-European Telegraph Department has been appreciated by the charges of the Political Department and the Bombay Marine, incurred on first opening of the route, charges not usually debited to the capital of ordinary Telegraph Administrations. It also bears the burden of ₹1,69,169 on account of the Turkish line, most of which sum is due to the Indian Government having paid the salaries, &c., of the Engineers employed in making the lines from Fáo to Baghdad and Khanikin.

5. *Royalties and Subsidies.*—Again in the Revenue account, before the receipts of the line between Teheran and Bushire are credited to this Department, a sum of ₹48,000 royalty to the Shah of Persia is first deducted and half the balance given as a subsidy to the Indo-European Telegraph Company. There are then further subsidies of krans 30,000 or ₹12,000 to be paid to the Shah of Persia on account of the lines in Persian-Beluchistan and ₹28,280 to the chiefs in Beluchistan, all of which are taxes for the establishment of communication between England and India through foreign territories. Such taxes, not applicable to the Indian Telegraph Department, the whole of which is within British territory, render it impossible for the Indo-European Telegraph Department to pay a percentage on capital at all approaching that paid by the former, from the capital account of which all excess valuation was written off some years ago.

6. *Joint Purse.*—In addition to the subsidy to the Indo-European Company and the royalties paid to Persia and Beluchistan, the Department has for some years been a loser by the Joint Purse Agreement, made in 1878, with the Indo-European and Eastern Telegraph Companies, as is shown by the following table:—

Year.	Paid in	Drawn out.	Excess paid in	Excess drawn out.
	£	£	£	£
1878-79	42,309	62,264	...	19,955
1879-80	52,488	68,877	...	16,389
1880-81	57,235	76,122	...	18,887
1881-82	67,108	74,528	...	7,420
1882-83	110,728	84,861	25,867	...
1883-84	81,408	76,547	4,861	...
1884-85	85,376	76,610	8,766	...
1885-86	107,317	85,824	21,493	...
1886-87	80,980	75,206	5,774	...
1887-88	71,808	73,976	...	2,168
1888-89	91,355	77,136	14,219	...
Total	848,112	831,951	80,980	64,819

7. *Division of Traffic.*—The standard proportions, on which the division of the joint purse receipts is made, are based on the following percentages:—

On Indian Traffic	*Viâ* Suez	60·39%
	Viâ Indo-European Route	39·61%
On Trans-Indian Traffic	*Viâ* Suez	80·53%
	Viâ Indo-European Route	19·47%

The percentages of traffic actually carried have been—

Year.	On Indian Traffic.		On Trans-Indian Traffic.	
	Viâ Suez.	*Viâ* Indo-European Route.	*Viâ* Suez.	*Viâ* Indo-European Route.
In 1878-79	71·31%	28·69%	95·26%	4·74%
„ 1879-80	67·91%	32·09%	94·10%	5·90%
„ 1880-81	69·01%	30·99%	92·50%	7·50%
„ 1881-82	64·63%	35·37%	81·26%	18·74%
„ 1882-83	48·34%	51·66%	59·26%	40·74%
„ 1883-84	55·96%	44·04%	83·52%	16·48%
„ 1884-85	53·02%	46·98%	84·44%	15·56%
„ 1885-86	52·14%	47·86%	75·91%	25·09%
„ 1886-87	55·46%	44·54%	85·32%	14·68%
„ 1887-88	60·93%	39·07%	86·48%	13·52%
„ 1888-89	51·69%	48·31%	77·04%	22·96%

The division of receipts, since 1878-79, is shown in Appendix C.

INTERRUPTIONS.

8. *Total Interruptions.*—The Eastern Company's cables were interrupted for 32 days from the 11th August to the 11th September 1888, which caused the whole traffic to be diverted by the Indo-European route. The traffic thus diverted amounted to 29,033 messages, which passed through Karachi at an average of 907 a day. For the heavy work thrown on the staff of both the Persian and Persian Gulf Sections, the Government of India sanctioned to the signallers concerned a bonus of ₹3,573-9-4 as a reward for the extra work performed by them.

9. The Indo-European Company's line was totally interrupted for periods aggregating 44 days during the year, the longest interruptions being one on the North Sea cables, which commenced in February 1888 and was restored on the 5th April 1888, two on the Reuter cable, one commencing on the 30th November 1887 and ending on the 18th April 1888, another commencing on the 20th December and ending on the 23rd December 1888, and three during February and March 1889 on the Kertch-Suchum section, lasting 7 days 5 hours 20 minutes, 1 day 21 hours 15 minutes, and 1 day 18 hours 40 minutes respectively. With reference to these three interruptions Mr. Andrews, the Managing Director, supplies an interesting account of the exertions of the staff in restoring communication under the most trying circumstances. The Company has duplicated cables across the Straits of Kerch so as to avoid total interruption to communications by this route; but the winter in South Russia had been unusually severe, and when the ice broke up, it was driven down the rivers and from the Sea of Azoff, through the Straits of Kertch with such force, that it broke both the Company's cables weighing ten tons to the mile, and also the Russian Government cable. Owing to the extensive nature of the damage done, the ice and storms, the work of repairing was one of extreme difficulty; but in spite of all, communication was restored through one cable by the 22nd March 1889, the other two not being finally repaired till the 18th April following. During this interruption the Company, through the indulgence of the Russian Government, was allowed the partial use of the land line which passes round the Sea of Azoff *viâ* Rostow to Wladikawkas and Tiflis.

10. On the Turkish Route, the interruptions between Western Europe and India aggregated 51 days 17 hours 22 minutes, of which 50 days 2 hours 49 minutes were due to interruptions between Constantinople and Fáo. The duration of interruptions on this route for the previous three years compared with those of 1888-89 are—

	D.	H.	M.
1885-86	129	9	1
1886-87	109	9	9
1887-88	59	20	59
1888-89	51	17	22

This improvement in the condition of the lines is to be attributed to the great efforts made by the Turkish Administration to improve the line from Constantinople to Aleppo, from which the Baghdad line branches at Diarbekir. The section from Diarbekir to Mosul is still on wooden posts and it is not anticipated that it will be much improved for the next seven or eight years. From Mosul to Fáo the line is in good condition.

11. *Partial Interruptions not stopping Traffic.*—For purposes of the Joint Purse Agreement, an interruption is only taken into account if the traffic is totally interrupted for 24 hours. Consequently a break on one of the three wires between Teheran and Bushire* or on one of the two cables or on the land lines between Jask and Karachi is considered a partial interruption.

12. On the Persian Gulf Section, the India rubber cable between Jask and Bushire was interrupted for 58 days on account of breaks, repairs and renewals, and the cable between Jask and Karachi for 71 days which, happening during the monsoon, repairs were not possible till the sea subsided; there was also a short interruption in the Bushire-Fáo cable, lasting 21 hours, during repairs.

13. On the Mekran Coast lines, there were 14 partial interruptions aggregating 14 days 8 hours and 40 minutes in duration, caused by breaks of the wire, and one of five hours' duration caused by a storm. There was however throughout the year no interruption on the Persian Gulf Section which affected communication with Europe.

14. The partial interruptions in Persia aggregated 631 hours in duration, of which 120 hours were due to wilful damage and 71 hours to camels, while the balance was due to snowstorms and atmospheric causes.

TRAFFIC.

15. The Service Regulations and tariffs of the Berlin revision of the International Telegraph Convention of 1885 remained in force throughout the year. The rates between the Gulf and India were, however, increased by one anna per rupee from the 1st July 1888. In Appendices D and G will be found particulars of the traffic and net value of the receipts for the year, and the following table gives a comparative statement of the traffic for three years:—

YEAR.	Messages.	Words.
1886-87	90,733	1,364,192
1887-88	82,540	1,266,849
1888-89	114,991	1,642,079½

16. The fluctuations are accounted for as follows:—

In 1886-87, the Persian Gulf transit rates were reduced, and low press rates introduced, from July 1886. In 1887-88, the Indo-European Company's lines were interrupted in February and March 1888, and in 1888-89, the Suez route was interrupted for 32 days, which accounts for the increase in the number of messages during last year. Allowing, however, for the increase from this cause, the receipts of 1888-89 would still exceed ten lacs of rupees.

17. The paid telegrams and words carried by the Department for the last three years may be classified as below:—

YEAR.	STATE.		COMMERCIAL AND PRIVATE.		PRESS AT REDUCED RATES.	
	Telegrams.	Words.	Telegrams.	Words.	Telegrams.	Words.
1886-87	2,916	118,552	84,462	1,124,074	1,355	121,566
1887-88	2,514	90,238	78,850	1,050,757	1,079 †97	52,572 73,282
1888-89	2,957	93,093	109,524	1,364,945½	2,384 †126	105,587 78,454

* Although there are only two international wires, the Persian Government always in cases of necessity gives up the use of its wire.

† Special Press messages to London, for *The Times*.

18. A satisfactory increase is noticeable both in the commercial and private and press messages, while the number of State telegrams remains about the same.

19. The average length of commercial and private messages was 12·5 words, which is about the same as in the previous year. There were also 533 Government and Press messages, valued at R12,507, sent free of charge for Her Britannic Majesty's Ambassador at Teheran, who supplies His Imperial Majesty the Shah with copies.

20. The following table gives the percentage of traffic which has passed over the Teheran and Turkish routes respectively for the last three years:—

	Vid Teheran.	*Vid* Turkey.
1886-87	95·47	4·53
1887-88	93·74	6·26
1888-89	94·28	5·72

21. *Speed of Transmission.*—The average speed of transmission from the United Kingdom to Calcutta for the last three years by the three routes was—

	Vid Teheran. H. M.	*Vid* Turkey. H. M.	*Vid* Suez. H. M.
1886-87	1 31	13 23	2 31
1887-88	1 11	16 11	2 42
1888-89	2 24	19 28	3 02

22. The slower average rate during 1888-89 by the Teheran route is due to the extra traffic being thrown on that route, during the break of the Eastern Company's cable during August and September, and to only one circuit being available by the Indo-European route for more than half the time. If the averages of these two months are excluded, the rate becomes 1 hour 14 minutes, or practically the same as last year.

23. Detailed particulars of the rates of transmission are shown in Appendices E and F, between Karachi and Teheran and between the United Kingdom and Karachi. The slow rate of transmission, compared with last year, is due to only one circuit being available at times. Every effort is made to keep up the speed of working, but as the accuracy of transmission is a vital point, it sometimes happens that speed must be sacrificed to obtain accuracy.

24. The speed *vid* Turkey continues unsatisfactory and is mainly due to inefficient watching at night.

25. *Check of Errors.*—The total number of words examined for errors was approximately 1,020,703, which resulted in showing that the accuracy of transmission was 99·548 per cent. between Karachi and Teheran. The percentage of errors on the Persian section was 0·182, and on the Persian Gulf section 0·270. Owing to the press of work during the months of August and September, due to the interruption of the Suez route, the messages of those months were not examined.

26. *Rectifying Messages and Public Complaints.*—The total number of complaints of errors, delays and non-delivery of messages, received for investigation and transfer to the other Administrations concerned, was 84. Of these, 54 came from Europe and 30 from India and the far East. In addition to these, there were 30 references on miscellaneous subjects, which brings the gross total up to 114. Of this number, the Indo-European Department was answerable for only 1 delay, 5 errors and 9 non-deliveries, making a total of 15, out of the gross total of 114 complaints of all kinds.

PERSIAN GULF TELEGRAPHS.

CABLES.

27. A long interruption on the Gwadur-Karachi Cable, which was simultaneous with the break on the Eastern Company's Cable in August and September 1888, caused an investigation to be made into the general state of the cables which had been laid in 1864. It was found that, in consequence of frequent repairs and renewals of short sections, the cables then consisted of innumerable short lengths of new cable interspersed with the old, and it transpired that, whenever a section of old cable had to be repaired, some portions of new cable were raised and strained in the operation. With the experience in view of the second Bushire-Gwadur Cable, which for want of timely large renewals had to be abandoned and a

new cable laid in 1885, at a cost of R7,67,000 for 519 knots, it was thought better to take advantage of the cable machinery at Manora and the cable establishment, when not required at sea, to make new pieces or put new guards on old core in fairly long lengths, with the view of thoroughly repairing one cable from Bushire to Karachi by renewals of lengths of over 50, instead of under 5, knots at a time. To provide for this scheme, an estimate amounting to R7,03,000 for renewing 740 knots within 3½ years was sanctioned by the Government of India in October 1888.

28. Energetic measures were at once made to carry out this scheme, and including what had been laid from the termination of the monsoon in August, 220 knots of new or new-guarded cable were laid down by the end of the last voyage of the repairing season, which, although the new cable had been made by the end of March, was not concluded until the 24th May.

Electrical Condition of the Cables.

29. *Fáo-Bushire Section.*—A partial fault not interfering with working existed on this section which was removed in January 1889. Another small fault with so high a resistance that it cannot be accurately localised still exists; but as it does not interfere with working, no attempt will be made to repair it, till the cable steamer next visits Fáo for other purposes.

30. *Bushire-Jask Section: New cable.*—This cable was laid in 1885. A minute fault showed itself in December 1885 and has hitherto not been localised. As a cable is invariably damaged each time it is lifted, it is not intended to remove this fault until its position is known exactly. Meanwhile the fault does not affect the working of the cable.

31. *Bushire-Jask Section: Old cable.*—A slight fault was discovered in January 1889. It does not interfere with working and will be removed when the cable ship next visits Bushire.

32. *Jask-Manora Cable.*—The guards of this are so much decayed that it is most difficult to lift it for repairs. Of the new cable which is to be made the greater part will be expended in this section.

33. *Bushire-Jask Gutta Percha Cable of 1864.*—This cable was originally 507 knots long. To the end of 1887-88, 220 knots had been recovered, and during the year under review another 75 knots were brought up.* It is very much to be regretted that owing to false economy, attempts were not made to pick up the whole of this cable in 1885. Had this been done, in all probability, more core would have been saved for re-making into new cable.

34. *Harbour Cables.*—Owing to the extension of the railway betwen the Camp and Kiamari, it was necessary to remove Cable Boxes Nos. 2 and 4 and entrench the cables in the same locality. As further railway extensions are contemplated, it is probable that the route of the Harbour Cables between the Karachi Telegraph Office and the Custom House will have to be changed. The Harbour Cables worked without fault or interruption during the year.

Faults and Interruptions.

35. On the 1st April 1888, there were 4 faults awaiting repair on the cables, and 10 new faults made their appearance during the year. Of these 14 faults, 11 have been removed, and the other 3 will be removed when their positions can be exactly localised. One circuit between Karachi and Bushire was available throughout the year, and the second circuit for 307 days; the India rubber Cable between Jask and Bushire being interrupted for 58 days on account of breaks, renewals and repairs. The cable between Karachi and Jask was interrupted for 71 days, owing to a break off Manora, which could not be repaired owing to high seas and a swell till after the cessation of the South-West Monsoon. During this time the two land lines worked well. It is, however, noteworthy that no total interruption occurred on the Persian Gulf Section affecting communication with Europe. The Bushire-Fao Cable was interrupted for 21 hours for repairs.

Appendix H gives full particulars of faults, renewals and repairs.

* During the last voyage of the season which terminated in May 1889, 50 knots more, making in all 945 out of the 507, have been recovered. There is no hope of being able to lift any more.

Expenditure of Cable and Cable in Stock.

36. The total expenditure of cable during the year was 201·231 knots, and the amount of cable in stock on the 1st April 1889 was 58·91 knots. Particulars are given in Appendix I.

37. *Repairs and Renewals.*—During 11 repairs and 5 renewals (see Appendix J) 202 knots of cable were disturbed, of which—

28·7 per cent. was too weak to lift.
31 per cent. was core which could be used again.
39 per cent. was fit for relaying after repair.
1·3 per cent. was in short pieces and only fit for sale for fencing purposes.

Cable Factory.

38. The following is a summary of the work done in the Cable Factory during the past year:—

	1888-89. Knots.	1887-88. Knots.
Cable manufactured—		
With No. 3 guards, nil		
With No. 7 guards, 32 knots		
With No. 9 guards, 73·13 „	105·13	49·32
Cable repaired and retaped—		
Gutta Percha core, 33·86 knots		
India Rubber core, 29·75 „	63·61	49·89
Stripped for core	137·30	63·62
Short pieces of cable repaired and kept for sale	...	7·95
Making total passed through Factory	306·04	170·78

Cable Steamer "Patrick Stewart."

39. The results of the transfer of the charge of the ship to the Telegraph Department and of her Commander and First Officer being skilled in sub-marine Telegraph cable work continue most satisfactory. A statement of the work done by this steamer is given in Appendix K.

Mekran Coast Lines.

40. The lengths of these lines at the close of the official year were as follows:—

	Miles of line.	Miles of wire.
Karachi to Sonmeanee Branch	48·75	97·50
Sonmeanee Branch	2·00	2·00
Sonmeanee Branch to Ormara	165·75	331·50
Ormara to Pusnee Branch	88·90	177·00
Pusnee Branch	3·25	3·25
Pusnee Branch to Gwadur	76·50	153·0
Gwadur to Charbar	116·00	232·0
Charbar to Jask	201·50	403·00
Total	702·25	1399·25

41. *Maintenance and Repairs.*—The principal improvements during the year consisted of replacing 396 insulators of miscellaneous pattern, on what is known as the right wire, with an equal number of fluid insulators. These have worked well on the left wire, which is fitted throughout with this description of insulator.

Also, four wires of the double line at the Ormara Station have been renewed with hardened copper wire for 2½ miles, on two sets of parallel wooden supports.

42. *Interruptions.*—There was only one interruption affecting both wires, which was caused by a storm and lasted five hours. There were also 14 partial interruptions not affecting communication. These were, with two exceptions,

due to the wire breaking, through corrosion. This wire has now been removed. The following are the details:—

Section.	No. of interruptions.	Duration.		
		D.	H.	M.
Karachi to Ormara	2	2	1	55
Ormara to Gwadur	3	0	14	30
Gwadur to Charbar	1	0	4	0
Charbar to Jask	8	11	12	15
	14	14	8	40

This record compares very favourably with that of the previous year.

PERSIAN SECTION.

43. *Line Maintenance.*—In December 1888, one of the wires between Bushire and Konar Takhteh was reinsulated for a distance of 40 miles with Johnson and Phillip's fluid insulators, thus rendering a second wire across the *Maschbelah* or salt marsh of Bushire efficient. Various improvements in the alignment have also been made during the year, principally in the neighbourhood of Ispahan, where nearly six miles of line were altered.

44. *Wilful Damage.*—Thirty-eight acts of wilful damage to the lines were recorded for the year, in compensation for which a sum of krans 2,901 was paid by the Persian Government. Of this sum, krans 970 were recovered from the Local Governors of Districts without the aid of Her Britannic Majesty's Legation at Teheran.

The wilful damage account is now closed on the 31st January of each year, in order that the necessary returns may be prepared and the bills be made out for presentation by Her Majesty's Legation on the 13th March, the date on which the "Jask Royalty" becomes due to the Persian Government, from which sum the sums due for damage are deducted.

45. *Interruptions.*—Owing to the severity of the winter of 1888-89, the duration of interruptions has been somewhat greater. The following table is a comparative synopsis of interruptions for three years:—

	1 wire.		2 wires.		3 wires.	
	H.	M.	H.	M.	H.	M.
1886-87	636	56	129	1	59	23
1887-88	342	32	50	32	8	55
1888-89	603	39	27	44	50	46

The principal causes of interruptions are snowstorms, camels, birds and wilful damage. Those attributable to the last cause, lasted 117 hours, 1½ hours and ½ hour, on one, two, and three wires respectively.

46. *Traffic.*—Traffic was interrupted for 4 hours in October, 8 hours in November, 40 minutes in December 1888, and 46 hours in January 1889. This last was on the occasion of a heavy snowstorm which broke the wires on both sides of Shiraz.

47. Appendix M shows the rate of transmission of messages over the Persian section, and Appendix L is a return of the number of messages and the number of paid words transmitted during the year. The increase of traffic shown by the latter return is due to the break in the Eastern Company's cables and accounts for the longer time taken in transmission, as evidenced in Appendix M.

48. During the interruption of the cables, an average of 820 messages or about 9,324 words passed daily through Teheran, the maximum on any one day being 1,300 messages. To meet this heavy demand, the [illegible] international wire was worked day and night from the 26th August to the 16th September, and to provide for this the Persian Telegraph authorities lent their wire for testing and control purposes.

49. *Persian Authorities.*—Friendly relations have been maintained with the Persian Government, the local authorities and with the inhabitants.

At the special request of His Imperial Majesty the Shah, temporary offices were opened for his use at Aliabad and Kôm, during his expedition to Kôm, in April 1888. For this service His Imperial Majesty the Shah conveyed his thanks to the Department through his Prime Minister, His Excellency the Amin-i-Sultan.

In March 1889, His Royal Highness the Ehtesham-ed-Dowleh, a cousin of the Shah, who has recently been promoted to the dignity of Muhtamed-ed-Dowleh, was appointed to the Governorship of Fars. Since his assumption of office, that province, in which there were formerly frequent outbreaks, has been kept in a state of tranquillity, and the present Governor invariably shows that he is favourably disposed towards the staff of the Indo-European Telegraph Department who have to thank him for his friendliness shewn in many ways.

A line, 60 miles in length, was made by Inspector R. McGowan for His Royal Highness the Zil-es-Sultan, K.C.S.I., Governor of Ispahan, from his palace in Ispahan to Kalleh Nazir in the District of Feridan, for which service His Royal Highness expressed his gratitude in the warmest terms. From July to November 1888, the services of Inspector W. Stagno Navarro were lent, at his request, to His Excellency the Mukber-ed-Dowleh, C.I.E., Minister for the Persian Telegraphs, for repairing the Persian line from Shahrud to Astrabad, at a time when, on account of disturbances on the frontier, the re-establishment of telegraphic communication was of great importance to the Persian Government. His Excellency was most grateful for the aid thus rendered him in the emergency.

In February 1889, an application was made by His Excellency the Persian Minister of Telegraphs for stores for constructing a line ordered by His Imperial Majesty the Shah, from Burudjird to Mohammerah, for communication with the River Karun, with the object of facilitating the opening up of the navigation of that river for international commerce. These stores were supplied from India and delivered at Fallahi on the 22nd May 1889. They are to be paid for by a deduction from moneys due on account of message receipts, royalty, &c.

MESHED LINE.

50. *Maintenance and Repairs.*—About 1,450 poles and 840 insulators have been renewed on this line during the year. On the section Kishlak to Abdulabad, 35 miles in length, no less than 250 poles were renewed.

Juniper wood, which gives better insulation and is less liable to be attacked by white ants, is now being used for poles wherever the cost of carriage is not prohibitive. This wood, however, is only obtainable in the mountainous districts north of Semnan, Damghan and Shahrud.

51. *Wilful Damage.*—There were only 34 hours' interruption due to this cause.

52. *Interruptions.*—The duration of the interruptions during the year aggregated 1,102 hours, of which no less than 324 hours was due to the insanity of the Persian clerk stationed at Nishapur, the aberration of whose mind was not suspected to be the cause. A total of 594 hours' interruption is attributable to the inattention of clerks and to damage caused by camels, and 34 hours to mischief.

53. *Expenditure.*—A sum of krans 1772·25 was paid by His Excellency the Mukber-ed-Dowleh on behalf of the Persian Government for the maintenance expenses of this line in addition to the locally made insulators supplied by him. A further sum of krans 12,086 was also received for the payment of the Gholams or Linemen.

The accounts show a probable saving of krans 620·45 or R244 on the Budget Grant of krans 51,009 (R20,000) for this line.

[illegible] MLA.

The 13th November 1889.

APPENDICES.

APPENDIX A.

Summary of Expenditure on Capital Account to 31st March 1889.

	Charges. In India.	Charges. In England.	Charges. Total.	Credits. In India.	£ s. d.	£ s. d.
Capital Expenditure on 31st March 1888					.....	128,159 11 9
Capital Expenditure from 1st April 1888 to 31st March 1889—						
Persian Gulf Section.	R a. p.	R a. p.	R a. p.	R a. p.		
Works	1,860 15 0	.....	1,860 15 0	.....		
Do. (expenditure by Public Works Department)	138 0 0	.....	138 0 0	.....		
Loss by exchange on English transactions	—73,920 0 1	.....	—73,920 0 1	.....		
Suspense Heads—						
Stores	2,31,342 10 9	1,50,875 [illegible] 8	3,82,217 13 5	3,34,935 6 0		
Advances	19,108 7 0	.....	19,108 7 0	25,456 12 3		
Sales	264 2 9	.....	264 2 9	264 2 9		
Balance credited to Capital	.....	.....	30,986 14 11	.....	—3,098 13 10	
TOTAL	1,78,794 3 5	1,50,875 [illegible] 8	3,60,656 5 0	3,60,656 5 0		
Persian Section.						
Suspense Heads—						
Advances	16,361 10 2	.....	16,361 10 2	17,475 15 3		
Balance credited to Capital	.....	.....	1,114 5 1	.....	—111 8 8	
TOTAL	16,361 10 2	.....	17,475 15 3	17,475 15 3		—3,210 2 6
Deduct—Receipts in England—						
Sale of old cable core returned in England						1,124,949 9 3
						812 16 9
						1,124,136 12 6

F. RAWSON,
for *Examiner of Telegraph Accounts.*

APPENDIX B.

Revenue Account for the year ended 31st March 1889.

To Traffic Earnings, from 1st April 1888 to 31st March 1889—	Persian Gulf Section.	Persian Section.	Total.	£ s. d.
	R a. p.	R a. p.	R a. p.	
Net earnings on Indian Trans-Indian and Local Traffic including the profit on mean rates *viâ* Turkey	11,71,600 0 0	1,67,060 0 0	13,38,660 0 0	
	£ s. d.	£ s. d.	£ s. d.	
Common Purse.	115,160 0 0	16,706 0 0	133,866 0 0	
Balance due to Common Purse	18,259 0 0	2,577 0 0	20,836 0 0	
TOTAL	98,901 0 0	14,129 0 0	113,030 0 0	113,030 0 0
To Miscellaneous Receipts—				
	Persian Gulf Section.	Persian Section.	Total.	
	R a. p.	R a. p.	R a. p.	
India	7,831 4 1	2,144 8 8	9,975 12 9	
In England	...	4,314 4 8	4,314 4 8	
TOTAL	7,831 4 1	6,458 13 4	14,290 1 5	1,429 0 1
To Profit and Loss—				
Unsettled Traffic and Exchange				1 0 0
TOTAL				114,460 0 2

By Expenditure from 1st April 1888 to 31st March 1889—	In India.	In England.	Total.	£ s. d.
Persian Gulf Section.	R a. p.	R a. p.	R a. p.	
Repairs	2,05,696 3 9	...	2,05,690 3 9	
Establishment	3,00,542 8 8	25,296 15 5	3,25,839 8 1	
Tools and Plant	20,329 9 6	...	20,329 9 6	
Cable steamer	1,08,487 6 0	...	1,08,487 6 0	
Profit and Loss	5 5 8	...	5 5 8	
Share of advertising and agency charges.	...	7,902 13 9	7,902 13 9	
Royalty for use of Brown-Allan patent relay.	...	2,000 0 0	2,000 0 0	
TOTAL PERSIAN GULF SECTION	6,35,055 1 7	35,199 13 2	6,70,254 14 9	
Persian Section.				
Repairs	24,235 5 1	...	24,235 5 1	
Establishment	1,89,069 10 3	13,907 13 11	2,02,977 8 2	
Tools and Plant	5,842 13 5	8,286 7 4	14,129 4 9	
Share of advertising and agency charges.	...	3,951 6 11	3,951 6 11	
TOTAL PERSIAN SECTION	2,19,147 12 9	26,145 12 2	2,45,293 8 11	
TOTAL INDO-EUROPEAN TELEGRAPH DEPARTMENT.	8,54,202 14 4	61,345 9 4	9,15,548 7 8	
Cost of repairs by Public Works Department			6,301 0 0	
Amount paid to the Persian Government on account of the Jask Royalty from 13th March 1886 to 12th March 1889.			31,373 0 0	
By Balance			9,53,222 7 8	95,322 5 0
				19,137 15 2
				114,460 0 2

F. RAWSON,
for *Examiner of Telegraph Accounts.*

APPENDIX C.

JOINT PURSE*.

TABLE A.—*Division of Receipts.*

Year.	Indian Messages. Number of words.	Indian Messages. Total net value.	Indian Messages. Proportions for Eastern Company.	Indian Messages. Proportions for Indo-European Company.	Indian Messages. Proportions for Indo-European Department.	Trans-Indian Messages. Number of words.	Trans-Indian Messages. Total net value.	Trans-Indian Messages. Proportions for Eastern Company.	Trans-Indian Messages. Proportions for Indo-European Company.	Trans-Indian Messages. Proportions for Indo-European Department.	Totals. Number of words.	Totals. Total net value.	Totals. Proportions for Eastern Company.	Totals. Proportions for Indo-European Company.	Totals. Proportions for Indo-European Department.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
1878-79	1,720,865	310,609 16 2	187,214 18 10	69,259 [illegible] 5	33,538 13 11	841,866	117,170 15 7	94,357 12 6	14,095 13 2	8,717 9 11	2,562,731	427,180 11 9	281,572 11 4	83,351 16 7	62,256 3 10
1879-80	1,916,511	337,767 6 8	204,191 16 10	75,339 7 7	58,236 2 3	1,030,660½	142,541 14 11	114,667 0 5	17,206 6 7	10,668 7 11	2,947,171½	480,309 1 7	318,858 17 3	92,545 14 2	68,904 10 2
1880-81	2,143,516	379,839 8 8	229,385 0 9	84,[illegible] 2 5	65,598 5 6	1,043,695½	143,776 13 1	115,783 6 10	17,296 6 4	10,696 19 11	3,187,211½	523,616 1 9	345,168 7 7	102,152 8 9	76,295 5 5
1881-82	2,012,597½	360,011 1 9	221,721 18 1	78,165 12 1	60,123 11 7	1,140,106	155,093 0 8	118,529 6 4	21,889 15 3	14,673 19 1	3,152,703½	515,104 2 5	340,251 4 5	100,055 7 4	74,797 10 8
1882-83	2,086,976½	384,007 5 9	227,080 3 4	88,797 13 1	68,129 9 4	1,196,822½	161,035 16 7	119,310 9 1	24,940 13 8	16,784 13 10	2,283,799	545,043 2 4	346,390 12 5	113,738 6 9	84,914 3 2
1883-84	2,056,841½	368,880 9 2	223,[illegible] 3 6	81,[illegible] 2 7	63,[illegible] 3 1	1,286,291½	173,123 6 7	140,324 19 11	21,404 12 10	13,393 13 10	3,343,139	544,003 15 9	364,238 3 5	103,181 15 5	76,583 16 11
1884-85	2,033,938	360,469 16 5	218,775 8 4	79,[illegible] 9 2	61,763 18 11	1,421,111	195,974 2 6	157,057 2 4	23,943 8 0	14,973 12 2	3,455,049	556,443 18 11	375,832 10 8	103,873 17 2	76,737 11 1
1885-86	2,328,875	404,063 1 4	244,816 9 2	90,360 15 7	69,686 0 7	1,442,842	194,749 16 11	152,939 16 4	25,483 15 1	16,326 5 6	3,771,717	598,812 18 3	396,956 5 6	115,844 6 8	86,012 6 1
1886-87	2,214,948½	352,159 11 4	212,669 3 3	78,672 9 0	60,837 19 1	1,441,312	193,393 8 5	155,739 14 6	23,265 4 8	14,388 9 3	3,656,260½	545,552 19 9	368,408 17 9	101,937 13 8	75,206 8 4
1887-88	2,207,439	338,324 5 6	209,465 10 8	22,856 18 10	56,201 16 0	1,616,877	213,106 12 4	167,833 18 2	27,453 16 10	17,818 17 4	3,824,316	551,430 17 10	377,099 8 10	100,310 15 8	74,020 13 4
1888-89	2,183,567½	335,257 11 4	201,209 16 8	75,703 11 6	58,344 3 2	1,691,967½	220,776 19 5	172,737 12 8	29,258 5 8	18,781 1 1	3,875,534½	556,034 10 9	373,947 9 4	104,961 17 2	77,125 4 3

TABLE B.—*Division of Traffic as actually carried.*

Year.	Indian Messages. Total net value.	Indian Messages. Proportions credited by Eastern Company.	Indian Messages. Proportions credited by Indo-European Company.	Indian Messages. Proportions credited by Indo-European Department.	Trans-Indian Messages. Total net value.	Trans-Indian Messages. Proportions credited by Eastern Company.	Trans-Indian Messages. Proportions credited by Indo-European Company.	Trans-Indian Messages. Proportions credited by Indo-European Department.	Totals. Total net value.	Totals. Proportions credited by Eastern Company.	Totals. Proportions credited by Indo-European Company.	Totals. Proportions credited by Indo-European Department.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1878-79	[illegible]	221,062 0 7	[illegible] 2 0	40,026 13 7	117,170 15 7	111,616 0 2	3,316 9 4	2,238 5 8	427,180 11 9	332,678 1 1	52,237 11 4	42,264 19 3
1879-80	337,767 [illegible] 8	229,381 19 [illegible]	[illegible] 16 3	48,947 [illegible] 4	142,541 14 11	134,124 5 8	4,877 2 3	3,540 7 0	480,309 1 7	363,506 4 9	64,314 18 6	52,487 18 4
1880-81	379,[illegible] 8	262,115 19 [illegible]	[illegible] 19 10	52,755 18 6	143,776 13 1	132,990 5 [illegible]	6,307 8 7	4,478 19 3	523,616 1 9	395,106 4 7	71,274 19 5	57,234 17 9
1882-83	[illegible] 9 [illegible]	[illegible] 0 [illegible]	71,429 14 11	55,899 6 6	155,093 0 8	126,038 4 1	17,846 9 11	11,208 6 8	515,104 2 5	358,720 4 5	89,276 4 10	67,107 13 2
1883-84	[illegible] 2 [illegible]	[illegible] 10 3	113,201 11 7	85,168 3 12	161,035 16 7	175,123 [illegible] 7	17,609 12 10	11,235 17 10	545,043 2 4	281,063 15 11	153,251 5 1	110,728 1 4
1884-85	360,469 [illegible] 5	191,129 15 6	98,655 5 6	73,684 15 5	195,974 2 6	165,473 1 [illegible]	18,809 7 5	11,691 13 10	544,003 15 9	352,704 12 5	109,891 8 2	81,407 15 2
1885-86	404,063 1 4	210,664 5 2	104,907 9 3	88,491 6 11	194,749 16 11	147,835 3 0	28,089 1 10	18,825 12 1	598,812 18 3	356,602 16 9	114,464 12 11	85,376 9 3
1886-87	352,159 11 4	196,305 5 6	87,058 6 11	69,795 18 11	193,393 8 5	164,991 6 11	17,217 18 3	11,184 3 3	545,552 19 9	358,499 8 2	132,996 11 1	107,316 19 0
1887-88	338,324 5 6	188,150 16 10	71,802 8 2	60,371 0 6	213,106 12 4	184,299 10 [illegible]	17,370 0 6	11,437 1 9	551,430 17 10	360,296 12 5	104,276 5 2	80,980 2 2
1888-89	335,257 11 4	173,284 11 0	90,609 12 4	71,363 8 0	220,776 19 5	170,090 6 [illegible]	30,755 1 5	19,931 11 5	556,034 10 9	390,450 6 11	89,172 8 8	71,808 2 3
										343,374 17 7	121,364 13 9	91,294 19 5

* Exclusive of the liability of the Indo-European Telegraph Department for interruptions in Turkey under Article X of the Joint Purse Agreement.

APPENDIX CC.

Summary of Capital and Revenue Accounts for five years.

Years.	Capital Account. Capital Expenditure during year.	Capital Account. Total capital to end of year.	Revenue Account. Receipts. Persian Gulf Section. Message Revenue.	Revenue Account. Receipts. Persian Gulf Section. Miscellaneous.	Revenue Account. Receipts. Persian Section. Message Revenue.	Revenue Account. Receipts. Persian Section. Miscellaneous.	Revenue Account. Receipts. Total Receipts.	Revenue Account. Expenditure. Persian Gulf Section.	Revenue Account. Expenditure. Persian Section.	Revenue Account. Expenditure. Total working expenses.	Revenue Account. Net profit or loss.	Dividend on Capital.	Remarks.
1884-85	2,31,361	1,12,89,528	8,19,757	2,003	97,302	17,872	9,36,934	4,11,198	2,20,710	6,31,908	3,05,026	2·7	
1885-86	10,229	1,12,99,757	8,63,182	3,172	1,47,972	4,958	10,19,284	13,92,360	2,27,714	16,20,074	6,00,790	...	New Cable Bushire to Jask laid.
1886-87	55,993	1,12,43,764	8,81,875	6,117	1,09,911	5,892	10,03,795	6,39,470	2,26,057	8,65,527	1,38,268	1·23	
1887-88	37,631	1,12,81,595	8,70,926	47,126	1,08,833	8,350	10,35,237	5,66,475	2,70,381	8,36,856	1,98,381	1·75	
1888-89	40,257	1,[illegible]1,365	9,89,020	7,831	1,41,290	6,459	11,44,600	7,07,929	2,45,294	9,53,223	1,91,377	1·72	

APPENDIX D.

PERSIAN GULF SECTION.

Showing the Net Value of the Traffic received from the Indian, Persian and Turkish Lines, and from Stations of the Section during the year 1888-89.

1888-89.	Indian Lines. Number of Messages.	Indian Lines. Number of Words.	Indian Lines. Net Receipts, Persian Gulf Section.	Persian Lines. Number of Messages.	Persian Lines. Number of Words.	Persian Lines. Net Receipts, Persian Gulf Section.	Turkish Lines. Number of Messages.	Turkish Lines. Number of Words.	Turkish Lines. Net Receipts, Persian Gulf Section.	Stations of the Persian Gulf Section. Number of Messages.	Stations of the Persian Gulf Section. Number of Words.	Stations of the Persian Gulf Section. Net Receipts, Persian Gulf Section.	Gross Total. Number of Messages.	Gross Total. Number of Words.	Gross Total. Net Receipts, Persian Gulf Section.
			R a. p.			R a. p.			R a. p.			R a. p.			R a. p.
April	3,267	41,075	31,873 9 5	2,659	43,615	27,668 0 6	[illegible]	4,068	3,714 8 4	285	3,773	1,286 11 2	6,512	93,431	64,542 13 5
May	3,849	53,325	40,664 8 11	3,390	60,574	35,963 2 6	[illegible]33	2,094	1,767 10 6	251	3,732	1,330 12 8	7,723	119,725	79,726 2 7
June	4,113	57,465	43,661 9 9	3,483	62,541	36,107 10 11	269	2,201	1,835 2 5	257	3,632	1,403 8 0	8,112	125,839	82,907 15 1
July	3,860	53,248	43,348 0 7	3,658	68,405	43,039 7 2	227	1,863	1,621 3 4	236	3,365	811 0 7	7,981	126,881	88,819 11 8
August	10,337	116,880	90,591 2 4	8,160	112,051	77,808 0 6	516	4,156	3,935 13 8	271	3,057	1,038 5 7	19,284	236,144	1,73,373 6 1
September	7,855	92,645	72,455 8 11	7,235	102,923	72,808 3 5	[illegible]93	4,845	4,011 5 2	352	4,272	1,491 0 9	16,075	204,095	1,51,366 2 3
October	4,115	56,654	46,275 13 6	3,927	64,056	44,063 9 2	[illegible]	3,583	3,132 3 1	372	4,432	1,432 4 7	8,805	128,725	94,903 14 4
November	4,403	63,[illegible]	52,327 0 8	3,937	63,[illegible]	45,592 10 8	334	2,949	2,619 5 11	377	4,569	1,401 12 3	9,041	134,890	1,01,940 13 6
December	4,119	58,299	48,678 7 7	3,767	66,949	45,818 9 6	353	3,012	2,666 5 5	367	4,024	1,051 5 5	8,606	132,284	98,214 11 11
January	4,574	64,570	53,556 13 2	4,161	72,730	49,476 9 4	327	2,929	2,703 12 6	322	3,339	844 8 4	9,384	143,768	1,06,581 11 4
February	3,249	43,[illegible]	36,027 11 10	2,818	50,918	35,238 12 9	[illegible]	2,727	2,406 11 0	278	3,267	924 6 2	6,677	100,342	74,597 9 9
March	3,160	42,462	34,677 1 9	2,906	45,674	32,497 1 9	349	2,715	2,330 4 9	376	5,104	1,189 7 10	6,791	95,955½	70,694 0 1
Total for the year	56,901	743,895	5,94,037 8 5	50,101	814,276½	5,46,081 14 2	4,445	37,142	33,344 6 1	3,744	46,766	14,205 3 4	114,991	1,642,079½	11,87,669 0 0
Monthly average	4,742	61,991	49,503 2 1	4,175	67,857	45,506 13 2	364	3,095	2,778 11 2	312	3,897	1,183 12 3	9,583	136,840	98,972 6 8

G. W. SEALY,
Offg. Traffic Manager, Persian Gulf Section.

APPENDIX E.

PERSIAN GULF SECTION.

Showing the average daily mean-rate of transmission of Messages over the Persian Gulf and Persian Sections to and from Karachi and Teheran during the year 1888-89.

Month.	1888-89. Karachi to Teheran.		1888-89. Teheran to Karachi.		Remarks.	1887-88. Karachi to Teheran.		1887-88. Teheran to Karachi.		Remarks.
	Mins.	Secs.	Mins.	Secs.		Mins.	Secs.	Mins.	Secs.	
April	11	44	10	37		9	24	8	53	
May	9	4	8	31		9	6	9	16	
June	16	15	9	11	Working one circuit Gulf Section for 4 days 19 hours.	9	19	12	7	
July	14	57	20	1	Karachi-Gwadur Section interrupted, working through Land-line 4 days 23 hours and one circuit Persian Section.	11	34	17	10	Gwadur-Jask Section interrupted working through Land-line.
August	.....		.....		Not recorded owing to pressure of work caused by the total interruption of the Eastern Company's lines.	11	5	13	11	Ditto ditto ditto.
September	.....		.....			8	11	14	03	Ditto ditto ditto.
October	14	33	17	2	Working one circuit Gulf Section for 23 days 21 hours and one circuit Persian Section.	8	55	13	14	Ditto ditto ditto.
November	17	1	17	33	Working one circuit Gulf Section for 3 days 7 hours and Persian Land-lines working badly.	10	14	11	55	
December	14	6	14	21	Working one circuit Gulf Section for 2 days 19 hours and Persian Land-lines working badly.	21	40	25	35	Persian lines working badly through severe weather.
January	18	41	25	55	Working one circuit Gulf Section for 5 days 23 hours and Persian Land-lines working badly.	27	23	14	50	Working one Gulf Section 8th to 27th and Persian lines working badly.
February	9	57	9	1		7	35	6	25	
March	8	6	5	34		5	59	5	26	
Average monthly mean-rate of transmission per message during the year.	[illegible]	26	13	47		11	42	12	40	

G. W. SEALY,
Offg. Traffic Manager, Persian Gulf Section.

APPENDIX F.

PERSIAN GULF SECTION.

Showing the maximum, minimum and mean-rate of transmission from the United Kingdom to Karachi during the year 1888-89, compared with that of the previous year.

Month.	1888-89. UNITED KINGDOM TO KARACHI. Viâ Teheran. Maximum.	Minimum.	Mean.	Viâ Turkey. Maximum.	Minimum.	Mean.	Remarks. Teheran route.	Turkish route.	1887-88. UNITED KINGDOM TO KARACHI. Viâ Teheran. Maximum.	Minimum.	Mean.	Viâ Turkey. Maximum.	Minimum.	Mean.	Remarks. Teheran route.	Turkish route.
	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.			H. M.	H. M.	H. M.	H. M.	H. M.	H. M.		
April	2 14	0 8	0 43	76 49	5 14	17 54	Company's lines interrupted 5 days 4 hours between Odessa and Emden.	Interrupted 5 hours beyond Fao.	2 25	0 6	0 36	11 15	3 33	6 43		
May	3 3	0 8	0 36	99 40	4 21	33 11	One circuit Gulf Section 10 hours.	7 days 9 hours beyond Busreh and Bagdad.	3 24	0 5	0 45	45 24	4 6	16 34		Frequent interruptions Turkish line beyond Fao and Busreh.
June	5 1	0 6	0 49	33 35	4 22	15 20	One circuit Gulf Section 4 days 19 hours.		3 10	0 5	0 45	30 45	1 27	12 45		Ditto ditto.
July	4 55	0 6	0 56	30 28	2 19	10 50	Company's lines interrupted 8½ hours west of Odessa, causing total interruption both routes.	2 days 13 hours beyond Busreh.	2 41	0 5	0 54	15 23	3 0	7 39	10th to 25th working 1 circuit Gulf Section.	Ditto ditto.
August	...	...	...	...	...	...	Not recorded owing to	press of work.	3 9	0 4	0 50	17 3	2 32	10 1	Gwadur-Jask Section interrupted working through Land-line.	
September	...	...	...	...	...	...			3 10	0 9	0 55	28 57	3 1	12 6	Ditto ditto.	Ditto ditto.
October	6 41	0 5	0 55	47 8	3 23	19 26	One circuit Gulf 23 days 21 hours.		3 24	0 8	0 40	32 26	1 57	18 1		Frequent interruptions on the 2nd Division Turkey in Asia.
November	12 42	0 4	1 47	27 12	2 49	13 53	One circuit Gulf 3 days 8 hours.	2 days 4 hours beyond Busreh and Bagdad.	3 31	0 6	0 57	44 24	3 58	12 13	Pressure of Traffic . . .	Frequent interruptions Fao-Busreh and on the 2nd Division Turkey in Asia.
December	5 51	0 13	1 37	126 22	2 17	42 15	One circuit Gulf 2 days 19 hours	6 days 13 hours beyond Busreh and Bagdad.	7 31	0 7	1 19	51 3	7 35	22 17	Persian lines working badly and interruptions Company's lines beyond Odessa and Emden.	Frequent interruptions Fao-Busreh and Bagdad Sections.
January	7 7	0 10	1 21	44 04	4 26	15 56	One circuit Gulf 6 days . .	Busreh-Fao Cable interrupted 21 hours for repairs.	5 39	0 7	1 4	132 34	4 20	37 32	8th to 27th working one circuit Gulf Section. Interruptions Persian Section and Company's lines beyond Kertch.	Frequent interruptions on the 2nd Division lines Turkey in Asia.
February	6 30	0 5	1 7	49 50	3 49	12 40	Company's lines interrupted 7 days 6 hours west of Teheran.		(a) 2 49	(a) 0 14	(a) 1 29	68 9	4 26	20 43	Interruptions Company's line beyond Emden from 3'55 p. 1st to end of month.	Ditto ditto.
March	2 26	0 6	0 54	43 51	4 32	13 20	Company's lines interrupted 6 days beyond Sukkum Kali.		...	...	...	40 40	4 21	14 23	Company's line to England interrupted during the month.	
Monthly average during the year	5 39	0 7	1 4	57 53	3 45	19 28			3 43	0 6	0 55	43 10	3 41	15 54		

(a) Messages of 31st January passing 1st February.

G. W. SEALY,

Offg. Traffic Manager, Persian Gulf Section.

APPENDIX G.

PERSIAN GULF SECTION.

Showing the number of messages and words, and the percentage of messages received from and forwarded to the Persian and Turkish lines during the year 1888-89, compared with the previous year.

Month.	1888-89.												1887-88.											
	Vid TEHERAN.						*Vid* TURKEY.						*Vid* TEHERAN.						*Vid* TURKEY.					
	From		To		Total.		From		To		Total.		From		To		Total.		From		To		Total.	
	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.
April	2,659	43,615	3,065	39,543	5,724	83,158	301	4,068	166	2,612	467	6,680	3,254	53,305	3,454	44,798	6,708	98,103	158	1,421	107	946	265	2,367
May	3,390	60,574	3,661	51,409	7,051	111,983	233	2,094	122	1,195	355	3,289	3,040	52,224¾	3,587	47,806	6,627	100,030¾	197	1,941	124	1,408	321	3,349
June	3,483	62,541	3,963	55,753	7,446	118,294	259	2,201	111	1,155	370	3,356	3,083	53,307	3,765	53,988	6,848	107,295	203	1,875	128	1,445	331	3,320
July	3,658	68,405	3,738	52,123	7,396	120,528	227	1,863	101	897	328	2,760	3,089	59,175	3,715	51,750	6,804	110,925	253	2,239	105	1,057	358	3,296
August	8,160	112,051	10,084	114,301	18,244	226,352	516	4,156	237	2,406	753	6,562	3,122	53,261	3,977	53,585	7,099	106,846	271	2,155	118	1,164	389	3,319
September	7,235	102,923	7,585	89,242	14,820	192,165	633	4,845	252	2,404	885	7,249	3,099	55,451	3,580	51,261	6,679	106,712	300	3,024	183	1,647	483	4,671
October	3,927	64,056	3,873	54,230	7,800	118,286	391	3,583	234	2,425	625	6,008	3,265	59,620	3,716	53,162	6,981	112,782	385	3,991	222	2,470	607	6,461
November	3,937	63,840	4,196	61,550	8,133	125,390	324	2,949	172	1,569	496	4,518	3,607	65,640¼	4,093	59,536	7,700	124,576¼	334	3,064	170	1,916	504	4,980
December	3,767	66,949	3,934	56,751	7,701	123,700	353	3,012	188	1,876	541	4,888	3,519	65,859	3,487	56,920	7,006	122,779	197	1,864	131	1,308	328	3,172
January	4,161	72,730	4,344	62,415	8,505	135,145	327	2,929	143	1,310	470	4,239	3,657	71,297	4,041	58,426	7,698	129,723	301	2,643	130	1,315	431	3,958
February	2,818	50,918	3,033	41,495	5,851	92,413	332	2,727	189	1,523	521	4,250	774	12,351	373	5,954	1,147	18,305	288	2,426	125	1,338	413	3,764
March	2,906	45,674	2,973	40,824	5,879	86,498	349	2,715	183	1,432	532	4,147	787	10,372¼	1,496	16,037¼	2,277	26,410	334	3,722	148	2,423	482	6,145
Total for the year	50,101	814,276	54,449	719,636	104,550	1,533,912	4,245	37,142	2,098	20,804	6,343	57,946	34,296	611,263¾	39,278	553,223¼	73,574	1,164,487	3,221	30,365	1,691	18,437	4,912	48,802
Percentage *vid* Teheran	...	...	...	...	94·28	...	...	...	...	...	...	...	...	...	...	...	93·74%	...	...	...	...	...	...	...
Ditto *vid* Turkey	...	...	...	...	...	...	...	...	...	...	5·72	...	...	...	...	...	...	...	...	...	...	...	6·26%	...

G. W. SEALY,
Offg. Traffic Manager, Persian Gulf Section.

APPENDIX H.

Statement showing the Faults and Repairs in the Persian Gulf Cables during the official year 1888-89.

Repair. No.	Repair. Date.	Fault. No.	Fault. Date.	Total duration of interruption. Days.	Total duration of interruption. Hours.	Section.	Locality of Fault. Knots.	Locality of Fault. From	Cause of Fault.	Remarks.
1	May 27th 1888.	3	February 6th 1888.	...	10¾	Bushire-Jask India-rubber	149·16	Bushire	Corrosion of guards and chafe	Partial earth.
2	August 24th „	5	August 13th „			Ditto	319·94	„	Corrosion of guards	Total Break. Repairing another fault.
3	„ 26th „	4	June 9th „	18	23¼	Ditto	202·35	„	Ditto	Partial earth till 13th August, then total break. Repairing other faults.
4	„ 29th „	7	August 26th „			Ditto	216·82	„	Ditto	Total break.
5	September 1st „	6	„ 21st „			Ditto	99·29	„	Ditto	Ditto Repairing other faults.
6	„ 26th „	2	January 4th „	61	...	Gwadur-Manora	9·50	Manora	Ditto	Partial earth till July 27th, then total break. Repairs delayed on account of monsoon swell.
7	October 31st „	8	September 4st „	24	4	Bushire-Jask India-rubber	120·74	Jask	Ditto	Partial earth. Interrupted for repair only.
8	November 1st „	9	October 8th „			Ditto	288·49	Bushire	Ditto	Total break. Ship repairing another fault.
9	December 17th „	10	November 23rd „	6	...	Jask-Gwadur	5·10	Gwadur	Chafe on Rocks	Partial earth till 12th December, then a total break.
10	January 17th 1889	1	„ 17th 1886	...	21	Fao-Bushire	93·689	Fao	Hole in Percha	Partial earth.
11	„ 31st „	11	January 14th 1889.	...	10	Bushire-Jask India-rubber	221·87	Bushire	Hole in India-rubber	Ditto.
...	...	12	„ 17th „	...	...	Fao-Bushire	...	...	...	Fault not yet localized owing to its high resistance.
...	...	13	„ 31st „	...	...	Bushire-Jask India-rubber	...	...	...	Fault could not be localized on account of its high and variable resistance.

J. POSSMANN,
Electrician, Persian Gulf Section.

APPENDIX I.

Statement showing Expenditure of Cable during 1888-89 and Quantity on hand on 31st March 1889.

Description.	Balance, 31st March 1888.	Received since.			Total.		Balance in hand, 31st March 1889.	Remarks.
		Manufactured at Manora.	Received from England.	Picked up at sea for relaying.	Receipts, 1888-89.	Expenditure, 1888-89.		
Gutta-percha—								
Main Cable, 1st class	11·840	32·000	...	22·970	66·810	46·79	20·02	
Shore end	4·829	...	...	...	4·829	4·829	...	
Thin cable, thin core	8·600	...	...	...	8·600	...	8·60	
Ditto thick, 1st class core	40·200	73·130	...	9·610	122·94	116·14	6·80	
Ditto do. 2nd ditto	1·562	...	...	...	1·562	1·562	...	
Main cable, 2nd class	...	...	...	10·000	10·000	...	10·00	
India-rubber—								
Main Cable	3·343	...	...	38·907	42·25	31·91	10·34	
Shore end	3·150	...	...	...	3·15	...	3·15	
Total	73·524	105·130	...	81·487	260·141	201·231	58·91	

J. POSSMANN,
Engineer and Electrician, Persian Gulf Section.

APPENDIX J.

Statement shewing the Renewals in the Persian Gulf Cables during the official year 1888-89 in places where no faults existed.

No.	Commencement of Renewal.	Termination of Renewal.	Total duration of interruption caused by Renewal.		Section.	Locality of Renewal Knots.			Total length renewed.	Remarks.
			Days.	Hours.		From.	To.	From.	Knots.	
1	May 28th, 1888	June 9th, 1888	4	19	Bushire-Jask Indian Rubber	148·32	154·88	Bushire	6·56	Renewal delayed by bad weather.
2	November 23rd, 1888	November 24th, 1888	1	¾	Gwadur-Manora	2·40	8·77	Manora	6·37	
3	December 28th, 1888	January 6th, 1889	9	6	Bushire-Jask Indian Rubber	113·30	148·08	Bushire	34·78	Renewal delayed by bad weather.
4	February 25th, 1889	February 27th, 1889	2	9	Gwadur-Manora	32·90	51·63	Gwadur	18·73	
5	March 1st, 1889	March 1st, 1889	...	15½	Jask-Gwadur	16·34	28·33	Gwadur	11·99	

J. POSSMANN,
Engineer and Electrician, Persian Gulf Section.

APPENDIX K.

Statement of work done by the Telegraph Cable Steamer "Patrick Stewart" during the year 1888-89.

Date. From	Date. To	Particulars.
1888.	1888.	
April 1	April 1	At mooring in Karachi harbour.
" 2	" 5	Left for Bombay, arriving there on the 5th.
" 6	...	In Bombay harbour and dock, undergoing repairs, &c.
May 4	May 7	Left for Karachi, arriving 7th.
" 8	" 16	At moorings in Karachi harbour, preparing ship for sea.
" 17	" 17	Left Karachi to repair fault in Karachi-Gwadur Section about 9 miles off Manora, but unable to carry out the repairs owing to heavy sea, returned to Karachi.
" 18	" 20	At moorings in Karachi harbour.
" 21	June 21	Left Karachi for all stations, repaired two faults in Jask-Bushire India-rubber cable, also picked up old Gutta-percha in same section, and returned to Karachi.
June 22	Aug. 14	At moorings in Karachi harbour.
Aug. 15	Sept. 12	Left Karachi, repaired four faults in the Jask-Bushire Section. On downward voyage repaired the cable on the beach at Gwadur.
Sept. 13	" 22	At moorings in Karachi harbour.
" 23	" 26	Left Karachi, repaired the fault in Karachi-Gwadur Section off Manora, and returned to Karachi.
" 27	" 30	At moorings in Karachi harbour.
Oct. 1	Oct. 4	Left for Bombay, arriving there on 4th.
" 5	" 12	In Bombay harbour and dock, cleaning, painting, &c.
" 12	" 15	Left for Karachi, arriving on 15th.
" 16	" 24	At moorings in Karachi harbour.
Oct. 25	Nov. 19	Left Karachi, repaired two faults in Jask-Bushire Section India-rubber cable, picked up old cable, and returned to Karachi.
Nov. 20	" 22	At moorings in Karachi harbour.
" 23	" 24	Left and repaired cable outside of Karachi harbour and returned to Karachi.
" 25	Dec. 11	At moorings in Karachi harbour.
	1889.	
Dec. 12	Jan. 22	Left for all stations with reliefs and stores, repaired cable in Gwadur west bay, one fault in the India-rubber Jask-Bushire Section, and one in Bushire-Fao Section, and arrived at Busreh.
1889.		
Jan. 23	Feb. 8	Left Busreh, repaired fault in the India-rubber cable; picked up old Gutta-percha cable and arrived at Karachi after calling at Fao, Bushire, Jask, Charbar, Gwadur and Ormara.
1889.	1889.	
Feb. 9	Feb 22	At moorings in Karachi harbour.
" 23	March 4	Left Karachi and repaired one fault in Karachi Gwadur cable and one in Gwadur-Jask cable and returned to Karachi after calling at Gwadur and Ormara.
March 5	" 11	At moorings in Karachi harbour.
" 12	" 15	Left for Bombay, arriving there 15th.
" 16	" 31	In Bombay harbour and dock for painting and repairs.

ABSTRACT.

	Days.
At moorings in Karachi	130
In Bombay harbour or dock	52
At sea	183

APPENDIX L.

PERSIAN SECTION.

Statement showing number of Messages (Service and Paid) and Works Paid Transmitted over Teheran-Bushire lines during the year 1888-89 as compared with that of previous year.

1888-89.	Number of Messages. Service.	Number of Messages. Paid.	Number of Words paid only.	Remarks.
April 1888	340	5,901	85,135	
May "	354	7,326	114,500	
June "	394	7,678	120,204	
July "	413	7,829	124,056	
August "	858	18,897	230,011	Eastern Cable interrupted.
September "	650	15,631	196,624	Ditto.
October "	345	7,873	122,549	
November "	331	8,538	128,442	
December "	507	8,020	125,234	
January 1889	538	8,837	138,835	
February "	408	6,008	93,649	
March "	584	5,891	86,242	
TOTAL FOR YEAR	5,722	108,429	1,565,481	

1887-88.	Number of Messages. Service.	Number of Messages. Paid.	Number of Words paid only.	Remarks.
April 1887	385	6,743	98,193	
May "	334	6,8[illegible]	102,281	
June "	280	7,054	111,944	
July "	341	7,022	112,678	
August "	344	7,371	109,636	
September "	293	6,924	108,454	
October "	362	7,120	114,697	
November "	345	7,868	126,425	
December "	388	7,380	123,877	
January 1888	332	7,929	132,693	Company's Lines interrupted.
February "	81	1,001	17,004	
March "	130	2,252	26,917	
TOTAL FOR YEAR	3,615	75,509	1,184,799	

APPENDIX M.

PERSIAN SECTION.

Average rate of transmission of messages in their transit through the lines between Teheran and Bushire for the year 1888-89 as compared with that of the previous year.

1888-89.	Transit. Teheran to Bushire. H.	M.	S.	Transit. Bushire to Teheran. H.	M.	S.	Remarks.
April 1888	...	4	41	...	4	56	
May "	...	4	50	...	3	46	
June "	...	5	18	...	3	50	
July "	...	13	40	...	6	15	
August "	2	25	18	...	7	28	Eastern Cable interrupted.
September "	...	34	59	...	4	23	Ditto.
October "	...	9	18	...	3	57	
November "	...	16	22	...	8	54	Faulty lines.
December "	...	8	7	...	4	13	
January 1889	...	19	19	...	7	12	Ditto.
February "	...	5	4	...	2	32	
March "	...	1	55	...	1	57	
Average for year	...	17	42	...	4	57	

1887-88.	Transit. Teheran to Bushire. H.	M.	S.	Transit. Bushire to Teheran. H.	M.	S.	Remarks.
April 1887	...	5	23	...	4	15	
May "	...	6	10	...	6	36	
June "	...	5	21	...	4	36	
July "	...	5	3	...	3	35	
August "	...	4	55	...	2	58	
September "	...	5	8	...	2	13	
October "	...	6	22	...	3	28	
November "	...	8	38	...	4	50	
December "	...	20	57	...	12	37	
January 1888	...	7	7	...	8	16	
February "	...	7	31	...	2	26	
March "	...	2	49	...	1	5	
Average for year	...	6	42	...	4	45	Faulty lines.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Summary for November 1889.

The month of November forms, though less emphatically so than October, one of the autumn transition months during which conditions change from those of the south-west monsoon period to those of the north-east monsoon period. In Northern and Central India the weather is normally fine with a briskly decreasing temperature, while over Bengal and the north of the Bay light north-easterly winds and fine weather alternate with cloudy periods, as the weather in the south of the Bay is disturbed or settled. On the Coromandel Coast the humid north-east winds of the cold weather monsoon ordinarily give heavy rain, while on the western side of the Peninsula, on the contrary, the north-easterly winds are dry and the weather is generally fine. The liability to severe cyclonic storms in the Bay which is so characteristic of the month of October is almost as strongly marked in the early part of November. These storms ordinarily originate over the centre of the Bay and march almost due westward (with very slight northing).

It was explained in the Summary of last month that the south-westerly winds of the south-west monsoon continue to blow during October at the entrance to the Bay and that these humid winds gradually curve round over the centre of the Bay and advance on the Coromandel Coast as north-easterly winds. They there occasion steady rainfall during the second half of October. One of the most important features of the weather of October last was the almost complete failure of this current and this rainfall. The conditions which occasioned this failure were apparently equally operative during the past month of November as a very considerable failure of the Carnatic rainfall is reported, and the winds along the Coromandel Coast, except when disturbed by the cyclonic storm to be afterwards described, were almost continuously north-westerly. The chart of barometric abnormals shows that a peculiar distribution of pressure accompanied this irregularity. At all stations to the west of the meridian of 80° (with the exception of part of the Punjab and the North-West Provinces) the mean barometer was abnormally high, and at all stations to the eastward of the meridian of 80° it was abnormally low. The greatest excess of pressure was on the west coast, the greatest defect over the Circars, the head of the Bay and part of Bengal. Hence the ordinary barometric gradient was considerably modified and there was no flow of air from the north and centre of the Bay towards the south of the Peninsula. Another irregularity which has been exhibited this month is also probably associated with the abnormally high pressures existing over Western India. As stated above, the storms which are formed over the Bay during this month ordinarily march in an almost due westerly direction. It is, however, unusual for a cyclonic storm to advance directly towards an area of excessive pressure, and it is hence, in all probability, to the existence of abnormally high pressures on the west coast that the very exceptional trajectory of the storm of the 15th to 21st November was due.

Pressure.—The returns for the whole of India for the whole month show that, compared with the normal, pressure was low for the time of year by an amount equal to 0·037 inch. The meridian of 80° divides the Indian region into two parts, all stations to the west of that line (except parts of the Punjab and North Western Provinces) reporting excessive pressures and all stations to the east reporting defective pressures.

Temperature.—The very cool weather which characterised the greater part of October was maintained, though in a modified degree, during the month under review. In Bombay and the Central Provinces indeed the coolness was even greater than in October, but in all other provinces the deficiency, where it existed, was less than in the preceding month, and in the North-Western Provinces and Madras was changed into an excess. The following table shows the

variation of the mean temperature for each week and for the month from the normal mean :—

Province.	Difference of mean temperature from normal for week ending November					Difference of mean temperature from the normal for the month.
	4th.	11th.	18th.	25th.	2nd December.	
Burma	—0·7	0	—0·8	—0·3	+0·1	0
Bengal	—0·5	+0·6	+2·8	+2·7	+1·0	+1·8
North-Western Provinces	+0·8	—1·2	+2·3	+2·3	+1·4	+1·5
Punjab	+1·3	—2·1	—0·8	—0·7	+0·4	—0·2
Bombay	—2·5	—2·1	—2·2	—1·2	—1·5	—2·0
Central Provinces and Berar	—2·6	—3·8	—1·5	+1·4	+1·1	—1·0
Guzerat and Central India	—1·5	—2·5	—2·3	—0·6	+1·8	—0·9
Sind and Rajputana	—0·7	—3·5	—1·6	—0·6	+1·2	—1·0
Madras	+0·2	—0·7	+1·3	+1·4	—0·4	+0·4

One interesting feature of the temperature of the month has been the frequent occurrence of much lower night temperatures at the plains than at the hill stations. So frequently has this occurred that the mean minimum temperature of the month was 7·2° higher at Murree than at Rawalpindi and 3·8° higher at Simla than at Lahore. This phenomenon only occurs during clear weather and under anticyclonic conditions; so soon as cyclonic conditions obtain and the air become damp and even very slightly clouded the ordinary temperature relations are re-established. Over the greater part of India the past month has been one of exceptionally large range of temperature, the day readings generally exceeding and the night temperatures falling short of the normal.

Barometric depressions and cyclonic storms of the month.—There was only one important cyclonic storm during the month. A series of small depressions were, however, apparently formed over Lower Burma and that neighbourhood which after occasioning some rain round the Gulf of Martaban disappeared, and a second series of small storms appeared over Bengal.

Important depression of the 13th to 20th November.—There are certain reasons for supposing that this rather remarkable storm was formed over the Andaman Sea and the east of the Bay. On the 11th, the observations showed a very distinct depression overlying Lower Burma and the neighbouring seas. The winds at the stations in Lower Burma fed into this depression and rain was falling at Diamond Island, Moulmein and Tavoy. On the following day the chart showed that the wind had veered and the barometer risen—changes which would agree with the supposed west-south-west advance of the depression. On the 13th, the barometer was still rising in Burma, while it had fallen over the south-west corner of the Bay, where a depression was shown. On the 14th, the barometer was still rising in Burma and falling in Madras and the depression over the Bay was spreading out. On the morning of the 15th, the barometer was apparently steady over the south of the Bay, while it had risen all over the surrounding land area. Hence the depression over the Bay had increased considerably in definiteness and become a well marked storm. At this period the future movement of the storm was very doubtful, as the only barometric falls reported were very slight decrements at Colombo and Salem, so that what indications there were were in favour of a westerly movement. On the 16th, the observations showed very little change in the storm, but the barometer was falling over the greater part of the Indian region. The greatest fall was at Negapatam, while at Cuttack and False Point the barometer was actually rising, so that the evidence, though very slight, was still in favour of the normal westerly movement. On the 17th the barometer was falling every where, most at Cuddalore and Coimbatore, and the cyclonic storm had become an important depression occasioning strongish cyclonic winds all over the south of the Bay. The lowest barometers were at Cuddalore and Negapatam. Heavy rain was falling along the Coromandel Coast. Between the morning of the 17th and that of the 18th the storm suddenly moved northward and the centre on the latter date lay off Nellore. The disturbance had still further developed and strong cyclonic winds prevailed over the greater part of the Bay. Heavy rain was falling from Vizagapatam south to Madras. The reports of the 19th showed that the storm had continued to move up the Bay and to develop, and

on that day the centre lay off Vizagapatam. Very heavy rain was falling in Ganjam. After 8 A. M. on the 19th the advance of the storm was very slow, and according to the information received in Simla the centre on the morning of the following day lay off the Circars Coast between Vizagapatam and Gopalpore. A severe easterly gale had prevailed at the latter station and very heavy rain continued to fall in Ganjam and Orissa. The lowest barometric reading reported (Vizagapatam 29·614 inch) was 0·018 inch higher than the lowest on the previous day, so that presumably the depression had already begun to fill up. On the 21st the lowest barometer in the upper part of the Bay (29·752 inches) was reported from False Point and the wind, both at that station and Gopalpore, was from the northwestward, so that it appeared as though the centre, while filling up quickly, had passed on to the head of the Bay, but from the Bay of Bengal Chart, the information for which was probably more complete than that for the India report, it appears that the storm passed inland over Orissa as early as between 3 and 5 A. M. on the morning of the 20th when the barometer read about 29·48 inches at Gopalpore and broke up completely in the Orissa hills.

This was the only well defined storm during the month, but it is evident from the varying winds, the unsettled weather and the unsteady barometer in Bengal between the 14th and 19th that that Province was visited by several small local depressions at that time. It has been pointed out above that on the 14th the large depression over the south of the Bay had begun to approach the Madras side of the Bay. This left the east side of the Bay open to an advance, induced by the cyclonic circulation of moist southerly and south-westerly winds from Equatorial regions, and these winds probably travelled right up the Bay and into Bengal where they deposited their moisture and gave rise to the local storms in the lower atmosphere.

Rainfall.—The rainfall of the past month has been almost wholly associated with the disturbances mentioned above, that in Madras and the Circars falling during the existence of the large storm of the 13th to the 20th of November, that in Bengal being associated with the local disturbances noticed above.

During the first few days of the month fairly general, though slight, showers occurred in the south of the Indian Peninsula and in Lower Burma. These showers gradually decreased, ceasing altogether in the Peninsula on the 10th, but continuing in Burma. On the 14th rain began around the head of the Bay and in Assam and on the 15th extended southward all over the Carnatic, at the same time becoming heavier in Bengal. On the 16th a similar distribution of rainfall continued, the amounts being still larger in Bengal than elsewhere, but on the 17th rain fell off in Bengal while it extended and became heavier in the south of the Peninsula. As the storm advanced northward up the Bay the area of heaviest rainfall advanced with it, being reported from Vizagapatam on the 18th, from Gopalpore on the 19th and 20th, and from Orissa on the 21st.

The weekly returns of rainfall show that during the week ending on the 18th, *i.e.*, when the heavy rainfall was occurring in Bengal and the cyclonic storm was mainly affecting the Carnatic coast, one station in Deltaic Bengal received 10, a second 8¾ and a third 7 inches of rain; while in Central Bengal, Pubna received 8, and two other stations 6¾ inches. During the same period the maximum falls were about 4 inches in Orissa and between 5½ and 6 inches in Madras. In the following week, however, when the cyclonic storm was passing along the Circars and Orissa coasts larger amounts were reported. Sompet received 20½ inches; Puri 13 inches; Cuttack 8 inches; Banki 5 inches; and Balasore 3½ inches. The rainfall in Eastern and Deltaic Bengal was still heavy, but was lighter than in the preceding week and much lighter than that in Orissa and Ganjam.

During the period of disturbed weather, which succeeded the breaking up of the depressions, showers fell around the Bay, but the amount and extent of the rainfall gradually decreased, so that by the 30th, the only falls reported were at Rangoon and Tavoy and a local shower at Sibsagar.

The whole of North-Western India, the Gangetic plain, Central India, the Central Provinces and the north and centre of the Peninsula were wholly or practically without rain. The final results of the month's rainfall as shown in the concluding table are a general deficiency, except in Behar, Assam, Lower Bengal, and Orissa and the Circars. The greatest excess was in Lower Bengal where about six times the normal amount fell followed by Orissa and the Circars, where twice the average fell. In the south of the Peninsula, *viz.*, Malabar, Mysore and the Carnatic, there was a large deficiency.

The following table gives complete data, and shows the actual average rainfall and the normal rainfall of the month of the twenty-one districts into which the country is divided, so far as it is indicated by the telegraphic reports of a few stations in each district :—

Districts.	Number of Stations.	Normal average rainfall in November.	Actual average rainfall in November 1889.	Difference from the average in November 1889.
Punjab, West	7	0·29	0·01	—0·28
" East	4	0·23	0	—0·23
North-Western Provinces, Trans-Gangetic	7	0·20	0·10	—0·10
North-Western Provinces, Cis-Gangetic	3	0·07	0	—0·07
Behar	2	0·35	0·41	+0·06
North Bengal	3	0·21	0·05	—0·16
Assam—Cachar	3	0·73	1·29	+0·56
Lower Bengal and Chutia Nagpur	8	0·69	4·13	+3·44
Orissa—North Circars	5	4·76	9·75	+4·99
Central Provinces, South	7	0·51	0	—0·51
Berar, Khandeish	2	0·73	0	—0·73
Rajputana, Central India, Saugor and Nurbudda	9	0·20	0	—0·20
Sind—Cutch	3	0·02	0	—0·02
Guzerat	3	0·20	0	—0·20
Konkan	4	0·81	0·04	—0·77
Deccan—Hyderabad	5	1·38	0·29	—1·09
Malabar	5	4·64	1·96	—2·68
Mysore—Bellary	4	4·97	1·76	—3·21
Carnatic	6	9·08	2·81	—6·27
Lower Burma	7	4·41	2·49	—1·92
Ceylon	1	13·38	10·70	—2·63

W. L. DALLAS,
for *Meteorological Reporter to the Govt. of India.*

SIMLA,
The 19th December 1889.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Monday, December 16th, 1889.

The weather reports of the past seven days show that the exceptionally settled weather, which has now prevailed over India for a considerable period, has continued. The barometer has been steadily high over North-Western and Central India and steadily low over the south of the Bay. The winds, which have prevailed, have been mainly anti-cyclonic, radiating out from the high pressure area and have consequently been dry so that the rainfall has been practically nil throughout the whole of India. Over the south of the Bay conditions have probably been unsettled, but the unsettled area has been so far south that its effects have not been felt in any part of India, though the variations in the wind direction at Colombo and the rain which has fallen there, show that immediately to the south cyclonic conditions have prevailed.

The chart of the 10th showed that the high pressure area overlay Central India where the barometer marked over 30·06″. From this region pressure decreased slowly in a south-easterly direction and was lowest over the Andaman Sea and the south of the Bay. In the Punjab and Upper Sind the barometer had fallen rapidly and irregular cyclonic winds prevailed in this region. In other

parts of India anti-cyclonic winds were reported radiating out from the high pressure area in Central India. In parts of Lower Burma, however, the wind was easterly and at Colombo north-easterly. The chart of the following day showed that the relatively low pressures, reported from the west of the Punjab and Upper Sind had disappeared and readings were as high there as in Central India. There was no important change in the winds. On the 12th the barometer was rising everywhere, but the amount of increase was fairly uniform, and the relative distribution was unaltered. The wind directions were unchanged. On the 13th the barometer was falling except in Bombay and the Deccan. The fall was greatest in the North-West and the high pressure area in that neighbourhood had disappeared. Readings now decreased from 30·10″ and above, over Central India and the Deccan, to 29·90″ and below, to the east of Ceylon. Calms and light variable breezes prevailed in the North-West as well as within the high pressure area noticed above, but elsewhere the wind currents were unaltered. The chart of the following day showed no change of importance, but on the 15th there had occurred a considerable extension of the high pressure area which covered the Punjab, Rajputana, the North-Western Provinces, Behar, the Central Provinces and the Deccan. The only important feature in the winds was the strengthening of the current at Diamond Island. On the 16th there was little or no change in the position, &c., of the high pressure area, but the barometer had fallen over the Bay and the gradient had increased somewhat. The wind had continued to strengthen at Diamond Island and was rising on the Madras Coast hence it appeared probable that a disturbance was forming over the Bay.

Temperature.—Taken as a whole, the temperature of the air over India during the past week has been low. The greatest general deficiency was on the 14th after which date the amount of the depression decreased, and at the close of the week was very slight indeed. The Punjab was, relatively to the average, the warmest province, the mean temperature of five out of the seven days exceeding the average; in Burma three days, in Sind and Rajputana two days, and in the North-Western Provinces, Central India and Madras one day were warmer than the normal. In the remaining Provinces the week was relatively cool throughout.

The following table shows the variations of the mean temperature of the present and of the past weeks from the normal average :—

Provinces.	Difference of mean temperature of last week from normal.	Difference of mean temperature of present week from normal.
	°	°
Burma	+0·7	—0·2
Bengal	+0·6	—1·1
North-Western Provinces	+1·5	—1·0
Punjab	+0·8	+0·5
Bombay	—0·3	—2·1
Central Provinces	+2·9	—1·7
Guzerat and Central India	+1·6	—1·1
Sind and Rajputana	—1·3	—0·2
Madras	+1·2	—1·6

This table shows a considerable fall of temperature relatively to the average in nearly all provinces. In Sind and Rajputana, however, there has been a slight rise and in the Punjab the fall is trifling.

Rain.—As mentioned above the week has been practically rainless throughout the whole of India. The two Assamese divisions report slight showers, and a few drops of rain fell at Tavoy on the 15th, but with these exceptions there has been no rain in any part of the country.

The second columns of the concluding table shows that except, in the south of the Peninsula, the normal rainfall of the week is very light, but that, except in Tenasserim and the east of the North-Western Provinces, showers are ordinarily experienced in all parts of the country.

The final column of the table shows the large seasonal deficiency which exists in North-Western India and the south of the Peninsula.

Province.	Division.	Rainfall data for week ending 16th December 1889.			Rainfall data from 15th October to 16th December 1889.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 15th October to 16th December.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	16·78	5·02	+234
	Lower Burma	0	0·04	—0·04	7·42	5·97	+ 24
	Central do.	0	0·03	—0·03	6·06	4·11	+ 47
	Upper do.	0	?	?	3·62	?	?
	Arakan	0	0·28	—0·28	7·39	5·69	+ 30
Bengal and Assam	Eastern Bengal	0	0·05	—0·05	7·33	4·07	+ 80
	Assam (Surma)	0·02	0·18	—0·16	4·59	3·77	+ 22
	Do. (Brahmaputra)	0·03	0·24	—0·21	1·44	2·88	— 50
	Deltaic Bengal	0	0·05	—0·05	9·52	3·03	+214
	Central do.	0	0·03	—0·03	3·57	2·46	+ 45
	North do.	0	0·09	—0·09	0·60	2·52	— 77
	Orissa	0	0·22	—0·22	15·44	5·71	+170
	Chutia Nagpur	0	0·10	—0·10	2·99	1·83	+ 63
	Behar (South)	0	0·11	—0·11	0·54	1·62	— 67
	Do. (North)	0	0·05	—0·05	0·42	1·36	— 69
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0	0	1·23	0·89	+ 38
	Oudh (South)	0	0·05	—0·05	0·05	0·43	— 88
	Do. (North)	0	0·13	—0·13	0·04	0·34	— 88
	North-Western Provinces (Central)	0	0·03	—0·03	0·01	0·42	— 98
	North-Western Provinces (West)	0	0·07	—0·07	0	0·20	—100
	North-Western Provinces (Submontane)	0	0·12	—0·12	0·14	0·51	— 73
Punjab	Punjab (South)	0	0·07	—0·07	0	0·27	—100
	Do. (Central)	0	0·07	—0·07	0	0·35	—100
	Do. (Submontane)	0	0·24	—0·24	0	0·61	—100
	Do. (Hill Districts)	0	0·43	—0·43	0	1·29	—100
	Do. (North-west)	0	0·18	—0·18	0·02	1·15	— 98
	Do. (West)	0	0·04	—0·04	0	0·27	—100
Bombay and Malabar Coast Districts (Madras).	Malabar	0	0·42	—0·42	10·66	11·10	— 4
	Madras (South Central)	0	0·63	—0·63	4·86	11·38	— 58
	Coorg	0	0·38	—0·38	11·76	8·74	+ 35
	Mysore	0	0·22	—0·22	2·10	4·16	—50
	Konkan	0	0·02	—0·02	11·90	2·01	+147
	Bombay Deccan	0	0·16	—0·16	5·10	3·60	+ 42
	Hyderabad (North)	...	...	...	...	...	...
	Khandesh	0	0·04	—0·04	1·26	2·76	— 54
Central Provinces and Berar.	Berar	0	0·21	—0·21	3·14	2·45	+ 28
	Central Provinces (West)	0	0·13	—0·13	2·95	1·29	+129
	Do. (Central)	0	0·08	—0·08	1·72	1·18	+ 46
	Do. (East)	0	0·09	—0·09	1·97	1·23	+ 60
Bombay (North)	Guzerat	0	0·02	—0·02	0·02	0·52	— 96
	Kattiawar	0	0·02	—0·02	0	0·28	—100
	Sind	0	0·01	—0·01	0·01	0·11	— 90
Rajputana and Central India.	Central India (East)	0	0·13	—0·13	0·13	0·84	— 85
	Rajputana (East), Central India (West)	0	0·08	—0·08	0	0·40	—100
	Rajputana (West)	0	0·01	—0·01	0	0·14	—100
Madras	East Coast (North)	0	0·33	—0·33	12·36	8·78	+ 41
	Do. (North)(a)	0	?	?	8·90	?	?
	Hyderabad (South)	0	0·08	—0·08	2·46	3·00	— 18
	Madras (Central)	0	0·14	—0·14	4·56	4·45	+ 2
	East Coast (Central)	0	0·53	—0·53	8·75	14·15	— 38
	Do. (South)	0	1·13	—1·13	5·35	15·67	— 40
	Madras (South)	0	0·70	—0·70	3·65	12·30	— 70

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

SIMLA, *19th December, 1889.*

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the State of the Season and Prospects of the Crops.

Madras.—*For week ending 21st December.*—No rain in the northern districts of Bellary, Anantapur, and Kurnool; moderate in Coimbatore, South Canara and Malabar; good elsewhere. Crops greatly benefited and improving after the recent rains, but more rain is still wanted in Nellore and many of the southern districts. Paddy blighted in parts of Cuddapah, South Arcot and South Canara. Prices falling in Ganjam, Nellore, Madras, Chingleput, Trichinopoly, Madura, Tinnevelly and Salem, rising or stationary elsewhere. General prospects much improved.

Bombay.—*For week ending 24th December.*—Standing crops need rain in parts of the Deccan and Karnatak, otherwise generally good. Cotton prospects favourable, except in parts of Broach. Opium sowing in Baroda and harvesting and sowing operations generally progressing. Fodder generally sufficient and agricultural stock healthy.

Bengal.—*For week ending 24th December.*—No rain fell during the week. The winter rice crop is being cut and gathered. In most districts an average or nearly an average, and in some more than an average, crop will be obtained. In parts of Western and Central Bengal, the Sudder Sub-Division of Balasore, and the Palamow Sub-Division of Lohardugga, the outturn will be short. *Rabi* crops are generally reported on well, but in Behar a shower of rain now would do much good. Poppy is doing well, and the weather is very favourable for the cultivation. Sugarcane good, except in Pubna, Dacca and Furreedpore. Tobacco a promising crop, as also *ganja* in the Rajshahye district. The appearance of new rice in the market has had the effect of lowering prices in Bengal, Behar and Chota Nagpore generally. In Balasore and Cuttack the price of common rice was steady during the week.

North-Western Provinces and Oudh.—*For week ending 25th December.*—Weather clear and cold. *Rabi* crops generally thriving. Rain much wanted in unirrigated areas. Food stocks ample. Prices fairly easy.

Punjab.—*For week ending 25th December.*—No rain. Prices rising in Rawalpindi and Shahpur and stationary elsewhere. Sowing of *rabi* crops nearly completed; rain is much needed for further sowings and for the standing crops. Prospects of standing crops good for the present. Fodder sufficient throughout the Province. Poppy sowing in progress in Jullundur.

Central Provinces.—*For week ending 25th December.*—Weather cool and slightly cloudy at times. *Kharif* crops being harvested, outturn good. *Rabi* crops in good condition. A little rain would be beneficial to wheat and gram, especially in the Narbada District. Prices steady.

Burma.—*For week ending 21st December.*—The crop prospect throughout Lower Burma is good. In Upper Burma crops for the most part promise well. The price of paddy has fallen in Bassein, Tavoy, Katha and Yamethin, but it has risen in Bhamo; elsewhere prices are stationary.

Assam.—*For week ending 25th December.*—Weather seasonable. Harvesting of cold weather rice continues. Prospects of tea and other crops good.

Mysore and Coorg.—*For week ending 25th December.*—Slight rain in the Civil and Military Station and in the Bangalore and Hassan districts. Crops generally in good condition; outturn fair. Prospects favourable, but more rain required in the Bangalore district. No material change in prices.

Rainfall ·97 inch in Coorg. Coffee picking and rice harvest in progress.

Berar and Hyderabad.—*For week ending 25th December.*—In Berar the weather is clear and cold. *Jowari* reaping and cotton picking still continues. *Rabi* crops good. Cattle healthy. Fodder sufficient. Prices almost stationary.

No rain in Hyderabad during week. Harvesting of *abi* crops concluded. *Rabi* crops thriving. Prices stationary.

Central India.—*For week ending 25th December.*—Condition of crops in Bhopal fair. Rain wanted to improve them. Agricultural stock indifferent. No other material changes during week.

Rajputana.—*For week ending 25th December.*—Agricultural operations satisfactory. Standing crops good but somewhat damaged by locusts in a few districts of Marwar. Cotton cultivation injured by cold in Kerowli. Agricultural stock generally good. Pasturage or fodder generally sufficient but dear in Marwar. Prices steady generally.

Nepal.—*For week ending 19th December.*—No rain. Weather cold; mornings foggy. Winter crops thriving.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

No. XXXV OF 1889-90.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April to date*, audited figures have been used, as far as possible.

Latest Return received.	Railways.	Week ending 1st December, 1888. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Week ending 30th November, 1889. Total mean length open.	Receipts. Total.	Receipts. Per mile open.	Total Receipts from 1st April to 1st December, 1888. Total.	Per mile open per week.	Total Receipts from 1st April to 30th November, 1889. Total.	Per mile open per week.	Total Increase in 1889-90.	Total Decrease in 1889-90.
			R	R		R	R	R	R	R	R	R	R
	State Lines worked by Companies												
7th Dec., 1889	East Indian	1,514	9,74,948	644	1,526	(a) 9,06,570	594	2,85,51,194	537	(a)2,84,99,688	534	...	51,506
7th ditto	Patna-Gya	57	7,443	131	57	8,989	158	3,32,736	166	3,27,716	164	...	5,020
...	Dildárnagar-Gházipur	12	732	61	...	(b)	...	42,346	101	(b)	...	...	42,3[illegible]
...	Sindia	75	6,277	84	...	(c)	...	2,36,829	90	(c)	...	...	2,36[illegible]
7th Dec., 1889	Rajputana-Malwa	1,664	3,36,934	202	1,672	3,87,000	231	1,19,47,026	205	1,26,08,674	217	6,61,648	[illegible]
7th ditto	Bengal-Nágpur (d)	183	24,260	133	305	(e)32,494	107	9,39,529	145	(e)11,45,136	109	2,05,607	[illegible]
7th ditto	Southern Mahratta (f)	854	72,853	85	978	70,957	73	26,25,078	88	26,84,428	87	59,350	
7th ditto	Ditto Mysore Section	140	11,407	81	296	19,800	67	3,96,877	81	6,37,119	72	2,40,242	
7th ditto	Indian Midland	136	11,278	83	746	(g)77,893	104	4,38,577	92	(g)19,74,644	83	15,36,067	
30th Nov., 1889	Villupuram-Guntakal, Nellore Branch	83	4,162	50	83	4,582	55	1,66,079	57	1,66,026	57	...	
30th ditto	Bareilly-Pilibhit	36	2,937	57	36	2,421	67	55,673	45	68,358	56	12,685	
	Total	4,754	14,51,431	305	5,699	15,10,706	265	4,57,31,944	275	4,81,11,789	251	23,79,845	[illegible]
	State Lines worked by Government.												
7th Dec., 1889	North-Western (h)	2,411	4,92,145	204	2,477	5,86,214	237	1,69,78,113	201	1,85,28,791	215	15,50,678	...
30th Nov., 1889	Oudh and Rohilkhand	692	1,19,709	173	692	1,53,501	222	44,97,087	186	49,89,644	206	4,92,557	...
7th Dec., 1889	Bengal Central	125	12,609	101	125	14,650	117	4,89,939	112	5,10,002	117	20,063	...
7th ditto	Wardha Coal	45	20,095	446	45	15,580	346	5,27,345	335	5,10,539	332	...	7,[illegible]
7th ditto	Eastern Bengal	673	2,53,052	376	747	3,11,340	417	71,52,625	304	74,38,982	295	2,86,357	...
7th ditto	Nalháti	27	2,242	83	27	1,809	70	67,188	72	64,453	70	...	2,7[illegible]
7th ditto	Tirhoot	273	34,285	126	273	45,507	167	11,01,402	123	12,82,885	138	1,81,483	...
30th Nov., 1889	Lucknow-Sitapur-Sihramau	105	4,182	40	105	7,002	67	1,67,124	45	2,10,555	57	43,431	...
23rd ditto	Jorhát	...	...	...	...	(i)	...	(f)39,922	38	(k)40,167	47	245	...
7th Dec., 1889	Cherra-Companyganj	7	262	37	7	357	51	5,415	22	6,929	28	1,514	...
30th Nov., 1889	Burma (l)	441	63,922	145	553	89,795	162	10,62,186	140	30,28,428	162	10,66,242	...
	Total	4,799	10,02,503	209	5,051	12,25,911	243	3,29,88,346	197	3,66,20,375	208	36,32,029	...
	Lines worked by Guaranteed Companies.												
30th Nov., 1889	Madras	840	1,69,618	202	840	2,08,556	248	56,97,775	194	62,21,854	212	5,24,079	...
30th ditto	South Indian	654	97,492	149	654	1,04,552	160	37,11,216	162	38,82,512	170	1,71,296	...
30th ditto	Great Indian Peninsula	1,504	(m)8,13,307	541	1,447	(n)8,67,547	600	m2,66,52,580	308	n2,14,25,439	426	...	52,27,141
7th Dec., 1889	Bombay, Baroda and Central India (o)	461	2,55,102	553	461	2,65,000	575	81,00,323	302	83,08,518	517	2,08,195	...
	Total	3,459	13,35,519	386	3,402	14,45,655	425	4,41,61,894	365	3,98,38,323	336	...	43,23,571
	GRAND TOTAL (GUARANTEED AND STATE)	13,012	37,89,453	291	14,152	41,82,272	296	12,28,82,184	270	12,45,70,487	256	16,88,303	...
	GROSS ESTIMATED EXPENSES	...	...	...	...	...	...	6,41,57,486	141	6,51,78,942	134	10,21,456	...
	NET RECEIPTS	...	...	...	...	...	...	5,87,24,698	129	5,93,91,545	122	6,66,847	...
	Assisted Companies												
7th Dec., 1889	Tárakeshwar	22	5,023	228	22	5,288	240	1,88,401	245	1,82,829	238	...	5,572
30th Nov., 1889	Dibru-Sadiya	78	8,046	103	78	8,812	113	2,98,913	109	3,20,891	118	21,978	...
7th Dec., 1889	Bengal and North-Western	376	35,559	95	376	35,710	95	15,14,922	115	15,65,886	119	50,964	...
30th Nov., 1889	Rohilkhand-Kumaun	67	4,711	70	67	6,174	92	2,50,736	110	2,77,193	122	26,457	...
	Total	543	53,339	98	543	55,984	103	22,52,972	119	23,46,799	124	93,827	
	Native States.												
7th Dec., 1889	His Highness the Nizam's Guaranteed	310	36,947	119	354	45,186	128	11,24,113	110	15,38,428	125	4,14,315	...
7th ditto	His Highness the Gaekwar's	59	3,123	53	59	2,640	45	89,811	43	88,851	43	...	960
7th ditto	His Highness the Gaekwar's Viramgam Mehsána-Vadnagar	21	859	41	27	850	31	30,069	41	34,689	37	4,620	...
7th ditto	Bhávanagar-Gondal-Junágarh-Porbandar	209	32,042	153	329	25,403	77	6,81,310	98	8,53,802	88	1,72,492	...
7th ditto	Morvi	68	3,571	53	68	3,005	44	1,15,353	48	1,24,877	54	9,524	...
7th ditto	Jodhpore	124	5,370	43	124	6,100	49	2,29,402	53	2,26,588	52	...	2,814
	Total	791	81,912	104	961	83,184	87	22,70,058	85	28,67,235	90	5,97,177	...

(a) Includes the Dildárnagar-Gházipur State Railway.
(b) Included with East Indian Railway.
(c) Included with Indian Midland Railway.
(d) Includes the Katni-Umaria Branch.
(e) Includes the Sanctoria Coal Section of the Bengal-Nágpur Railway.
(f) Includes the Bellary-Kistna State Railway.
(g) Includes the Sindia and Bhopal-Itársi State Railways.
(h) Includes the Amritsar-Pathánkot and Rajpura-Bhatinda State Railways.
(i) Return not received.
(j) Total receipts from 1st April to 24th November 1888.
(k) Total receipts from 1st April to 23rd November 1889.
(l) Includes the Toungoo-Mandalay extension.
(m) Includes the Dhond-Manmád, Khámgaon, Amraoti and Bhopal-Itarsi State Railways.
(n) Includes the Dhond-Manmád, Khámgaon and Amraoti State Railways.
(o) Includes the Patri Branch.

CALCUTTA,
The 27th December, 1889.

M. C. BRACKENBURY, *Major, R.E.,*
Under-Secretary.

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